

J000229-TS01b
June 2021

Redevelopment and extension of
Premier House

Premier House, Renaissance,
Deansgate, Manchester

Transport Statement

Prepared on behalf of:



Property Alliance Group
Ltd & Starwood Capital
Group

CONTENTS

1.0	INTRODUCTION
2.0	SITE LOCATION AND EXISTING SITE USE
2.1	Site Location
2.2	Existing Site Layout and Land Use
2.3	Relevant Site Planning History & Associated Traffic Demand
2.4	Planning Policy Review
3.0	REVIEW OF EXISTING LOCAL HIGHWAY NETWORK CONDITIONS
3.1	Description of the Local Highway Network to the Application Site
3.2	Road Safety: Review of Personal Injury Accident Records
3.3	Site Accessibility
4.0	REVIEW OF THE DEVELOPMENT PROPOSALS
4.1	Development Proposals
4.2	Development Car Parking
4.3	Development Cycle Parking
4.4	Site Servicing
4.5	Travel Plan
5.0	TRAFFIC RELATED IMPACT STATEMENT
6.0	SUMMARY AND CONCLUSIONS

TABLES (IN TEXT)

Table TS3.1	Bus Services Available from Local Bus Stops
Table TS3.2	Comparison of Recorded Journey to Work Modal Split Proportions for local Manchester City Centre Ward to Greater Manchester Built Up Area (2011 Census)

FIGURES

Figure TS1	Site Location - Strategic Context
Figure TS2	Site Location - Local Context
Figure TS3	Site Location - Aerial View
Figure TS4	Recorded Personal Injury Accident Incidents 01/10/2015 - 30/09/2020
Figure TS5	Location of the Application Site with Respect to Local Bus Stops
Figure TS6	Location of the Application Site with Respect to Metrolink Services
Figure TS7	Location of the Application Site with Respect to Rail Services
Figure TS8	Location of the Application Site with Respect to Enterprise Car Club Vehicles
Figure TS9	2km Walk Catchment to / from the Application Site
Figure TS10	5km Cycle Catchment to / from the Application Site
Figure TS11	Local Cycle and Walking Infrastructure Around the Application Site

APPENDICES

Appendix TS1	Existing Site Plans
Appendix TS2	Metroshuttle & Metrolink Information
Appendix TS3	Proposed Site Layout Plan, Landscape Plan and Relocated Access Plan
Appendix TS4	Service Vehicle Swept Path Assessment

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 redevelopment and extension of Premier House.
- 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 proposals subject to this particular application is for the redevelopment and extension of Premier House, which has been long term vacant to provide high quality business space with new retail/leisure floorspace at ground floor level fronting Deansgate.
- 1.3 The adjacent Renaissance hotel is to be refurbished and rebranded (subject to separate planning applications). The part demolition of Premier House at its northern end (subject to application 130049/DEM/2021), will create the development platform for the construction of a new landmark residential building. A separate application for the residential development is programmed for submission in summer/autumn 2021.
- 1.4 Notwithstanding these other elements of the development site, this report considers the redevelopment and extension of Premier House 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 notes that paragraph 111 of the National Planning Policy Framework (NPPF) 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. It is ultimately not anticipated that the proposed development would generate a level of vehicle movements in excess of what could be experienced under extant uses. Furthermore, due to the application site's city centre location, the scheme is considered unlikely to generate substantive car trip demand. 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.

1.6 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 proposed redevelopment of the site - including a review of the proposed vehicle and pedestrian / cycle site access arrangements, car parking and large vehicle servicing provision.
- A review of the traffic impact of the proposed development scheme.
- 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 complex is situated between Deansgate (A56 to the east, Blackfriars Street to the south, Victoria Bridge Street to the north and the River Irwell to the west. 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 with 360 spaces (currently

operated by MCC), a dilapidated former office building (Premier House) which provides 6,308sqm GIA office/retail floorspace and is currently vacant. Premier House in its existing form is significant in scale with a long but unattractive frontage which does not allow for any interaction with Deansgate. The northern half of Premier House as existing, including the existing ramp and canopy to Deansgate, are proposed for demolition by the Applicants. A separate application has been submitted for these works. The part retained Premier House building is the subject of this Planning Application. 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. 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 though the site following a one-way route before joining the exit lane from the underground multistorey car park to emerge onto Blackfriars Street.
- 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. 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 currently accommodates 360 spaces over three underground levels. 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 A prior approval application was validated on 23 April 2021 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 this Planning Application.

2.3.3 The site has previously been subject to planning applications proposing its redevelopment, the most recent of which was 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.’

2.3.4 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.

2.3.5 Whilst Premier House has been vacant for a number of years with only one street level restaurant unit currently in occupation, the extant/historic use of the site for office/retail/leisure purposes represents a key consideration as these uses could continue in the future. This planning ‘fall-back’ position is relevant for the

consideration of the traffic impacts of the proposed redevelopment and extension of Premier House.

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 February 2019 National Planning Policy Framework (NPPF) 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 102)

“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 103)

“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 110)*

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, cyclist 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 108 and 109 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; 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 108)*

“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 109)

“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 111)

- 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 109 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 outside of the city centre, policy T2 states,

‘all new development should provide appropriate car parking facilities, taking into account the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B.

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. Employment and education establishments should be accessible by public transport and wherever possible by walking and cycling.’

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 through 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.
- 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 site of Deansgate to Premier House. 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.

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 redevelopment of Premier House into question or require direct highway safety mitigation measures funded by the development proposals.

3.3 Site Accessibility

3.3.1 The proposed redevelopment of the application site 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 office/retail/leisure 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 residences 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 Furthermore, many of trips to / from the proposed land uses by employees / customers are likely to comprise long distance journeys by public transport to / from home origins and walk / public transport trips around the city centre.

3.3.4 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

3.3.5 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.

- 3.3.6 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.
- 3.3.7 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).
- 3.3.8 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

- 3.3.9 **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)

- 3.3.10 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.
- 3.3.11 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)

- 3.3.12 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
- 3.3.13 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**.

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

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

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

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

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

Rail Services

3.3.17 The closest railway station to the application 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.

3.3.18 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.

3.3.19 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

- 3.3.20 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.
- 3.3.21 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

- 3.3.22 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, with this 2km threshold identified as a suitable walk distance for commuting trips to / from employment destinations.
- 3.3.23 **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.

- 3.3.24 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.

Accessibility by Cycle

- 3.3.25 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**.
- 3.3.26 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.
- 3.3.27 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 Premier House site and the Manchester City Centre area in general is demonstrated by a comparison of travel patterns for journeys to work to 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 employment sites located in the city centre ward illustrate car use levels at less than a third of that for the remainder of the Greater Manchester conurbation.

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

Travel Mode	City Centre Ward ^{^*}	Greater Manchester Built Area [*]
Metro, light rail, tram	6.0%	2.8%
Train	15.5%	8.2%
Bus, minibus or coach	25.4%	17.7%
Taxi	0.3%	0.7%
Motorcycle	0.4%	0.5%
Driving a car or van	33.9%	51.8%
Car / Van passenger	3.8%	4.4%
Bicycle	2.5%	3.2%
On foot	12.1%	10.4%
Other method of travel	0.2%	0.4%

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

^{*}all persons in employment 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. Office/retail/leisure land uses are recognised key land uses within the city centre and has been demonstrated to provide the opportunity to promote sustainable, modern ‘car free’ development, in line with Manchester City Council’s aspirations for the continuing regeneration of the city centre.

Accessibility Summary

- 3.4.4 Overall, it is concluded that the application site represents an excellent location for office/retail/leisure redevelopment, being located within the city centre and within a practical walking distance of local residential areas / cycling distance of the surrounding suburbs. Excellent frequency public transport services (bus, Metrolink & rail) are also available within close proximity of the application site, providing opportunities for further connections both within and outside the Greater Manchester conurbation.
- 3.4.5 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 for travel to / from the application site, thereby managing the overall traffic impact associated with the development.

4.0 REVIEW OF THE DEVELOPMENT PROPOSALS

4.1 Development Proposals

- 4.1.1 The proposal is for the redevelopment and extension of Premier House to provide high quality business space with new retail/ leisure floorspace at ground floor level fronting Deansgate. Premier House in its existing form is significant in scale with a long but unattractive frontage which does not allow for any interaction with Deansgate. The northern area of Premier House as existing, including the existing ramp and canopy to Deansgate, are proposed for demolition by the Applicants. A separate prior approval application has already been submitted for these works. The part-retained Premier House will then be subject to redevelopment.
- 4.1.2 The proposed site layout plan is included as **Appendix TS3** to this report. The proposals incorporate the potential for up to 4,277sqm GIA of development floorspace, to be delivered across a mix of office/retail/leisure development, as set out in **Table TS4.1**.

Table TS4.1: Proposed Schedule of Development (sqm)

Level	Total GIA	retail NIA	Commercial NIA	Reception NIA
Lower Ground	453			
Ground	895	653		121
Mezzanine	988		825	
1	940		809	
2	940		809	
Roof	61			
TOTAL	4277	653	2443	121

- 4.1.3 The office space will be served via a new reception area off Deansgate, close to the Deansgate / Blackfriars Street junction. The retail/leisure units will all be directly accessed at grade from the Deansgate frontage at street level.
- 4.1.4 A new service vehicle access is proposed from Deansgate to the existing service yard. Access will be taken immediately north of the retained/redeveloped Premier House building. The existing service yard vehicle access would be demolished as part of the demolition schedule for the northern section of Premier House.

4.2 Development Car Parking

4.2.1 This application scheme does not propose any changes to the underground car park. The existing car parking spaces will be retained and will continue to be operated by Manchester City Council. Historically the existing Premier House building has not benefited from any parking allocation, and the redeveloped Premier House would also not be allocated any parking spaces.

4.2.2 The redevelopment of Premier House is therefore effectively being promoted as car free development. This is considered entirely appropriate due to the highly accessible location of the application site, which provides excellent opportunities for access by sustainable modes of travel. Any car parking demand associated with staff or visitor car trips would be accommodated by existing local long-stay public / contract multi-storey car parking provision, as per the historic use of Premier House.

4.3 Development Cycle Parking

4.3.1 A cycle store is proposed to serve the development scheme, providing parking for 40 cycles.

4.3.2 This proposed parking supply is in excess of Manchester City Council guideline parking standards for office development (1 cycle space per 200sqm) and demonstrates the developer's commitment to promoting sustainable travel for journeys to / from the site. Shower and changing facilities are also incorporated in the site plan to further support cycle access to the site.

4.4 Site Servicing

4.4.1 The existing service vehicle route junction is to be closed and a new service vehicle access to be created further west, central to the Deansgate frontage, as indicated in the proposed site plan and landscape plan, attached at **Appendix TS3** to this report. **Drawing J000229_SK101**, also attached at **Appendix TS3**, provides further details of the relocated service vehicle access.

- 4.4.2 The new service access point will connect with the existing one-way service route through the site. Due to the level difference created by the relocation of the access, a ramp of gradient approximately 1 in 12 will be provided from Deansgate to the service route with a transition at the bottom of the ramp.
- 4.4.3 The internal service route will be retained and as such can accommodate typical large service vehicle movements appropriate to the office/retail/leisure units. This service route would also continue to serve the hotel development.
- 4.4.4 **Appendix TS4** to this report demonstrates a range of vehicle swept path assessment runs for typical large service vehicle movements.

4.5 Travel Plan

- 4.5.1 The operation of the redeveloped Premier House would be supported by the operation of Travel Plan initiatives to encourage employees and visitors 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 Premier House currently represents an existing office/retail/leisure building of 6,308sqm GIA. In planning terms, material consideration should be given to the site's extant use. The anticipated traffic 'impact' of the proposed Premier House redevelopment is therefore the net difference between the extant and proposed site uses.

5.2 As identified in section 4.1, the proposals incorporate the potential for up to 4,277sqm GIA of development floorspace, to be delivered across a mix of office/retail/leisure units (i.e. 2,443sqm NIA office, 653sqm NIA retail/leisure and 121sqm NIA reception area). Whilst the proposals include an extension of the existing Premier House building towards its Deansgate frontage owing to the demolition of the part of the existing Premier House (subject to separate Planning Application), an overall reduction in floorspace would result when compared to the current Premier House floor area, noting that the northern end of the building is to be demolished.

5.3 As the proposed development represents an overall reduction in floor area when compared to the existing Premier House development (a circa 32% reduction), it therefore follows that any traffic related effects of the development would be reduced.

5.4 Paragraph 109 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 109 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.”

5.4.1 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.

- 5.4.2 The above analysis has demonstrated that the application proposals would result in a lower level of floorspace than the existing Premier House, and therefore trips to / from the site would be reduced when compared to baseline conditions. 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 SUMMARY AND CONCLUSIONS

- 6.1 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 for the redevelopment and extension of Premier House to deliver high quality new workspace with retail/ leisure uses at ground floor level.

Site Location and Existing Conditions

- 6.2 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.
- 6.3 The Renaissance complex currently comprises a vacant 15-storey, 203-bedroom hotel building, an underground multi-storey car park with 360 spaces (currently operated by MCC), a dilapidated former office building (Premier House) which provides 6,308sqm GIA office/retail/leisure floor space and is currently vacant. The northern half of Premier House as existing, including an existing ramp and canopy to Deansgate, are proposed for demolition by the Applicants (subject to a separate application). The part retained Premier House building is the subject of this Planning Application.
- 6.4 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. 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.

Planning Status

- 6.5 A prior approval application was validated on 23 April 2021 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 this Planning Application.
- 6.6 Whilst Premier House has been vacant for a number of years with only one street level restaurant unit currently in occupation, the extant/historic use of the site for office/retail purposes represents a key consideration as these uses could continue in the future. This planning ‘fall-back’ position is relevant for the consideration of the traffic impacts of the proposed redevelopment of Premier House.

Existing Local Highway Network Conditions

- 6.7 The application site is situated on Deansgate between the junctions with Blackfriars Street and Victoria Bridge Street.
- 6.8 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.
- 6.9 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.

- 6.10 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.
- 6.11 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.
- 6.12 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.
- 6.13 All roads surrounding the application site are subject to double yellow restrictions / loading bays / bus stops, restricting parking and waiting.
- 6.14 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.
- 6.15 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 redevelopment of Premier House into question or require direct highway safety mitigation measures funded by the development proposals.

Sustainability Accessibility

- 6.16 It is considered that the application site represents an excellent location for office/retail/leisure redevelopment, being located within the city centre and

within a practical walking distance of local residential areas / cycling distance of the surrounding suburbs. Excellent frequency public transport services (bus, Metrolink & rail) are also available within close proximity of the application site, providing opportunities for further connections both within and outside the Greater Manchester conurbation.

- 6.17 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 for travel to / from the application site, thereby managing the overall traffic impact associated with the development.

Development Proposals

- 6.18 The application proposal is for the redevelopment and extension of Premier House to provide high quality business space with new retail/ leisure floorspace at ground floor level fronting Deansgate. The proposals incorporate the potential for up to 4,277sqm GIA office/retail/leisure development. The northern area of Premier House as existing, including the existing ramp and canopy to Deansgate, are proposed for demolition by the Applicants. A separate application has already been submitted for these works. The part-retained Premier House will then be subject to redevelopment.
- 6.19 The business space will be served via a new reception area off Deansgate, close to the Deansgate / Blackfriars Street junction, with the retail/leisure units directly accessed at grade from the Deansgate frontage at street level.
- 6.20 A new service vehicle access located immediately north of the retained/redeveloped Premier House is proposed from Deansgate to the existing service yard. The existing service yard vehicle access would be demolished as part of the demolition schedule for the northern section of Premier House.
- 6.21 This application scheme does not propose any changes to the existing underground car park, with the redevelopment of Premier House is effectively being promoted as car free development. This is considered entirely appropriate due to the highly accessible location of the application site.

- 6.22 A cycle store is proposed to serve the development scheme, providing parking for 40 cycles in accordance with MCC parking standards. Shower and changing facilities are also incorporated in the site plan to further support cycle access to the site.

Traffic Related Impact Statement

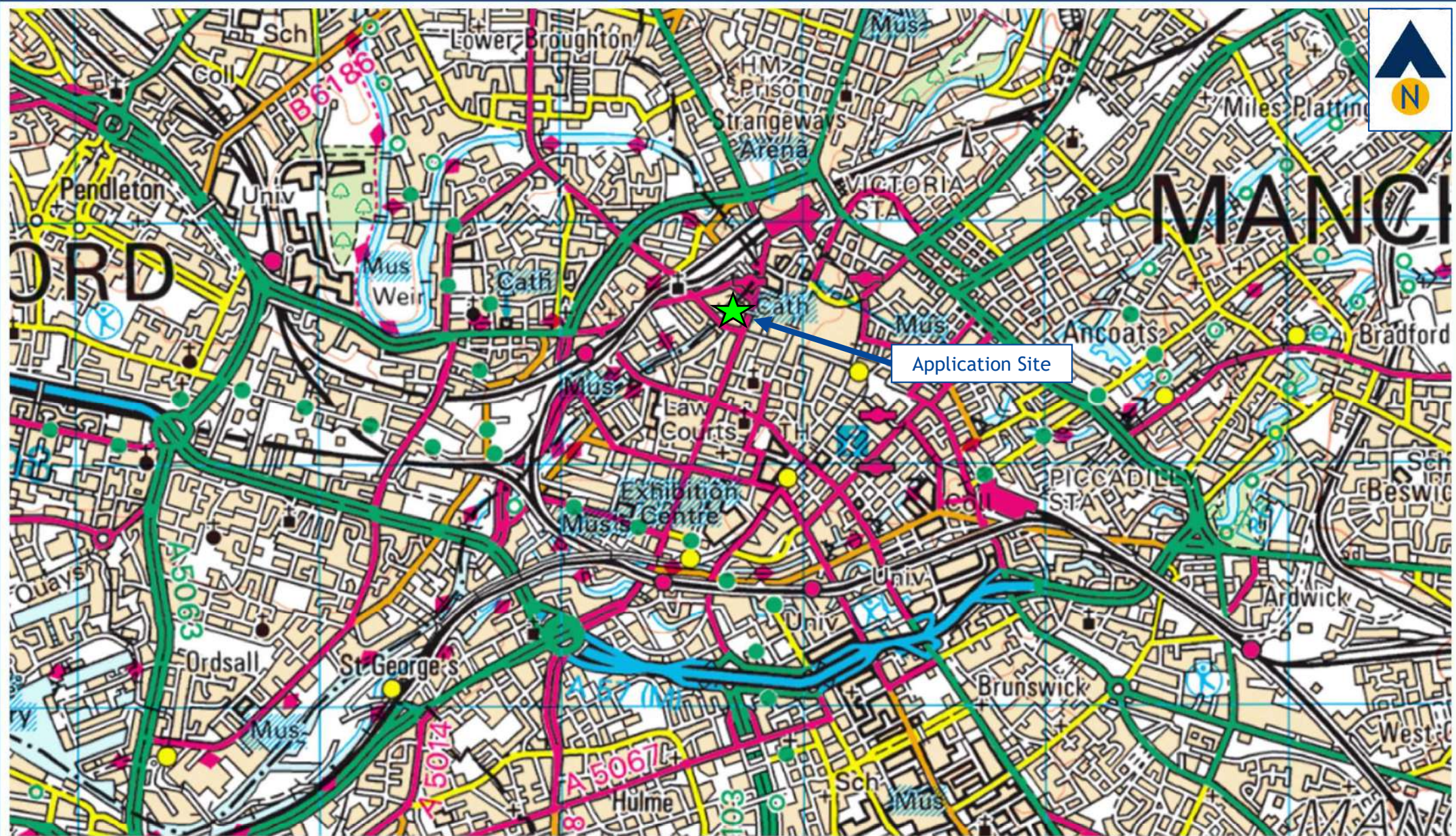
- 6.23 In planning terms, material consideration should be given to the site's extant use, which provides 6,308sqm GIA office/retail/leisure space. The anticipated traffic 'impact' of the proposed Premier House redevelopment is therefore the net difference between the extant and proposed site uses. The proposed incorporate 4,277sqm GIA development floorspace, and therefore an overall reduction of circa 32% when compared to the extant site. It therefore follows that any traffic related effects of the development would be reduced.
- 6.24 The NPPF therefore instructs planning authorities 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' 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. Given that the application proposals would result in a lower level of floor space than the extant site, it is concluded that traffic effects of the application scheme would not be severe and therefore that there are no highways capacity grounds for the refusal of the proposals.

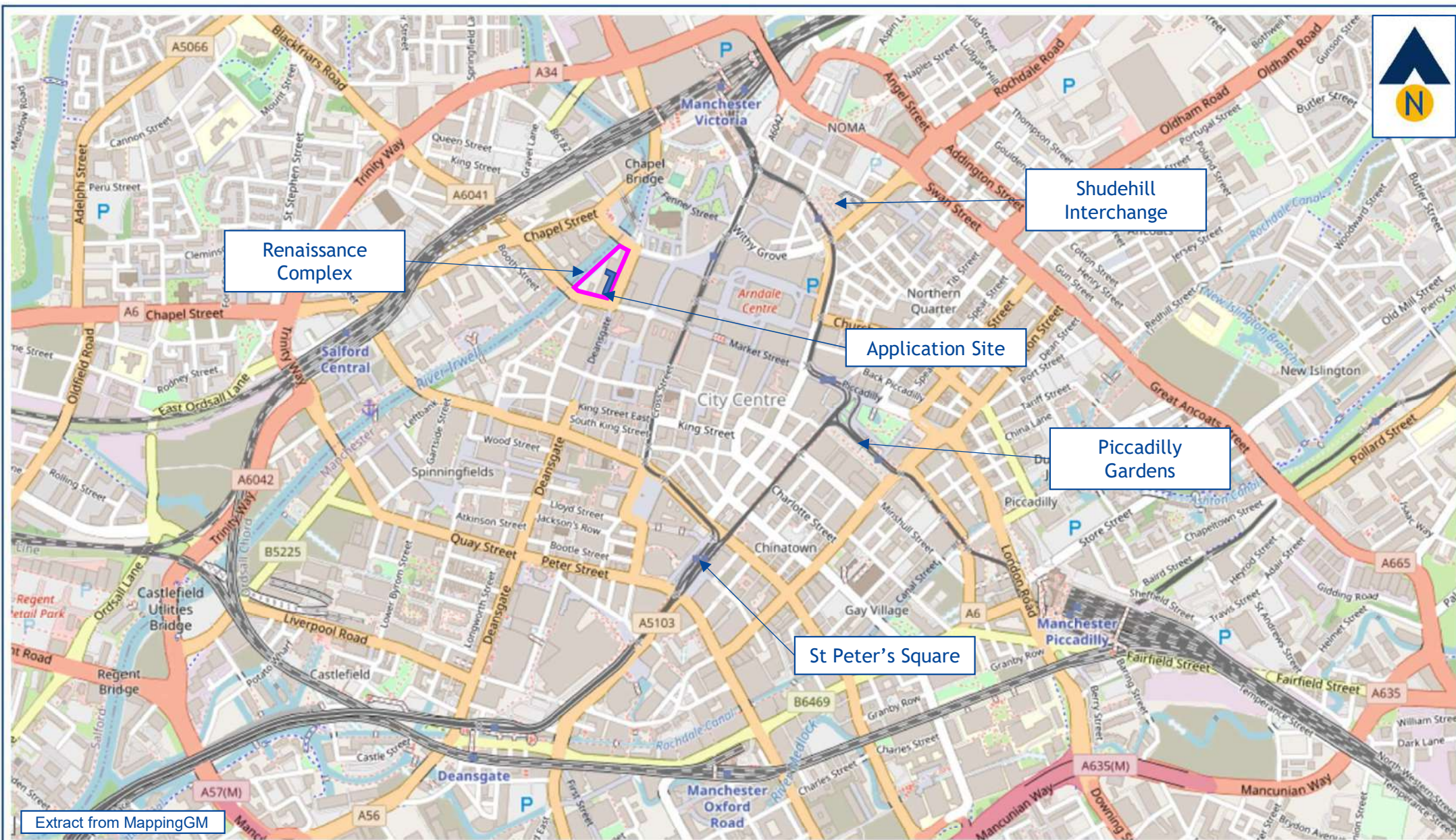
Conclusions

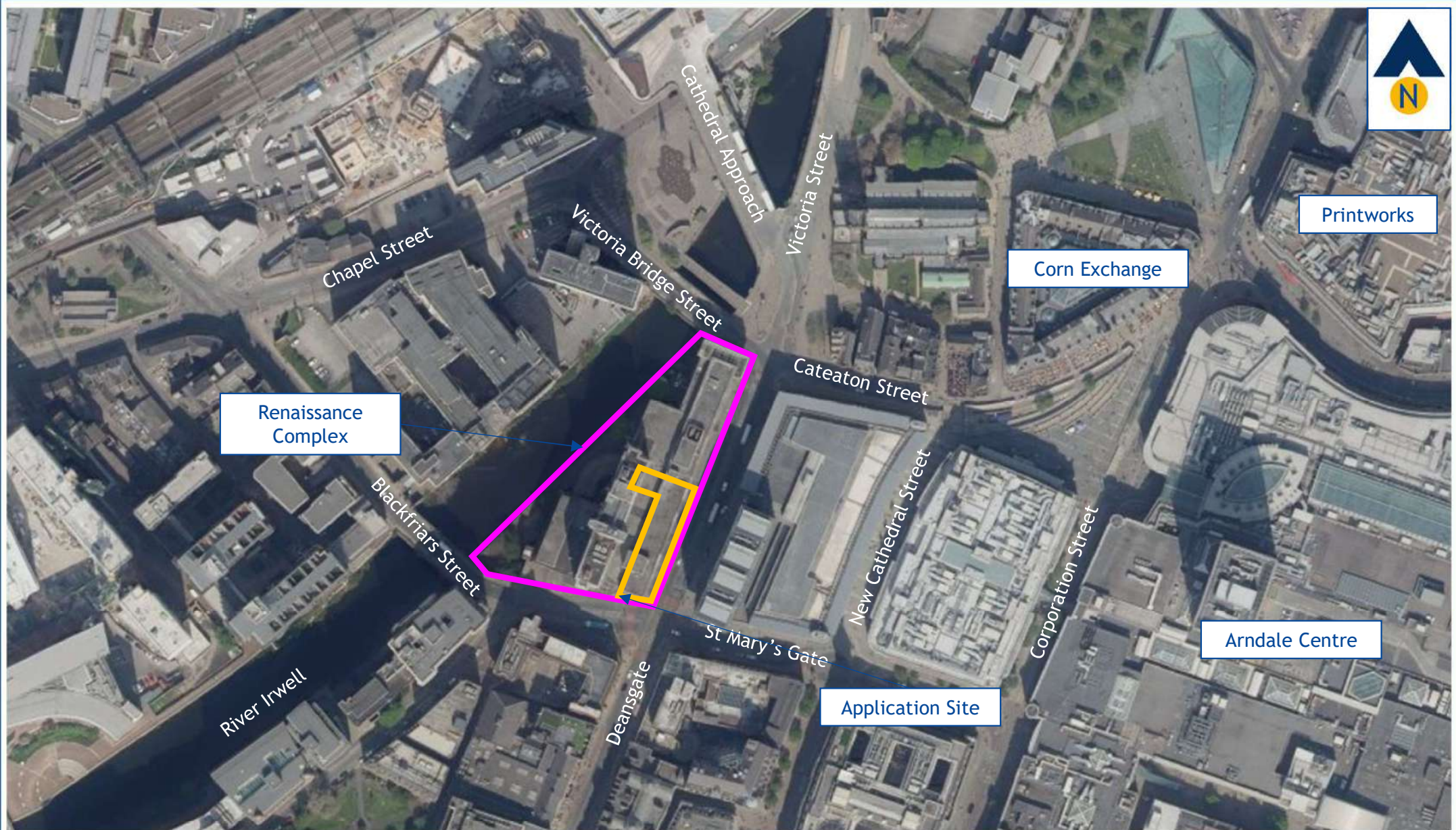
- 6.25 In summary it is considered that the Application Scheme represents a suitable and sustainable location for redevelopment and would not result in any material detrimental effects on the immediate local transport network. Furthermore, the location of the site offers excellent opportunities to encourage travel by sustainable, alternative travel modes to the private car, which would be supported by the implementation of a Travel Plan.

- 6.26 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.









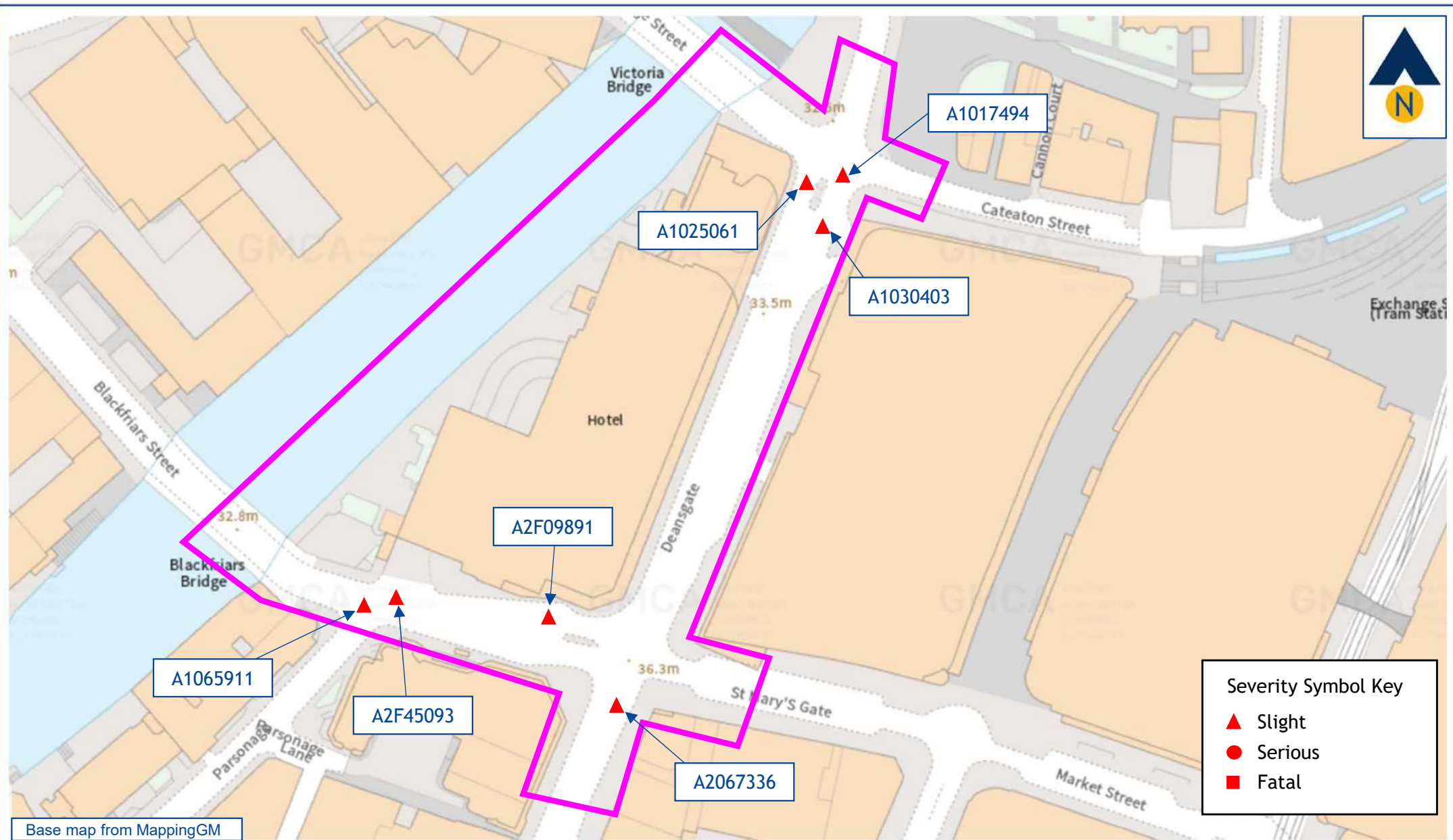


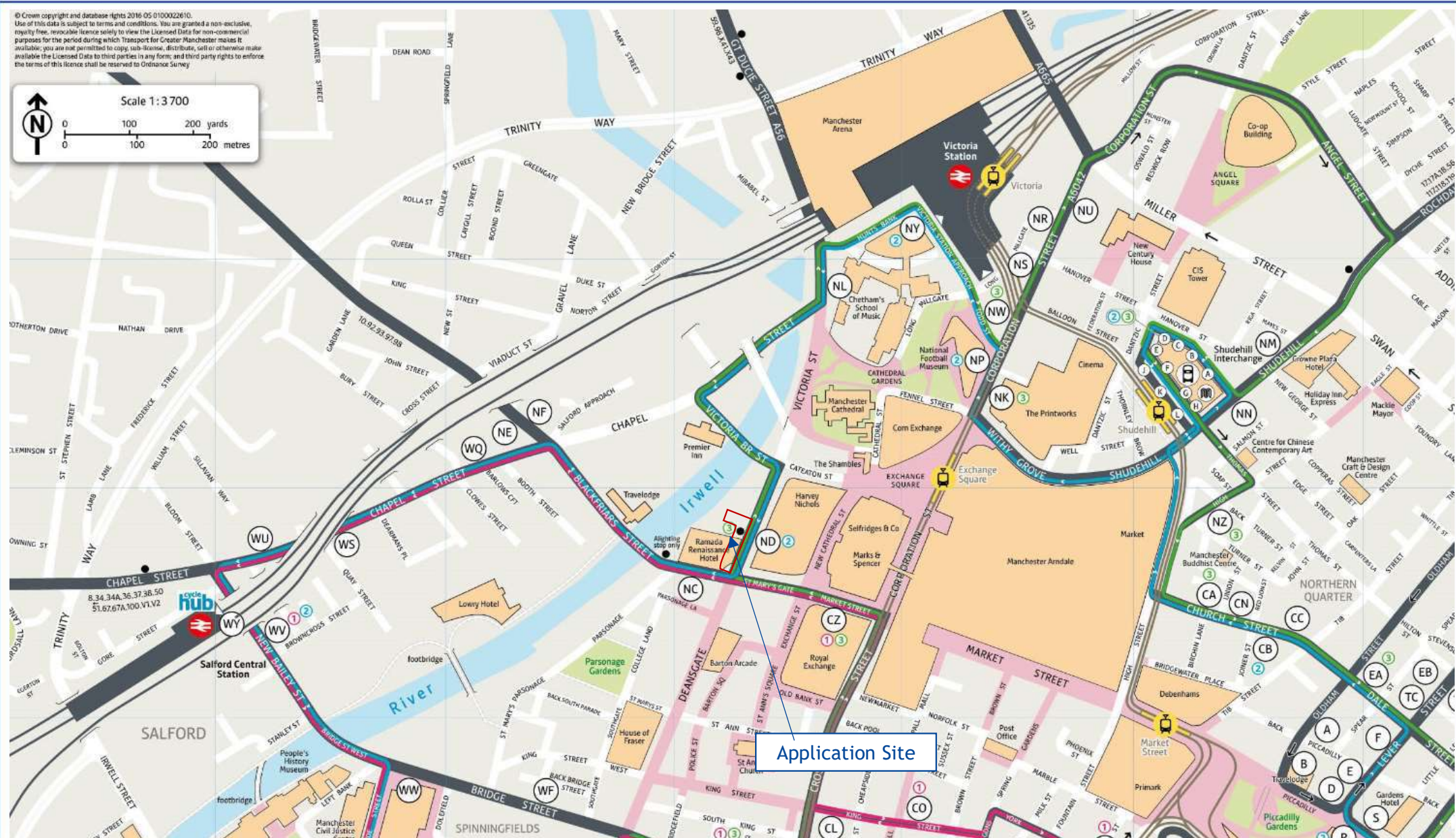
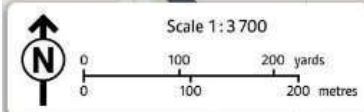
Figure TS4

Recorded Personal Injury Accident Incidents 01/10/2015 - 30/09/2020

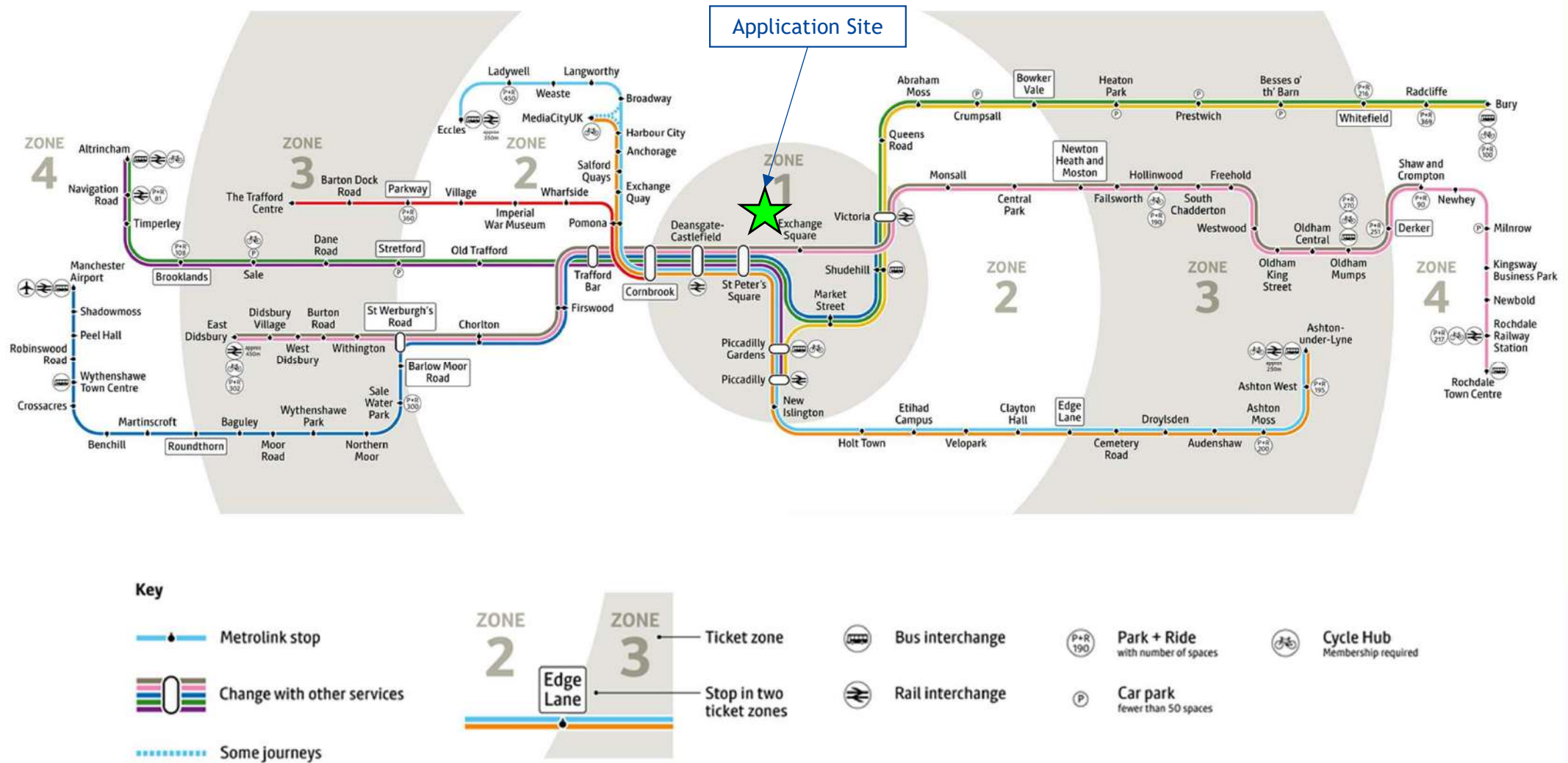
J000229

Premier House, Renaissance

June 2021



Application Site



Extract from TfGM Manchester Metrolink Network Map

Figure TS6

Location of the Application Site with Respect to Metrolink Services

J000229

Premier House, Renaissance

June 2021

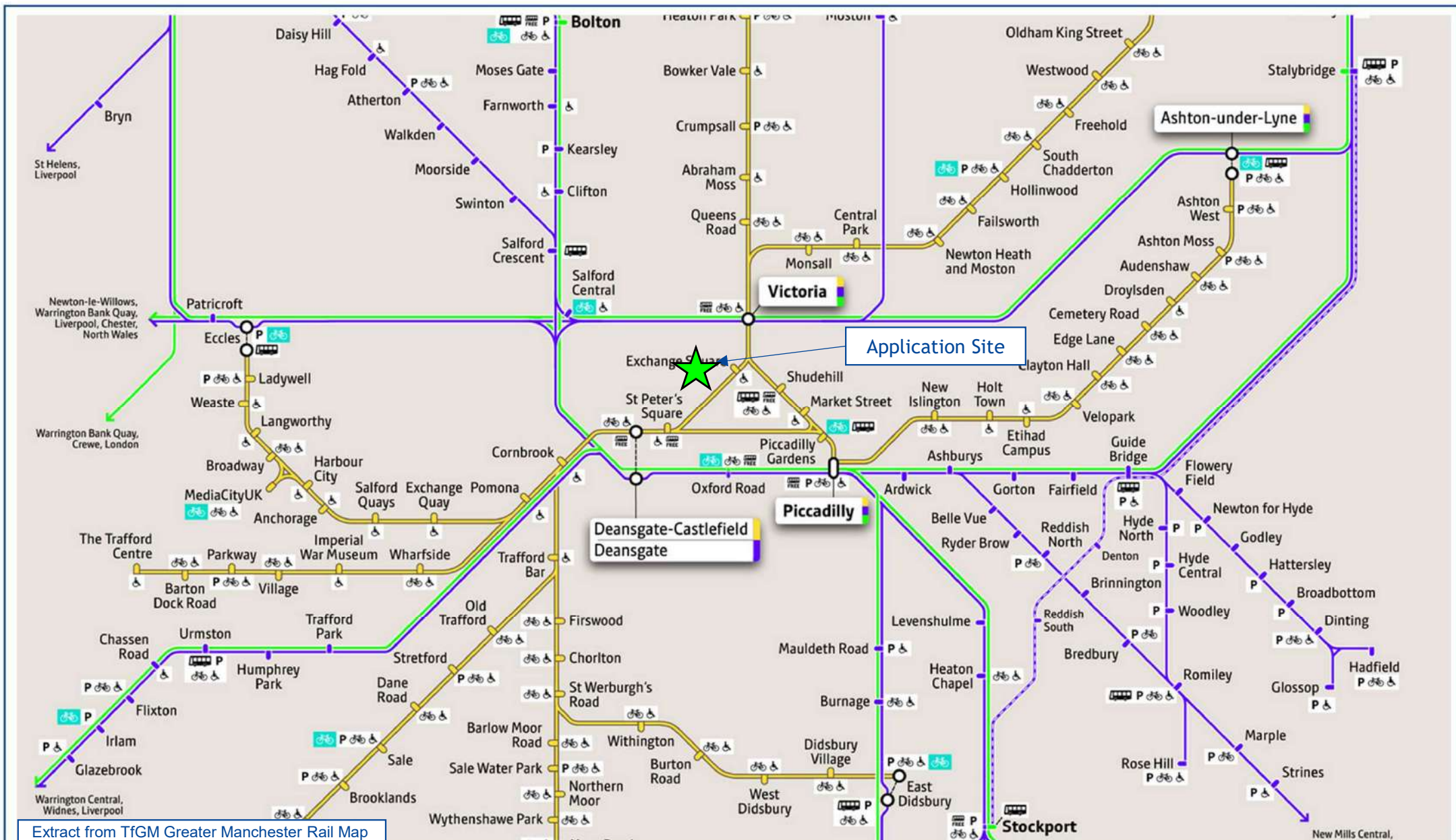


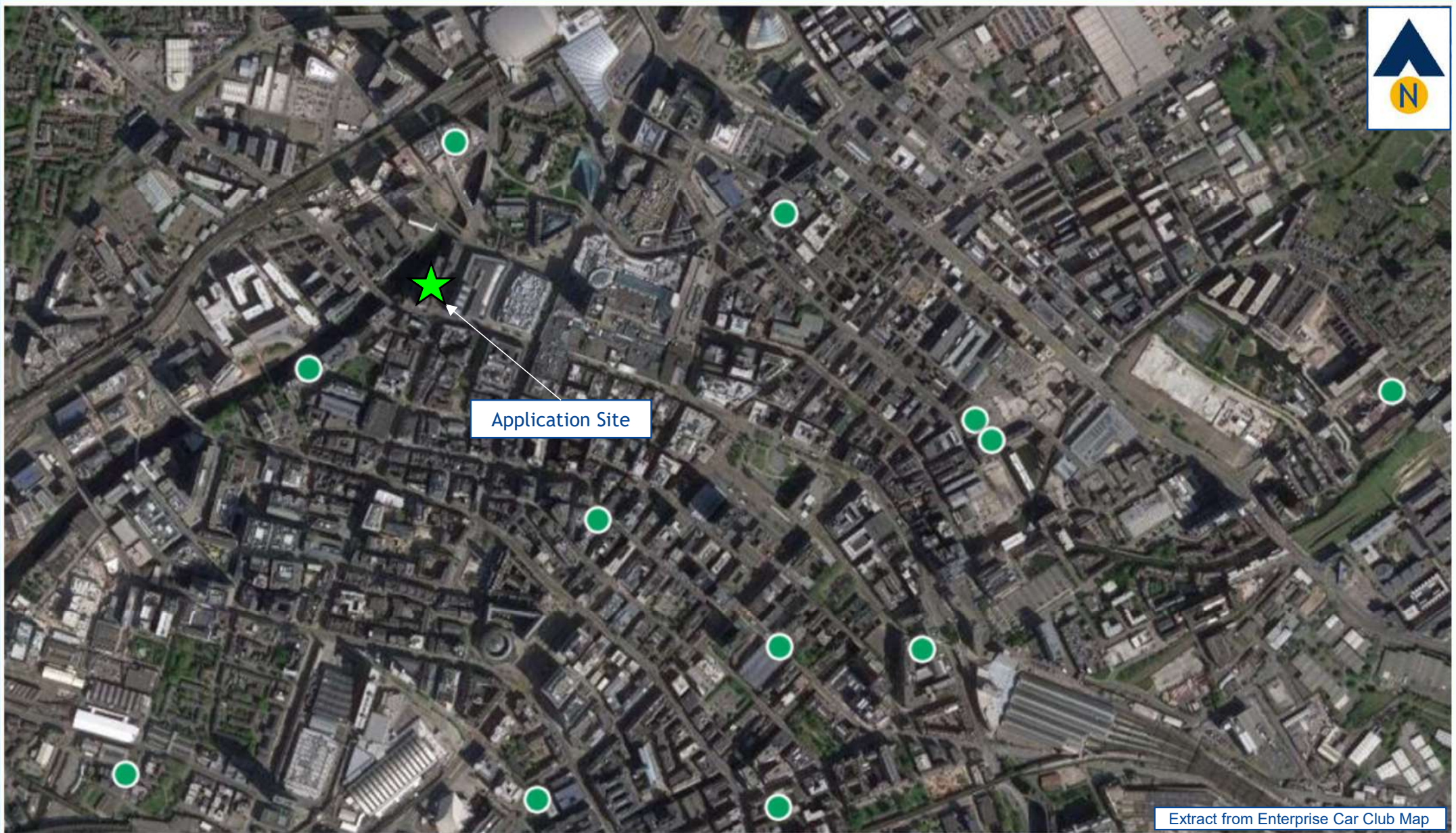
Figure TS7

Location of the Application Site with Respect to Local Rail Services

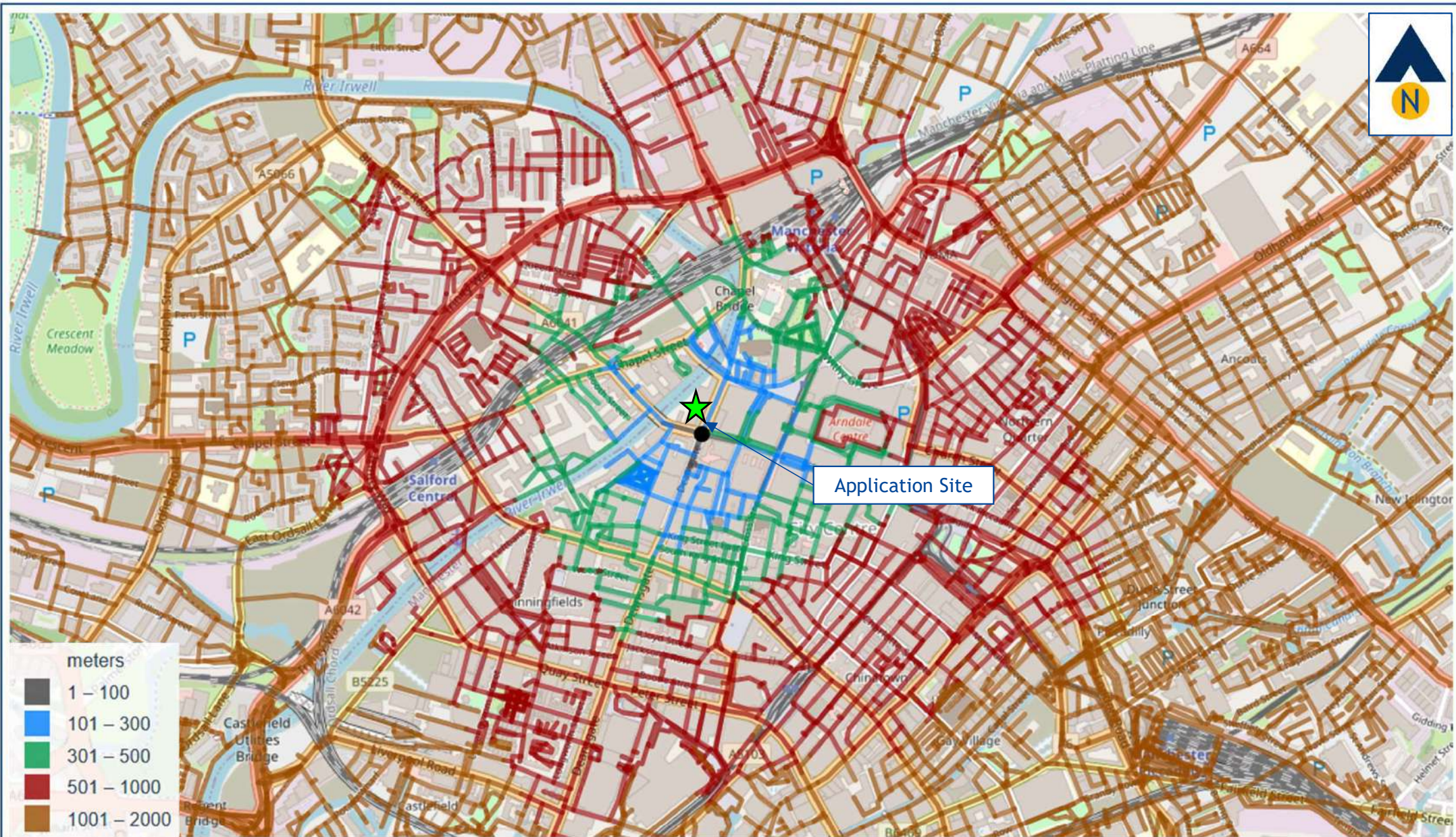
J000229

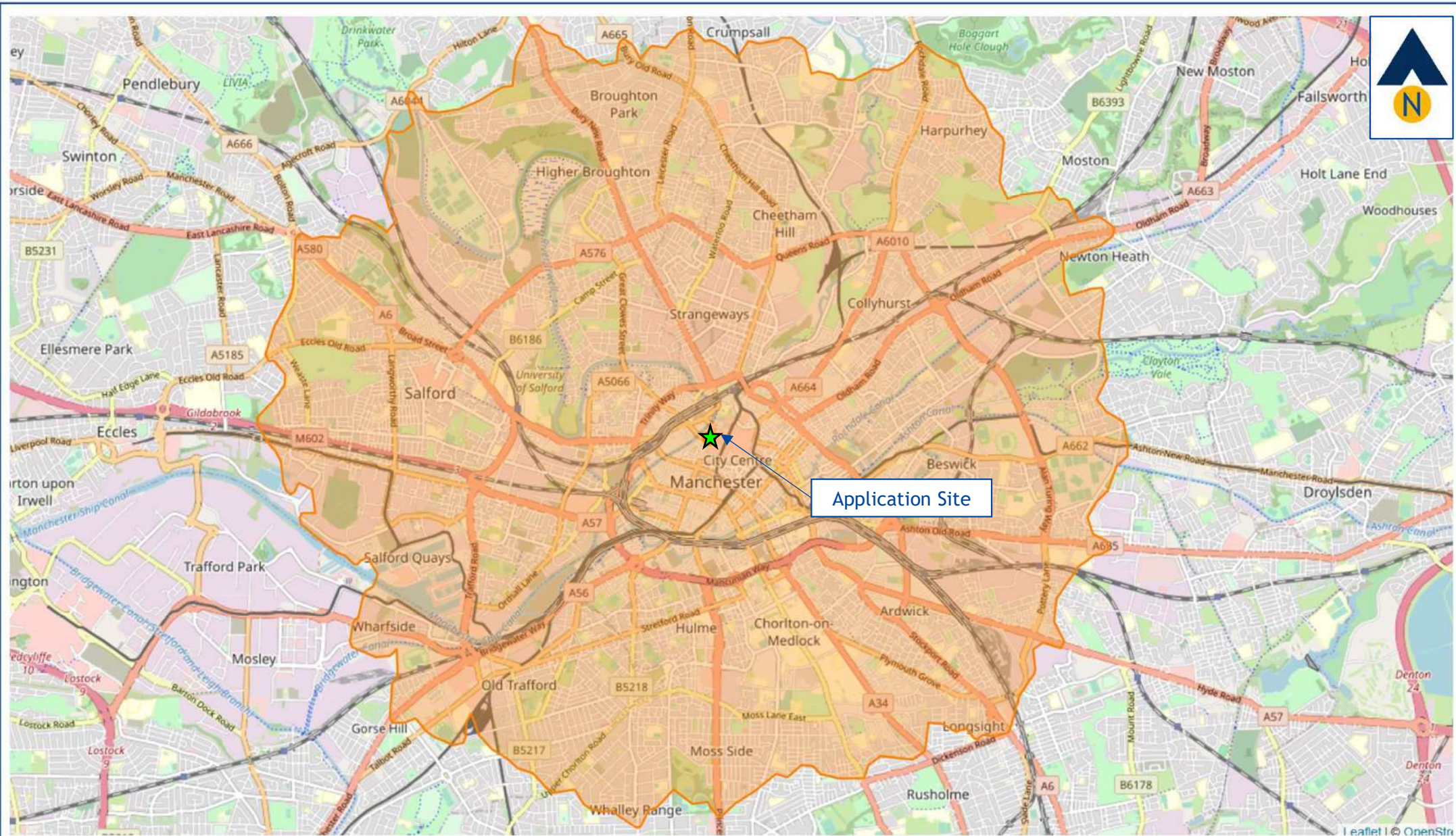
Premier House, Renaissance

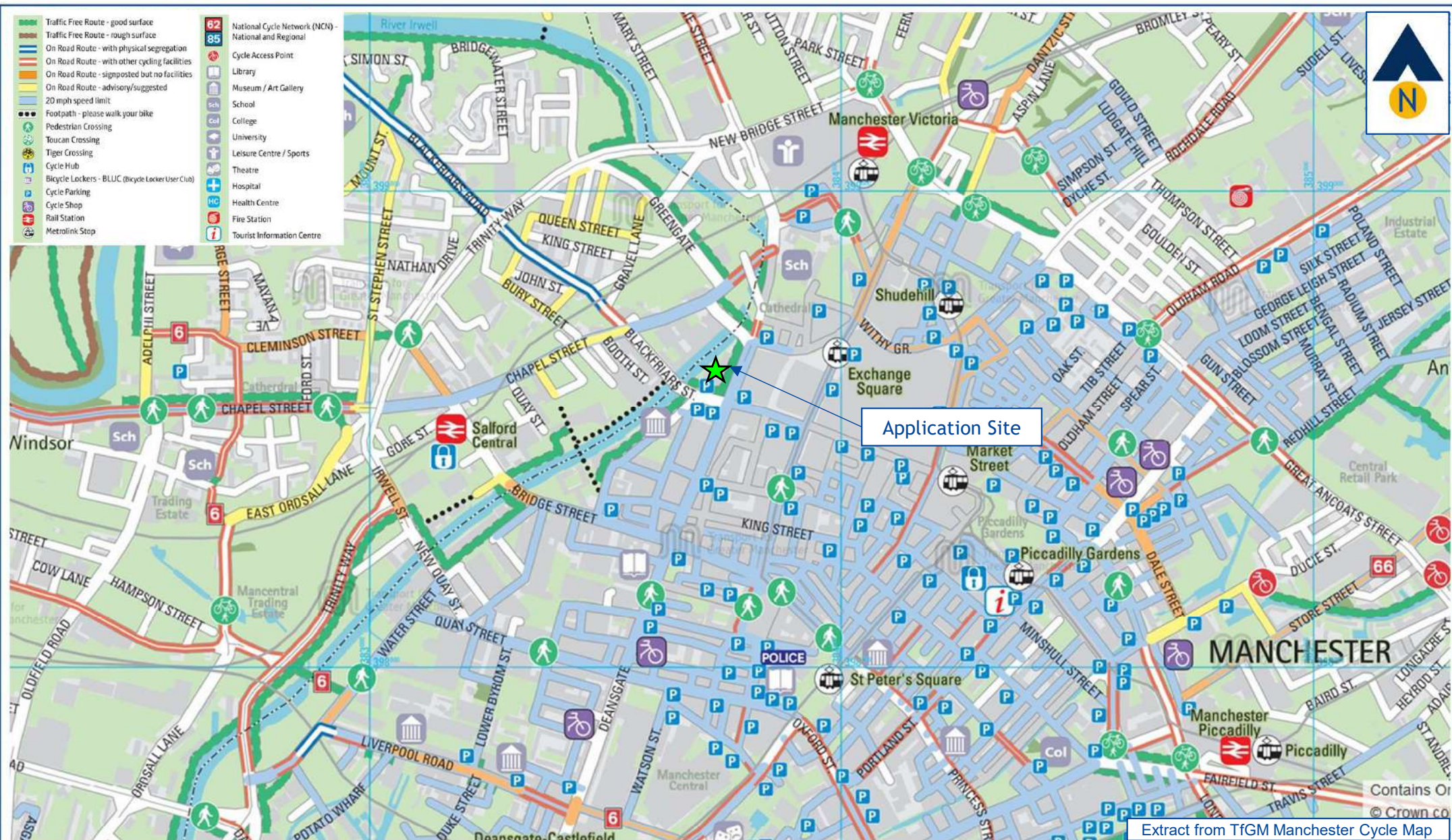
June 2021



Extract from Enterprise Car Club Map

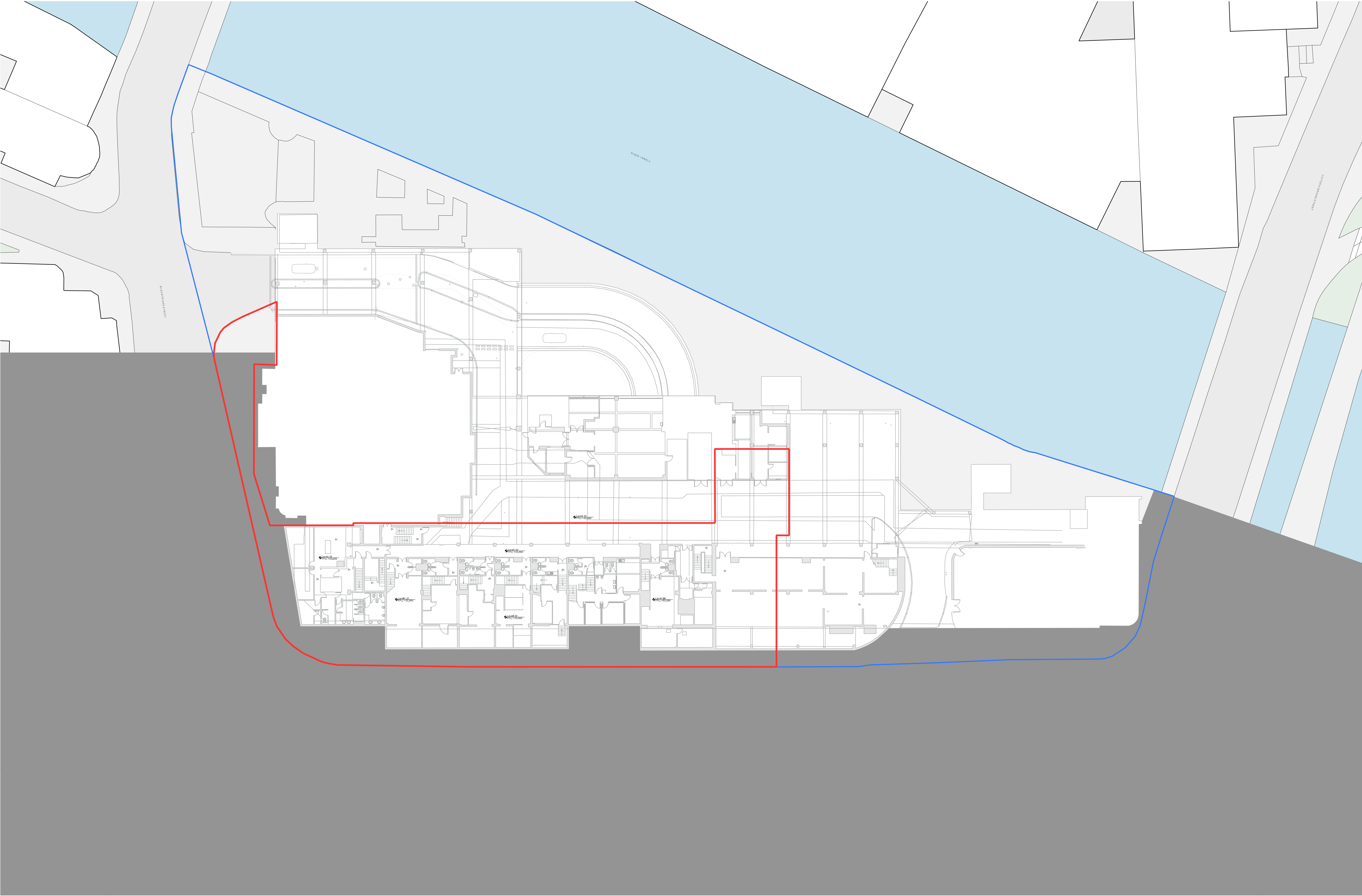












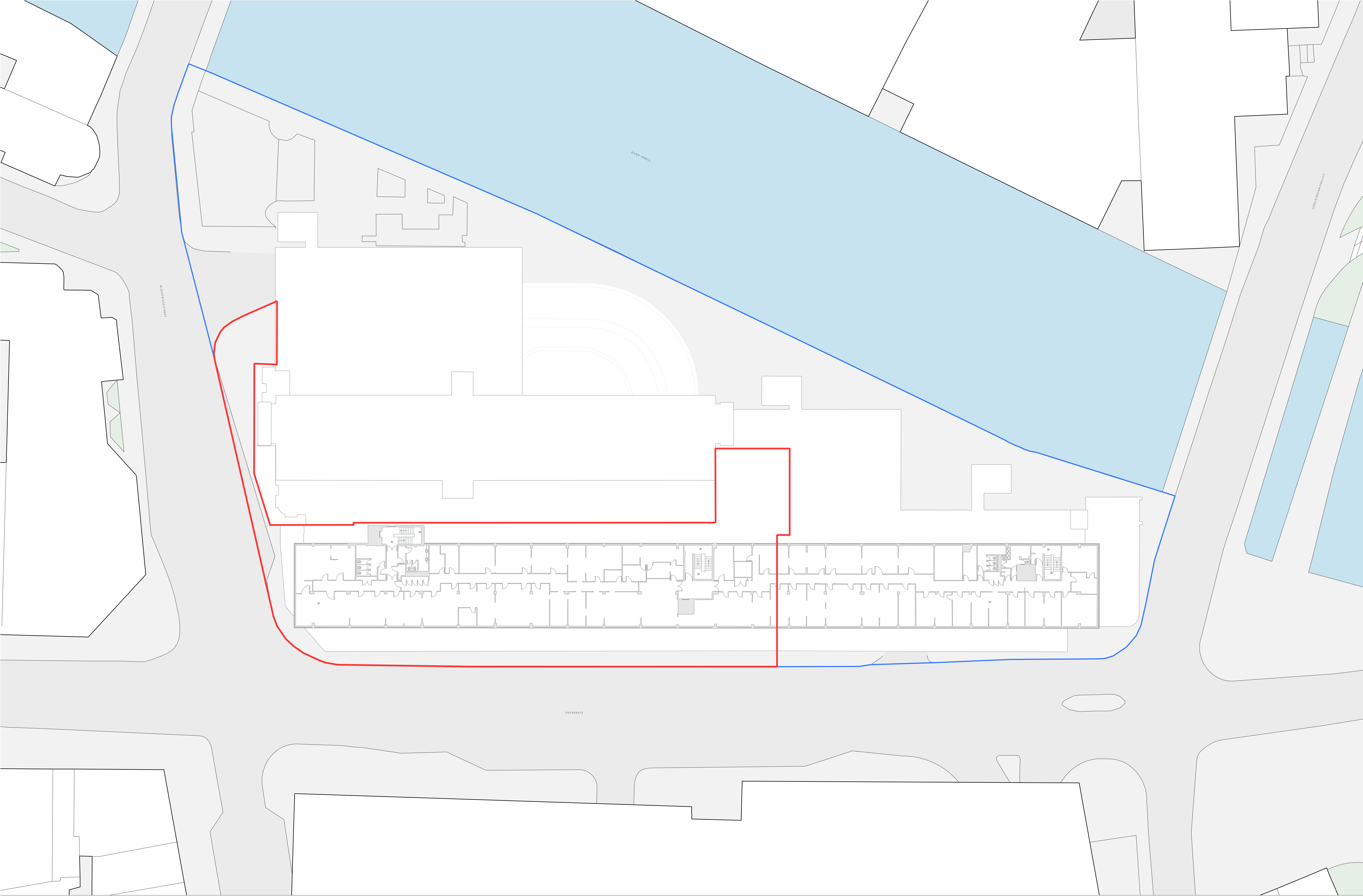
Notes:

- Application Boundary
- Ownership Boundary









Notes:

- Application Boundary
- Ownership Boundary



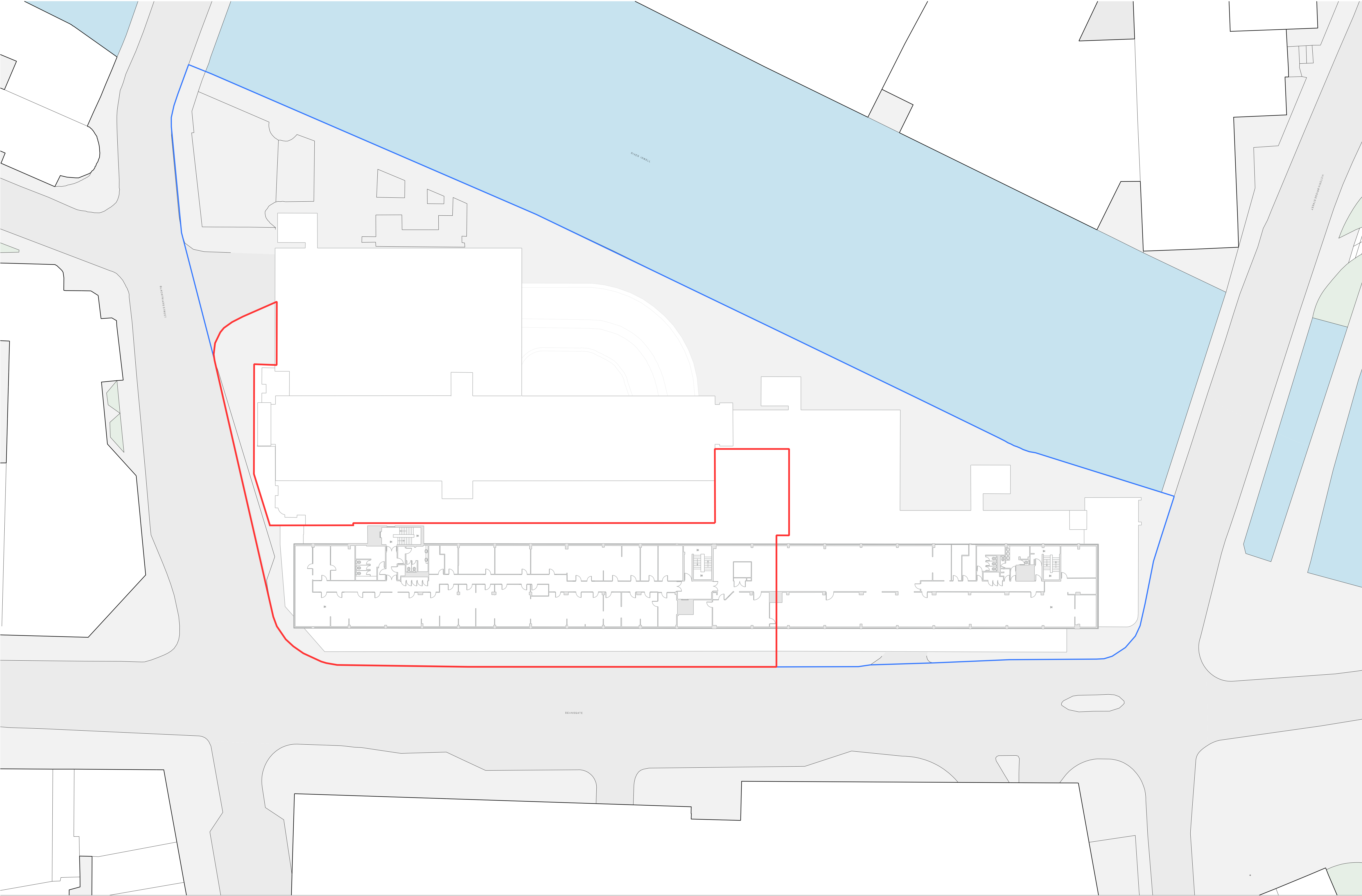
Project Name: Renaissance		Title: Renaissance Site		Scale: 1:250@ A1	
Drawn: RW		Checked: FM		Status: Planning	
Details: -		Project: 150		Drawing No: MP_02_1002	
28.05.21		Draft Issue for Planning			

Jon Matthews Architects

22 City Tower, Piccadilly Plaza, New York St, Manchester, M1 4BT

0161 974 3690

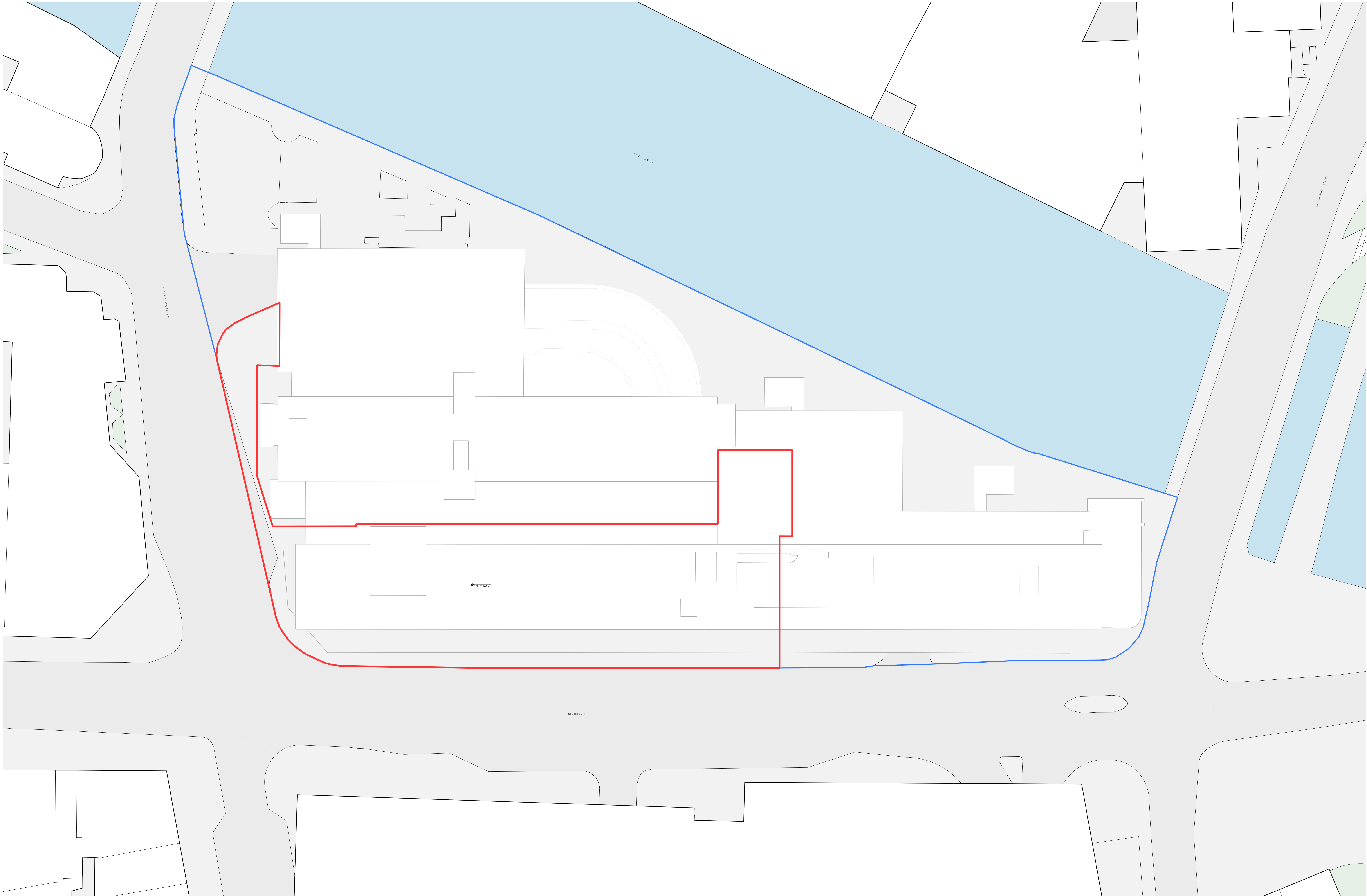
Copyright of this drawing is vested in Jon Matthews Architects and must not be copied or reproduced without written consent. Figured dimensions only are to be taken from this drawing. Do not scale from this drawing. For full company disclosure please visit www.jonmatthewsarchitects.com



Notes:

- Application Boundary
- Ownership Boundary





Copyright of this drawing is vested in Jon Matthews Architects and must not be copied or reproduced without written consent. Figured dimensions only are to be taken from this drawing. Do not scale from this drawing. For full company disclosure please visit www.jonmatthewsarchitects.com



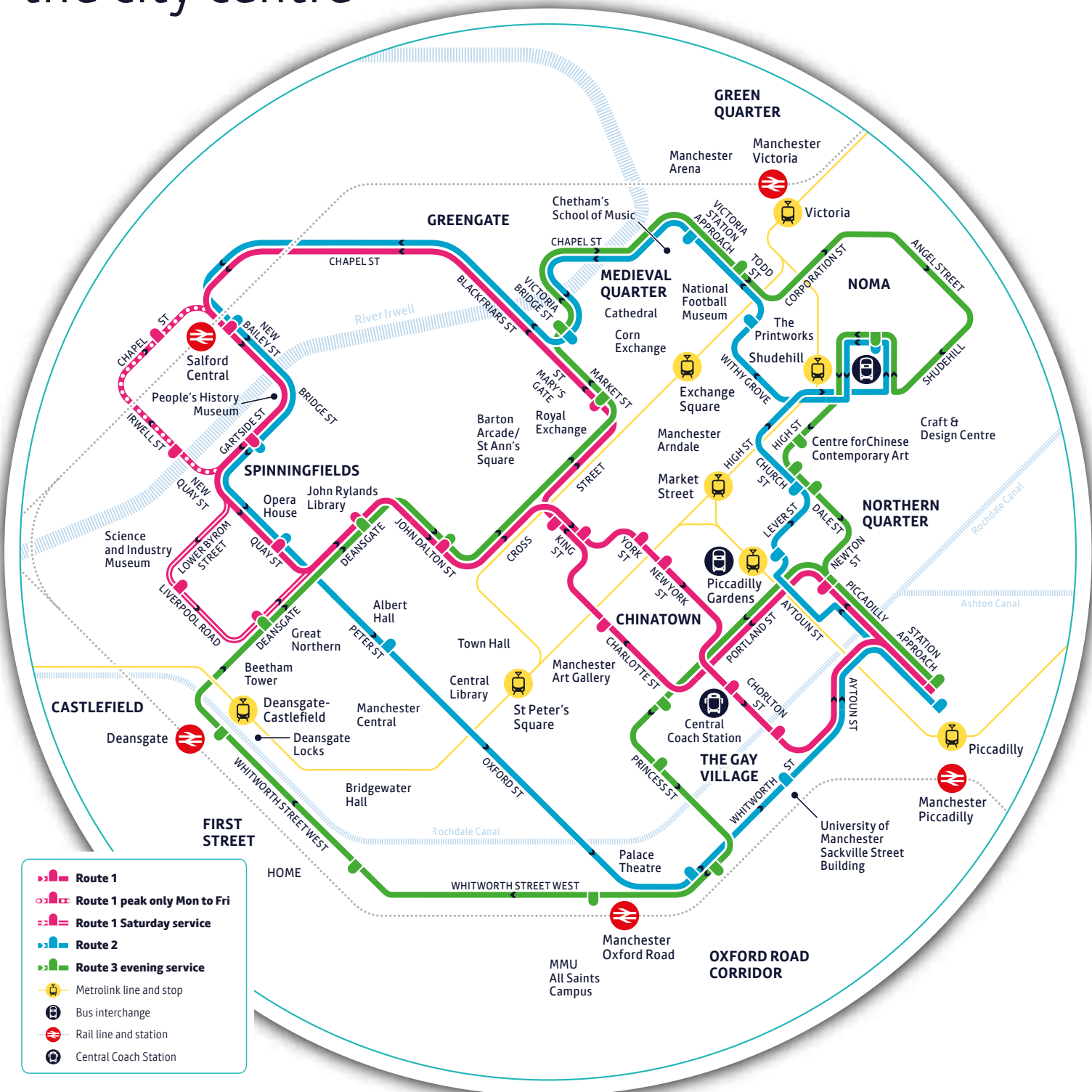
free bus routes around the city centre

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

This is a detailed map of Manchester, UK, showing the city's layout, landmarks, and transport routes. The map is color-coded with blue for water, green for parks, and yellow for transport lines. Key areas highlighted include the city center, the canal network, and the surrounding urban areas. The map includes a legend for transport and landmarks, and a scale bar at the bottom.

Legend:

- National Rail station & line
- Metrolink Tram stop & line
- Bus station
- Coach station
- Landmark
- Pedestrian zone
- Public green space
- Police desk
- Transport for Greater Manchester Travelshop

Main map scale:

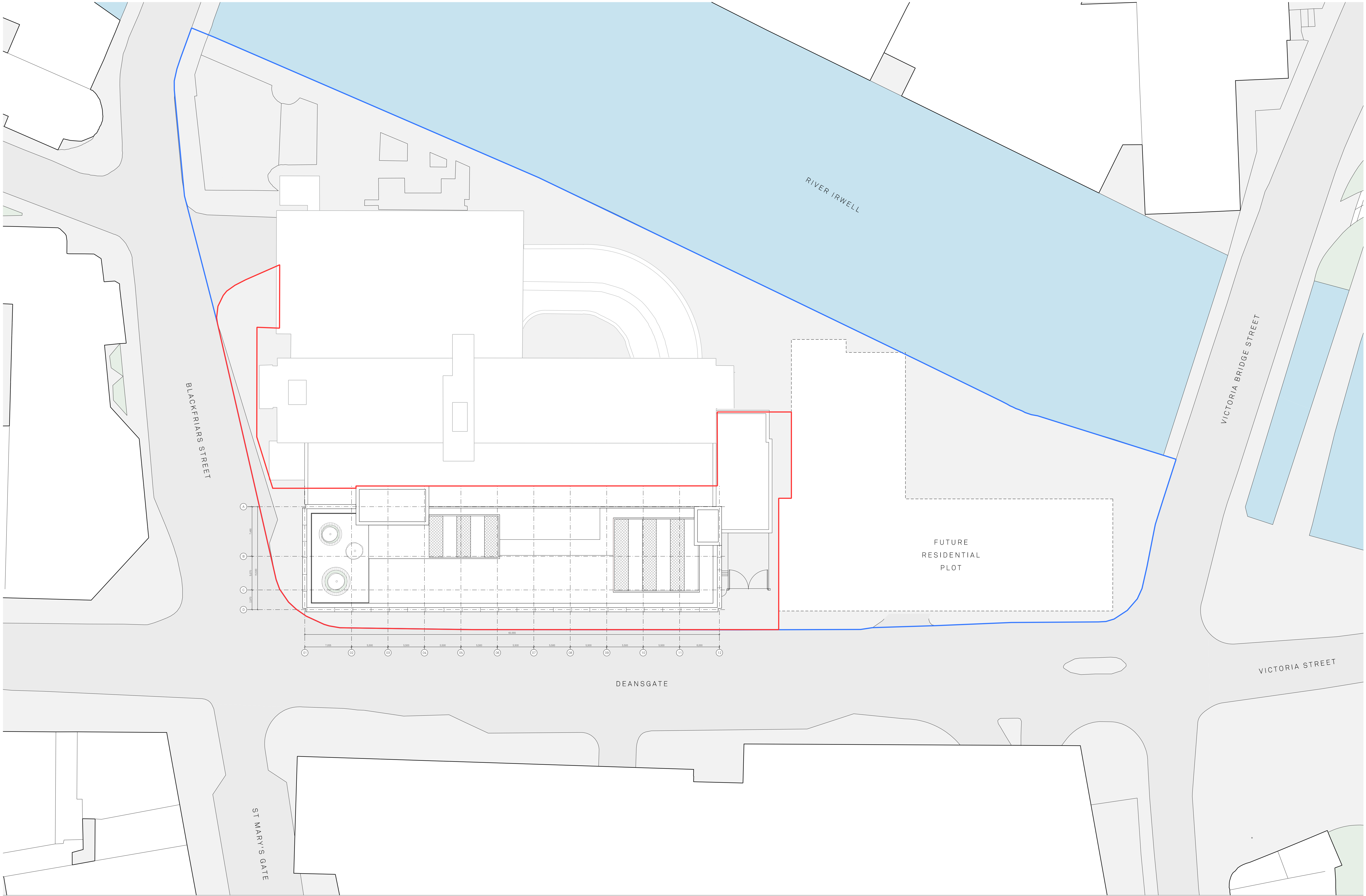
- approx 5 minutes walk at an average walking speed of 3mph
- 1/4 mile
- 0 200 metres 400 metres

Key locations and landmarks:

- Manchester Victoria:** National Rail station, Metrolink tram stop, and a major transport hub.
- Manchester Piccadilly:** National Rail station, Metrolink tram stop, and a major transport hub.
- Manchester Central:** A large conference and exhibition center.
- Manchester Arndale Centre:** A large shopping and retail center.
- Manchester Cathedral:** A historic religious building.
- Manchester City Football Club:** Home of the Premier League club.
- Manchester United Football Club:** Home of the Premier League club.
- Manchester Ship Canal:** A major waterway connecting the city to the sea.
- Manchester Shipyard:** A large industrial and shipbuilding complex.
- Manchester Museum:** A natural history and science museum.
- Manchester Art Gallery:** A gallery of contemporary and modern art.
- Manchester Royal Infirmary:** A major hospital and medical center.
- Manchester Royal Eye Hospital:** A specialized hospital for eye care.
- Manchester Children's Hospital:** A specialized hospital for children's health.
- Manchester Royal Free Hospital:** A specialized hospital for children's health.
- Manchester Royal Eye Hospital:** A specialized hospital for eye care.
- Manchester Royal Free Hospital:** A specialized hospital for children's health.







Notes:

Site Application Boundary

Site Ownership Boundary

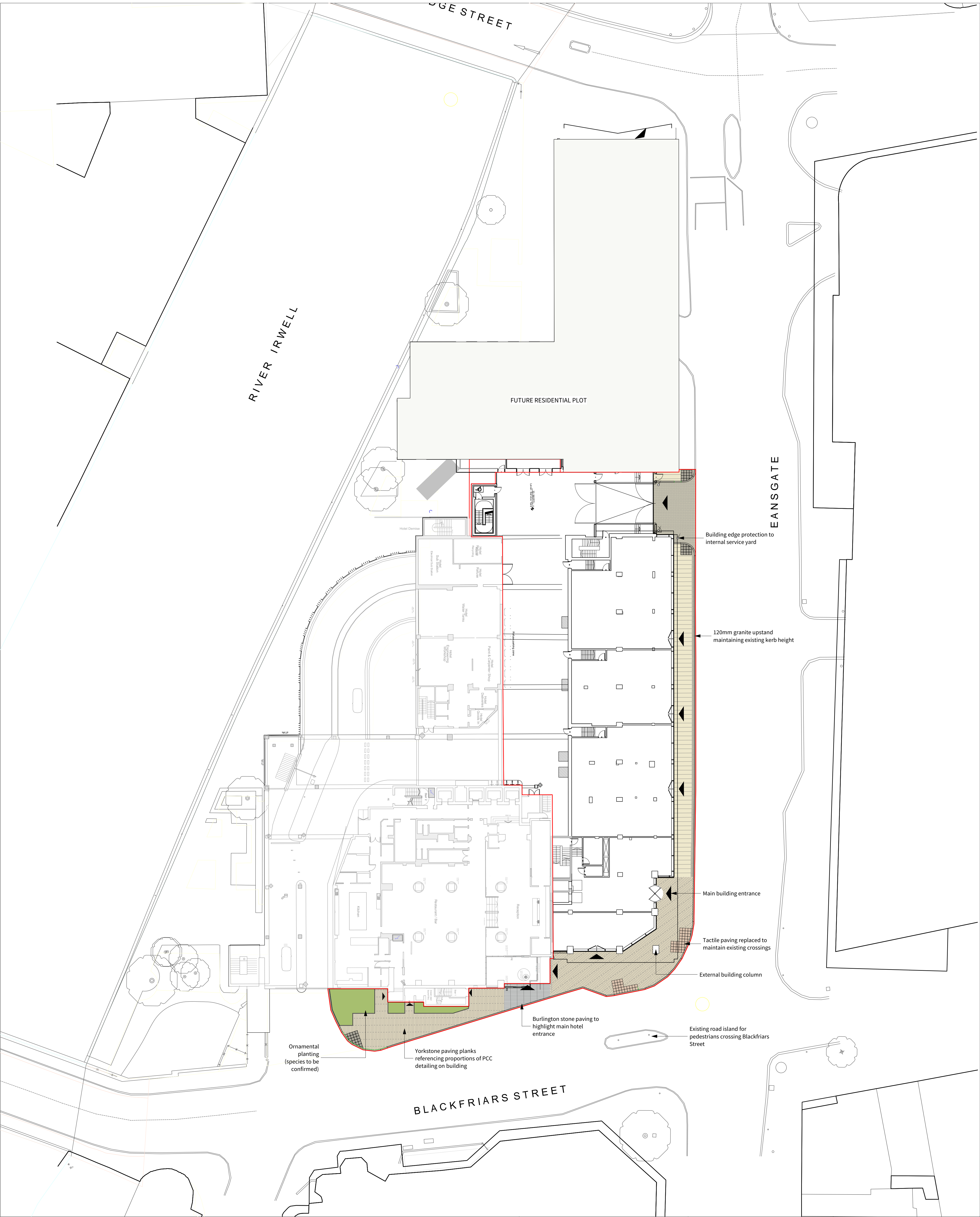
Project Name:		Title:		Scale:	
Renaissance		Proposed Site Plan		1:500@A3	
Drawn:	Checked:	Status:	Project:	Drawing No:	Rev:
DK	FM	Planning	150	B1_00_1200	-
Details:					
- 04/06/21		Issued for Planning			

Jon Matthews Architects

22 City Tower, Piccadilly Plaza, New York St, Manchester, M1 4BT

0161 974 3690

Copyright of this drawing is vested in Jon Matthews Architects and must not be copied or reproduced without written consent. Figured dimensions only are to be taken from this drawing. Do not scale from this drawing. For full company disclosure please visit www.jonmatthewsarchitects.com



KEY

APPLICATION BOUNDARY

BUILDING ENTRANCES

HARDWORKS

NATURAL STONE FLAG PAVING
Material: Scoutmoor Yorkstone Staggered bond.
Size: W: 400 x L: 400-800mm x D: 80mm

NATURAL STONE SETT PAVING
Material: Scoutmoor Yorkstone Staggered bond.
Size: W: 125 x L: 125mm x D: 80mm

NATURAL STONE SETT PAVING
Material: Scoutmoor Yorkstone, Stack bond
Size: W: 126 x L: 126mm x D: 80mm

NATURAL STONE PLANK PAVING
Material: Scoutmoor Yorkstone with percentage mix of Burlington (Cambrian) Stone Staggered bond.
Size: W: 800 x L: 150mm x D: 80mm

SLATE PLANK PAVING
Material: Burlington (Cambrian) Stone, Stack bond.
Size: W: 800 x L: 150mm x D: 80mm

NATURAL STONE TACTILE BLUSTER PAVING - to controlled crossings
Material: Granite, Stack bond.
Colour: Red
Size: W: 400 x L: 400mm (depth TBC by engineer)

NATURAL STONE TACTILE BLUSTER PAVING - to uncontrolled crossings
Material: Granite, Stack bond.
Colour: Grey/Black
Size: W: 400 x L: 400mm (depth TBC by engineer)

FURNITURE

BUILDING EDGE PROTECTION BOLLARD
Product: P&S&B Bollard - Rhinoguard 75/50 slimline protective bollard
Material: Stainless Steel
Supplier: Marshalls or similar approved

SOFTWORKS

ORNAMENTAL PLANTING
Species: tbc

S2-P02	04-06-21	Stage 3 Issue	SR	FF
S4-P01	28-05-21	Issued for Planning	SR	FF
Revision	Date	Description	Drawn	Apprvd.

Client Property Alliance Group & Starwood Capital Group

Project Renaissance Site Manchester

Drg Title Landscape General Arrangement Premier House

Created on 21/05/21
Created by SR
Approved by FF

Scale 1:250
Size A1
Workstage Stage 3

Drg No. 2664-PLA-OF-XX-DR-L-1000
Suitability S2
Revision P02



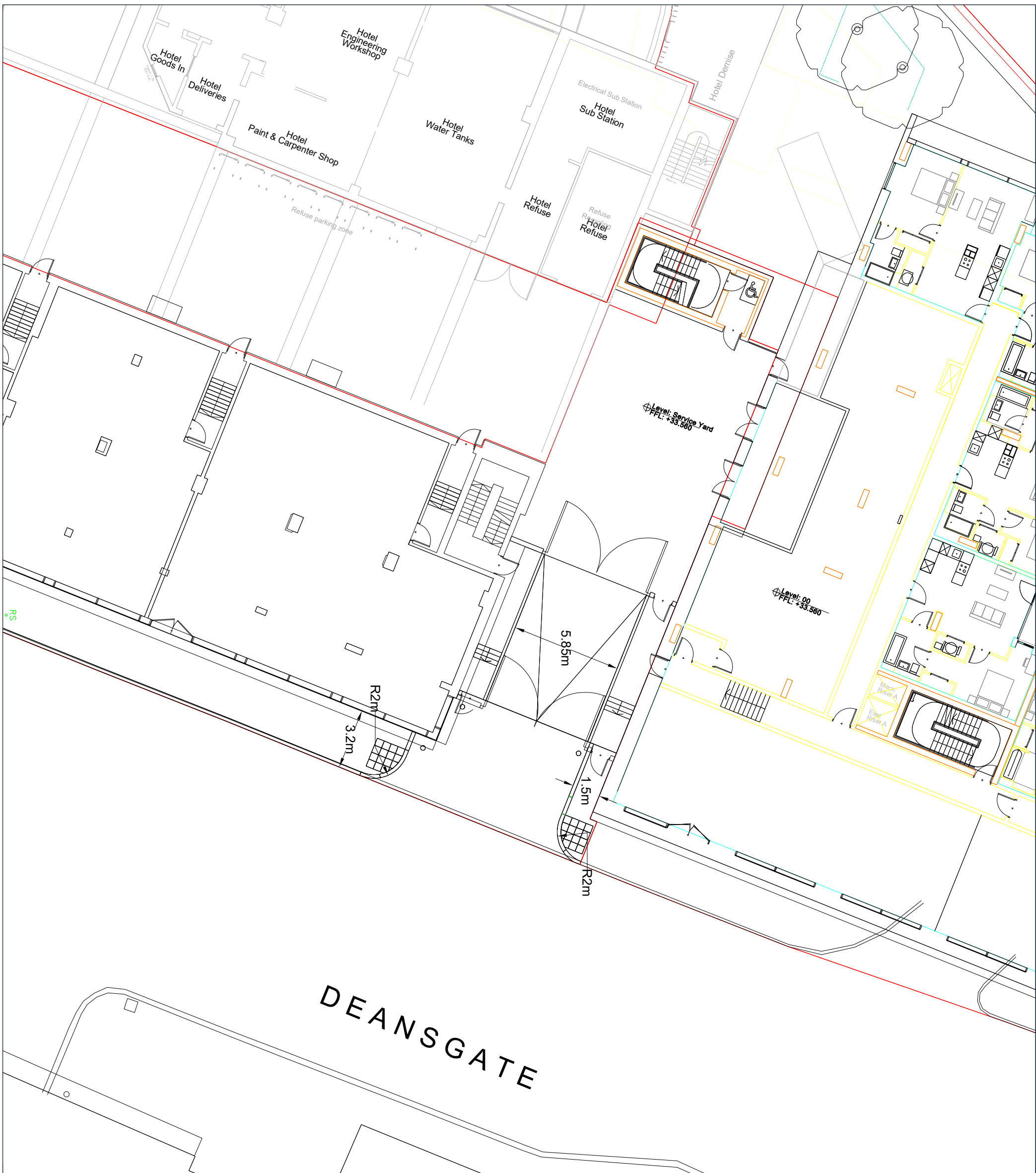
Planit I.E. Limited
E: info@plantit-ie.com **W:** plantit-ie.com
MANCHESTER
2 Back Grafton St., Altrincham, WA14 1DY
T: 0161 928 9281
LONDON
Unit 6 Waterside, 44-48 Wharf Road, London, N1 7UX
T: 0207 253 5678
LIVERPOOL
Tempest 5.3, 12 Tithebarn Street, Liverpool, L2 2DT
T: 0151 363 1230



THIS DRAWING IS COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN AUTHORITY FROM THE OWNER.

NOTES:

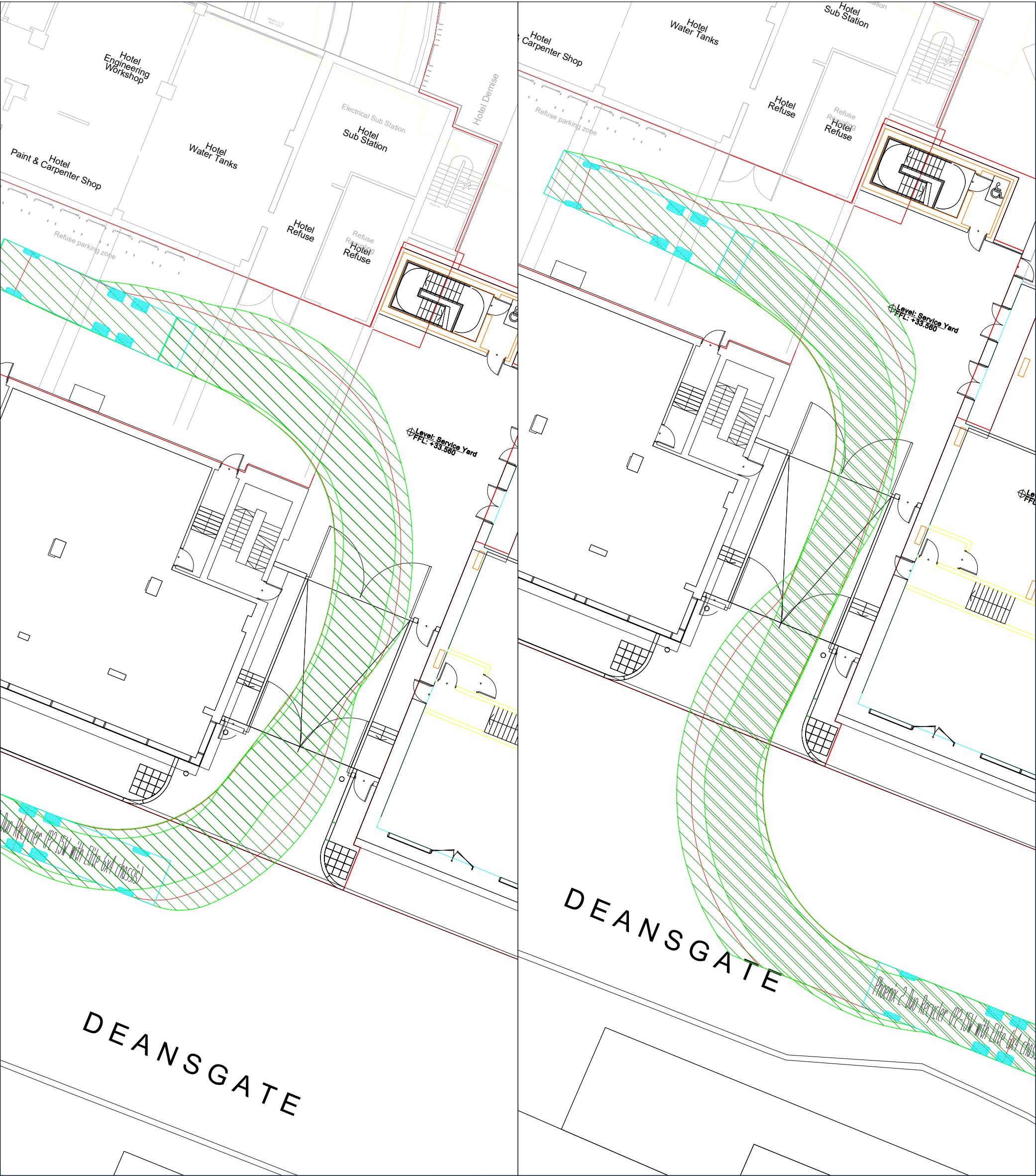
- Do not scale from this drawing.
- Always work to noted dimensions.
- All dimensions are in millimetres unless otherwise stated.
- All setting out, levels and dimensions to be agreed on site.
- The dimensions of all materials must be checked on site before being laid out.
- This drawing must be read with the relevant specification clauses and detail drawings.
- Order of construction and setting out to be agreed on site.



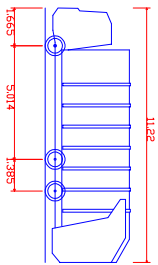
Revision: A -

Client:	Property Alliance Group		
Project:	Redevelopment and extension of Premier House		
Drawing Title:	Proposed Relocated Service Access Deansgate		
Drawing Number:	J000229_SK101	Revision:	-
Date:	10 June 2021	Scale:	1:200 at A3
Drawn By:	LACB	Checked By:	KG
Status:	Information		





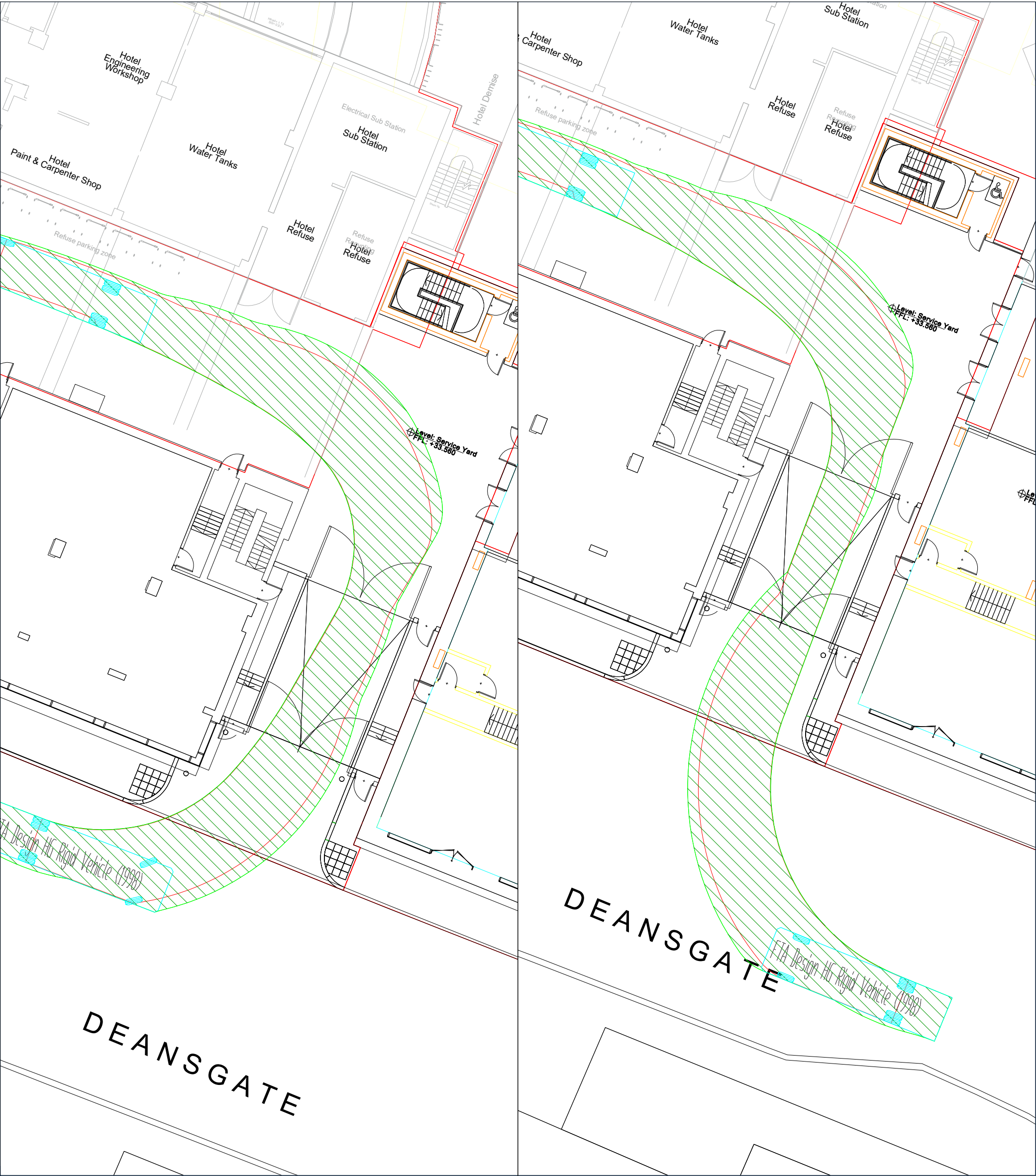
Revision:
A -



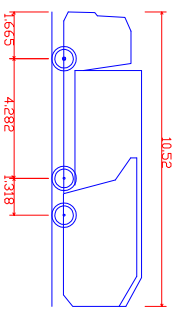
Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11220mm
Overall Width 3014mm
Overall Height 1380mm
Mine Body Ground Clearance 2530mm
Track Width 4005mm
Lock to lock time 11:55:00m
Kerb to kerb turning Radius

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
Revision:	-
Date:	10 June 2021
Scale:	1:200 at A3
Drawn By:	LACB
Checked By:	KG
Status:	Information

This drawing is the copyright of Focus Transport Planning Ltd. and may not be loaned, copied or reproduced in any way, or used for any other, quote, tender or construction purposes without prior written consent of the company.
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.



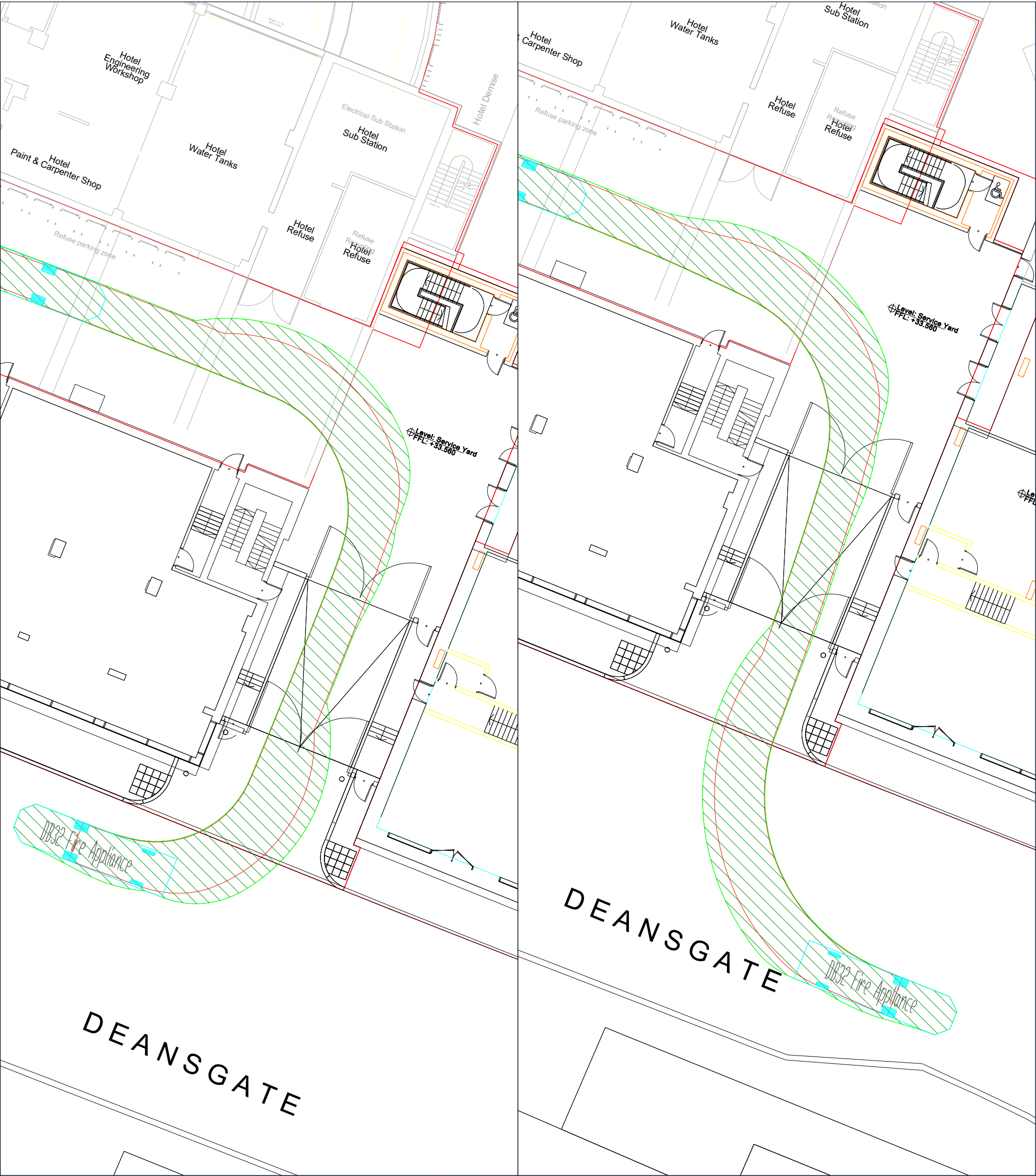
Revision:
A -



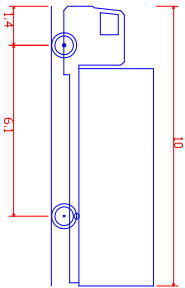
Phoenix 2-23V (with Elite 2 6x2ML chassis)
Overall Length 10.520m
Overall Width 2.530m
Min Body Height 0.41m
Min Body Ground Clearance 2.530m
Track to lock time 4.005m
Kerb to kerb turning Radius 10.250m

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

This drawing is the copyright of Focus Transport Planning Ltd. and may not be loaned, copied or reproduced in any way, or used for any other, quote, tender or construction purposes without prior written consent of the company.
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:
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

This drawing is the copyright of Focus Transport Planning Ltd. and may not be loaned, copied or reproduced in any way, or used for any other, quote, tender or construction purposes without prior written consent of the company.
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.