

Minutes

Present: Andy Connell, Manchester City Council
Laura Wareing, Manchester City Council
Richard Thomas, Manchester City Council
Pete Mills, Renaker
James Sidlow, Renaker
Henry Mulligan, Simpson Haugh
Katy Hayhoe, TPM Landscape
David Dominguez, Curtins
Carl Peers, Curtins

Apologies: -

Project: Crown Street Phase 3 and Plot D Great Jackson Street

Job No: 081453

Date: 06/02/2023

Distribution: Those Present
Richard Dolphin, Transport for Greater Manchester (for information)

Action

1.00 Introduction

- 1.01 Curtins provided an overview of the development proposals, multi-modal access arrangements, and proposed crossings. This follows previous consultations with Manchester City Council (MCC) and Transport for Greater Manchester (TfGM), and prior agreement on the access strategy.
- 1.02 The purpose of the meeting was to discuss proposed design updates to Silvercroft Street to accommodate wind mitigation. In summary, 2m of the existing northern footway is to be retained, with a 1.5m buffer for wind mitigation, then a further 0.45m strip to the kerb. The existing 5.5m wide carriageway is to be retained (albeit shifted slightly south), followed by a wide footway incorporating a loading bay. The loading bay is proposed at 2.7m wide, with a variable width footway adjacent to the bay ranging from c. 1.6m to c. 2.1m. The remaining southern footway is much wider either side of the loading bay.
- 1.03 The narrowest sections of footway on the south side of Silvercroft Street provide betterment to the existing situation (typically 0.86m wide). Furthermore, the full width of the southern footway (over 4m wide) would be available when the loading bay is not in use.

2.00 Comments from MCC

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| 2.01 | MCC highlighted an active travel scheme that is being promoted by MCC on Medlock Street – details to be provided to Curtins for information. | MCC |
| 2.02 | Details of the wind mitigation were queried by MCC. Renaker confirmed that the mitigation would comprise a c. 0.5m high planter with c. 2.0m high wind baffles. A visualisation of the proposals is appended to this meeting note. The planters would be moveable with a forklift truck. As the planters would be located within the public highway, they could be managed by Renaker under licence, or by other arrangements with MCC. MCC to consider management options and advise Renaker of the preferred method. | MCC |
| 2.03 | The arrangements for the loading bay were discussed. It was agreed to provide low/flush kerbs between the loading bay and the carriageway, and between the loading bay and the footway. MCC referenced the arrangements on Auburn Street that work successfully in this regard. This would mean that when the loading bay is not in use, the full width of the southern footway (over 4m wide) would be available for pedestrians. On this basis, the pinch-point of c. 1.6m between the loading bay and the building was accepted by MCC. An absolute minimum width of 1.5m would be acceptable to MCC. | |
| 2.04 | MCC recommended that the length of the loading bay is increased from 12.5m to 15m to improve the accessibility of the bay for large vehicles. Design team to consider. | Curtins |
| 2.05 | Design team to update designs. Curtins to explain the rationale for the final design in the Transport Assessment. | Design Team/
Curtins |
| 2.06 | The arrangements for the basement car park access were discussed. It was agreed to provide a footway crossover arrangement to prioritise pedestrian movement along the footway. The principles will be discussed in the Transport Assessment, with the precise details to be agreed at detailed design (S278) stage. In the meantime, RT to confirm with S278 team whether block paving (rather than asphalt or similar) can be used at the footway crossovers to encourage slow vehicle speeds. | Curtins/
MCC |
| 2.07 | The surfacing for Silvercroft Street was questioned by MCC. Renaker confirmed their intention to retain the cobbled nature of the street. Curtins noted the traffic calming benefits of retaining the cobbles. MCC supported this position. | |
| 2.08 | MCC queried the potential loss of Pay & Display (P&D) car parking spaces within the development area/along adjacent streets. Curtins noted that current estimates were showing a potential loss of c. 11 P&D spaces, with others relocated within the scheme proposals where possible. The loss of some spaces is inevitable to create a high quality public realm and deliver controlled crossings requested by MCC. | |

- 2.09 Renaker explained the proposals for the P&D spaces to the north of Silvercroft Street, which are also proposed for use as a school drop-off. MCC
MCC to consult the Traffic Regulation Order (TRO) team regarding the options for these spaces, whether they could operate on a time-limited basis to adequately serve school and other uses.

3.00 Post Meeting Notes

- 3.01 The land ownership and highway boundary lines are currently being reviewed by Renaker within the proposed development area. The delineation along the boundary line is proposed as studs within the footway.
- 3.02 In some locations, such as the eastern side of Building C8, an extension to the highway boundary to the building line is being considered. Please can MCC confirm whether they would support extending areas of adoption (where deemed necessary to support the proposed development), and whether a minimum footway width would be sought by MCC elsewhere. MCC
- 3.03 The extent of the proposed raised table on Great Jackson Street has been reduced to the public square at Crown Street Phase 3 (previously this extended further south along Great Jackson Street to the junction with Melbourne Street). This has been reduced to improve the legibility of the public square and the effectiveness of the raised table as a traffic calming feature at the square where there are uncontrolled crossing points. This has been supplemented with a controlled (Pelican) crossing between Plot D and Plot F in the Great Jackson Street Development Framework area.
- 3.04 Renaker and Vectos met with Andy Connell, Laura Wareing, and Patricia Wilkinson at MCC to discuss the school drop-off bays and it was agreed to proceed with a TRO that allows dual-use bays with limited waiting time between the hours of c. 7-9am and c. 3-4pm Monday to Friday, and outside of these times the bays would be available as standard P&D parking. Andy Connell had sought the advice of Simon Massey in the 278 team and advised that whilst it was not a common approach, it would be acceptable in-principle in this instance to facilitate safe school parking.

4.00 Next Steps

- 4.01 All to complete actions as noted. All
- 4.02 Renaker to submit planning application in February 2023. Renaker

Appendix – Wind Mitigation



Note: the above planters/baffles/hedges are illustrative and are sized to be removed in sections by a forklift truck