

Minutes

Present:	Andy Connell, Manchester City Council Pete Mills, Renaker James Sidlow, Renaker Henry Mulligan, Simpson Haugh Katy Hayhoe, TPM Landscape David Dominguez, Curtins
Apologies:	Laura Wareing, Manchester City Council Richard Thomas, Manchester City Council Carl Peers, Curtins
Project:	Crown Street Phase 3 and Plot D Great Jackson Street
Job No:	081453
Date:	20/02/2023
Distribution:	Those present

1.00 Introduction

- 1.01 Renaker explained that the purpose of the meeting was to discuss the areas to be offered for adoption and obtain a greater understanding of the oversailing permit process.
- Following a query from the previous meeting, Andy Connell indicated that Richard Thomas had sought advice from the 278 team and accepted block paving at footway crossovers across the entrances to the basement car parks can be used.
- 1.02

2.00 Land to be adopted

- 2.01 Curtins explained the land to be adopted as part of the Plot D planning application, sharing via Teams Drawing 081453-CUR-XX-00-D-TP-06006-P02 as reference (and attached to the rear of this note), and the rationale behind the proposed areas to be adopted (i.e. whole pedestrian crossings to be adopted, minimum 2m footway maintained, adoption to follow basement capping beam, etc.). MCC agreed with the approach and areas to be adopted. Curtins clarified that the office development is still being evolved, but that the principles of adoption should not change.
- 2.02 Curtins also explained the land to be adopted as part of Phase 3 to the south of Tower C7, along Melbourne Street and based on the same drawing. A 2m footway would be retained to the rear of the proposed loading bay. MCC was also in agreement with the proposed area to be adopted. Oversailing was discussed at this point, but this will be covered in detail on the following Chapter 3.
- 2.03 Curtins continued covering the areas of land to be adopted by sharing Drawing 071453-CUR-XX-00-D-TP-06007-P02 (attached to the rear of this note). The adoption extents along Great Jackson Street will be retained on the basis that the footway is at the very least 2m wide, albeit interrupted at

points by the removable planters holding wind mitigation baffles. Notwithstanding, a minimum 2m footway will be maintained in all instances, part sitting on the public highway and part located on private land. MCC agreed with this approach in principle (subject to provision of studs on the ground delineating the edge of adoption) but requested plans to be sent clearly identified the footway to be available. MCC also requested a note explaining Renaker's reasoning behind retaining some of the footway within private ownership and the approach to adoption, particularly along Great Jackson Street. This note will be intended to obtain the views from the Statutory Approvals Team at MCC.

- 2.04 Curtins discussed the adoption areas along Silvercroft Street, following the same principle as along Melbourne Street (2m footway retained, albeit with the minor pinch point to the south of the loading bay). MCC agreed with the adoption areas in principle.
- 2.06 MCC requested confirmation of the agreement with Neil Bayliss-Rowe regarding the wind mitigation along Great Jackson Street.

3.00 Oversailing

- 3.01 Renaker expressed a desire to reduce or eliminate as much as possible the need for oversailing permits. MCC indicated that an oversail projecting over the public highway beyond 350mm requires a permit.
- 3.02 MCC indicated that an oversail is required to have at least 5.1m of headroom. Simpson Haugh confirmed that the oversail would be of c.8m.
- 3.03 MCC confirmed that temporary maintenance does not need an oversail permit (i.e. for window cleaning). However, if it does require temporary stopping-up of any of the proposed loading bays, this would need to be dealt with via a temporary maintenance permit. Renaker agreed to investigate this further to assess costs and implications.
- 3.04 Renaker queried whether not offering the land below the oversail for adoption, resulting in narrower footways to be adopted. MCC clarified that this would not be a desirable approach and that the oversail appeared to be acceptable in principle (subject to obtaining permits).

4.00 Next Steps

- 4.01 All to complete actions as noted.

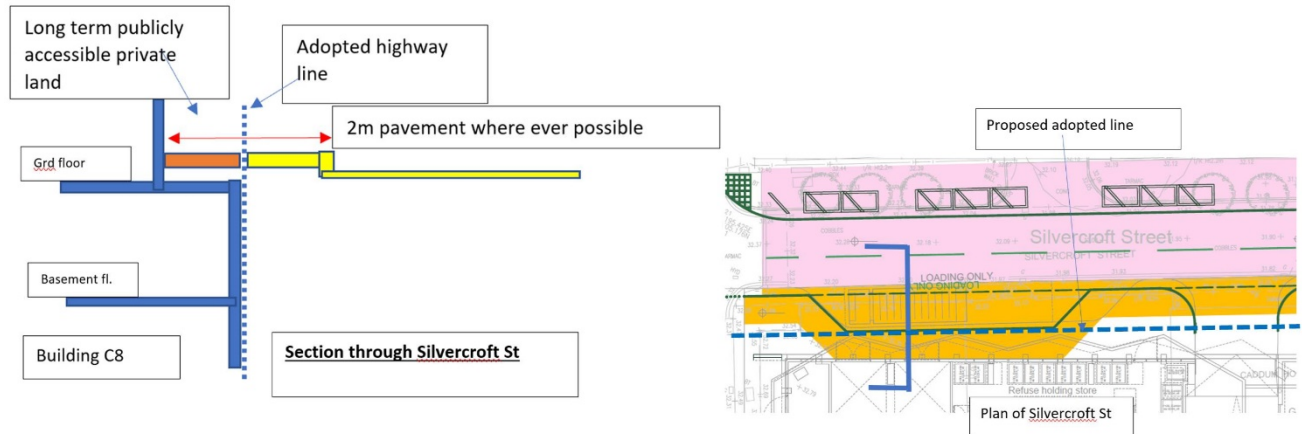
5.00 Post-meeting notes from Renaker

- 5.01 Adoption line positions:

This statement has been produced to assist in Andy Connells (HA) discussions with the 278 HA team in regards to the new adopted highway/ back of pavement alignments, for the upcoming Phase 3 and Plot D planning applications.

RBL request wherever possible to avoid new adopted highway / back of pavement lines that over sail the buried building structure below. Where they over sail it often leads to legal tenure issues when seeking funding and later in the process when developments are purchased by institutional investment companies. Lenders and purchasers alike, require clean land ownership boundaries without reliance on third parties. There are instances where lending has failed to be secured because of this. It is important that such instances where ever possible are avoided, to allow us to plan and proceed with confidence. Therefore we request that the public ownership part of new highways/pavements is wherever possible limited to the outer line of the vertical retaining structure

beneath, beyond this point RBL provide long term public access on their land. Hence our proposals fronting Great Jackson St and Melbourne St show a brass studded line that demarcates the public/private boundary providing at least 2m pavements widths. On Silvercroft St the 2m back of pavement not only extends onto our land but also over sails our basement and would request that HA consider if the adoption line could be located to line vertically with the basement edge below whilst providing where possible a pavement width that achieves 2m.

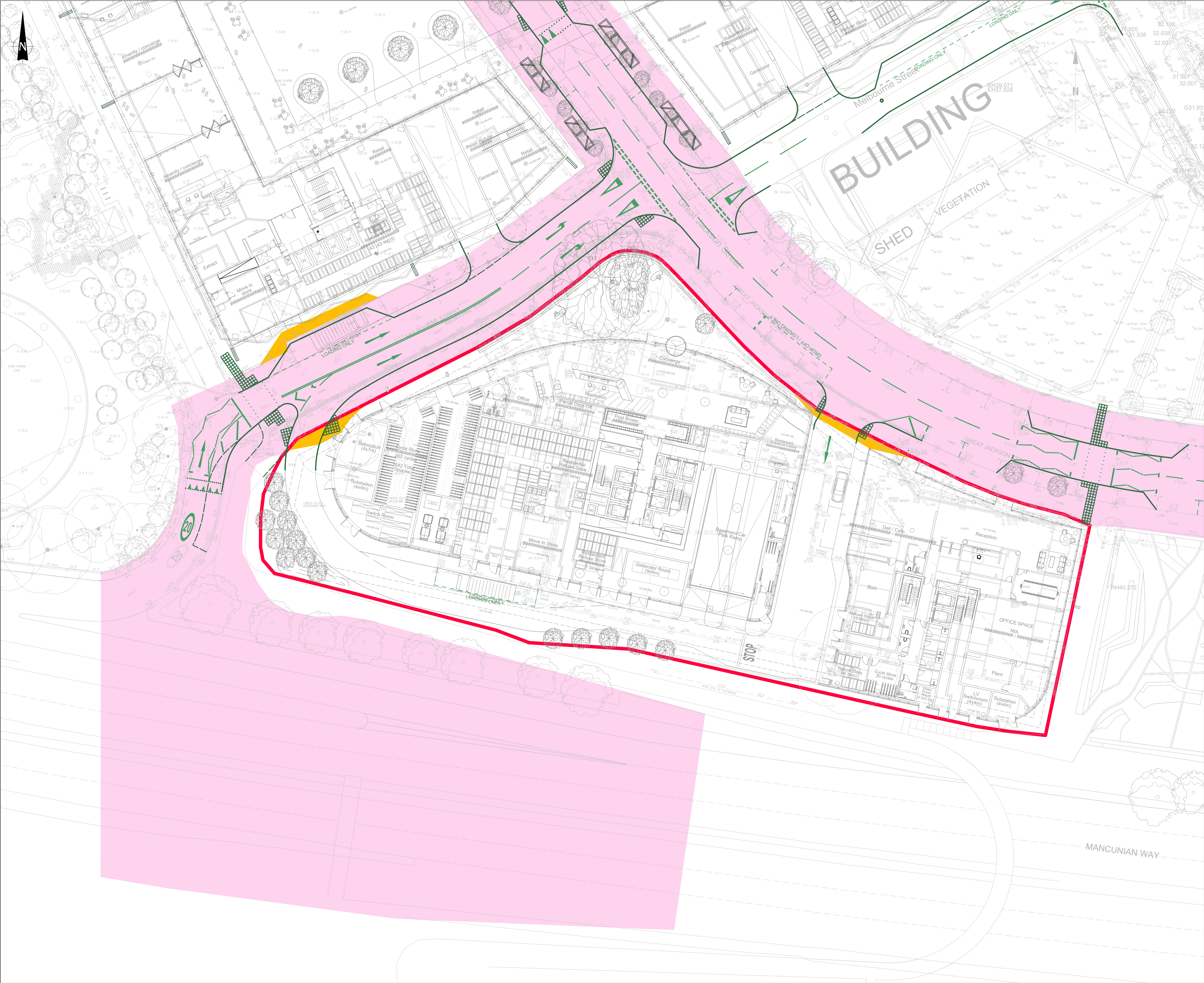


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Appendix – Adoption Plans



GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.
5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
6. BASED ON SIMPSON HAUGHS PLOT D LAYOUT: 'Z1-SHP-G200-PL-Grd-001'
7. BASED ON LAND SURVEY PROVIDED BY RENAKER WHERE AVAILABLE. SOME ON-STREET PARKING SPACES ESTIMATED FROM AERIAL IMAGERY AND SHOWN FOR INFORMATION PURPOSES ONLY.
8. HIGHWAY BOUNDARY MODIFIED TO MATCH DTI'S MADE PLAN REFERENCE: 'NATTRAN/NWS247/3328'.

- KEY:
- RED LINE BOUNDARY
 - PROPOSED RAISED KERB
 - PROPOSED FLUSH KERB
 - PROPOSED ROAD MARKINGS
 - PROPOSED RAMP
 - ADOPTED HIGHWAY EXTENTS
 - AREA TO BE OFFERED FOR ADOPTION

P02	Minor update	17/02/23	DD	DD
Rev:	Description:	Date:	By:	Chkd:



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Status: PRELIMINARY

Project: PLOT D - GREAT JACKSON STREET MANCHESTER

Orig Title: AREAS TO BE OFFERED FOR ADOPTION

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	13/02/23	DD	DD	CP			
Scale: 1:250							
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
081453 - CUR - XX - 00 - D - TP - 06006 - P02							

