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Proposed New Office Building at the
Premier House Site

Premier House, Renaissance,
Deansgate, Manchester

Transport Statement for BREEAM

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 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 a proposed new 5-storey office-led mixed-use development at the site of the former Premier House office building (following demolition of the existing structure with the exception of structural elements that tie in with the Renaissance Hotel).

1.2 The Application Site forms part of the wider Renaissance hotel complex, which comprises a hotel, Premier House office block, and car park. It has long been earmarked for comprehensive redevelopment, including most recently within the adopted Ramada Complex Strategic Regeneration Framework (SRF), adopted by Manchester City Council in May 2018. The site was acquired by the Applicant as part of a joint venture between Property Alliance Group and Starwood Capital Group, to finally deliver meaningful regeneration of this strategically important site. The vision is for the comprehensive development for the whole Renaissance site in line with the broad aspirations of the adopted SRF that will look at the redevelopment of the existing buildings to provide high quality new hotel, office and residential uses, with new public realm. Planning permissions have now been granted for a series of development proposals pursuant to the comprehensive redevelopment of the overall site, including for a new 4* hotel, a refurbished office building, and new public realm. A planning application is also currently pending determination for a landmark new residential tower with extensive new riverside public realm.

1.3

To facilitate the wider masterplan a prior approval application was approved in July 2021 to demolish part of the former Premier House building, including the northern part of the building in its entirety, the remaining frontage to Deansgate, and its former ramp and canopy. Premier House had previously been vacant for a number of years, and the condition of the building had been deteriorating. Its demolition forms a central part of the Applicant's masterplan vision in order to create the potential for a new high quality residential development to be accommodated on the northern most area of the site, as

well as creating the opportunity to completely transform the remainder of Premier House into a high-quality commercial workspace with level access and animated frontages to Deansgate.

- 1.4 Following the prior approval application for partial demolition of Premier House, the subsequent planning approval for the refurbished office proposals for the remainder of that building, and the completion of demolition works, it has become apparent through design development that retaining the structure of the current building and integrating it into the new office building would impact the deliverability of the project as well as resulting in compromises to the quality and usability of the new office accommodation, including restricting floor to ceiling heights. As a result of this, it is now proposed to demolish further elements of the former Premier House building as a second phase of demolition (Prior Notification Application 134208/DEM/2022) and, separately, submit a new planning application for the office building.
- 1.5 This report therefore considers the proposed delivery of a new office-led mixed-use building at the Premier House site and has been prepared to inform the Local Planning and Highway Authority, Manchester City Council (MCC) of highways matters associated with the Application Scheme.
- 1.6 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 historic 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.

1.7 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 historically comprised a 15-storey, 203-bedroom hotel building, an underground multi-storey car park with 360 spaces and an office

building (Premier House) which provided 6,308sqm GIA office/retail floorspace. The northern half of Premier House as existing, including the existing ramp and canopy to Deansgate has been demolished to accommodate a new landmark residential tower (residential tower application pending determination). The remainder of the Premier House building is now proposed for demolition by the Applicants (subject to Prior Notification Application 134208/DEM/2022, which is pending determination). It is the remainder of the Premier House building which is now proposed to be demolished that 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 was 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. It is not clear whether the existing building entrance catered for access by disabled persons. 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.
- 2.2.4 Historically service vehicle access to the site was via a simple 'entrance only' priority junction located along the Deansgate site frontage. Service vehicles entered the site from Deansgate, travelled 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 29 June 2022 (Ref: 134208/DEM/2022) for the demolition of the remaining structure of Premier House (following previous approval for partial demolition under application ref: 130049/DEM/2021). The site of the remaining Premier House structure that is the subject of this report previously received planning approval in October 2021 for the refurbishment and extension to provide up to 4,277sqm GIA of development floorspace, to be delivered across a mix of office/retail/leisure development (Ref: 130935/FO/2021).
- 2.3.3 The recently approved refurbishment and extension of the site for office/retail/leisure is considered to represent a key planning ‘fall-back’ position relevant for the consideration of the traffic impacts of the proposed new office building at Premier House, also noting that the site has historically provided office/retail uses.

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 The National Planning Policy Framework (NPPF - revised July 2021) 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 104)*

“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 105)

“...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 112)

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 110 and 111 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) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) 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 110)

“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 111)

“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 113)

- 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 111 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 have recently consulted 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).

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. The following paragraphs provides a review of these key routes in the vicinity of the Application Site. It should be noted that ongoing construction works associated with the Renaissance Complex has required the implementation of various traffic management measures in the area, including carriageway narrowing due to hoarding installation, etc. The review of the existing highway network was undertaken prior to the installation of such traffic management measures.
- 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 Historically, service vehicle access to the Renaissance complex was 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 entered the site from Deansgate, travelled though 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: whilst more contemporary data may be available to include some 2021 figures, owing to ongoing temporary traffic management measures in place locally this data has not been assessed.*

- 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.

Greater Manchester Accessibility Level

- 3.3.4 The Application Site provides excellent accessibility to bus, Metrolink (tram) and rail networks by virtue of its location. This is demonstrated through the Greater Manchester Accessibility Level (GMAL) data held on the data.gov.uk website where the concept of the GMAL is defined as follows:

‘Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester’s Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.’

- 3.3.5 The June 2021 GMAL score for the Application Site is 68.5 which is shared across the various public transport modes as follows:

➤ Bus	48.62
➤ Rail	11.84
➤ Metrolink	8.04

- 3.3.6 This GMAL score equates to a GMAL rating of 8 where 8 is the highest level of accessibility. 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

- 3.3.7 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.
- 3.3.8 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.

3.3.9 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).

3.3.10 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

3.3.11 **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)

- 3.3.12 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.
- 3.3.13 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)

- 3.3.14 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
- 3.3.15 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**.
- 3.3.16 Connections can be made at Victoria Rail Station for other Metrolink lines as follows:

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

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

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

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

Rail Services

3.3.19 The closest railway station to the application Site 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.

3.3.20 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.

3.3.21 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

- 3.3.22 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.
- 3.3.23 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

- 3.3.24 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.
- 3.3.25 **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.
- 3.3.26 Many key facilities can be found in close proximity to the site, i.e. within 500m, including Manchester Cathedral, Chethams' School of Music and Manchester Victoria to the north. Several shopping and leisure facilities are situated around Market Street and Exchange Square to the east of the Application Site with amenities including a Metrolink stop, The Arndale Centre with Aldi supermarket,

City Health Centre, Corn Exchange and the Printworks leisure destination with cinema and gym.

- 3.3.27 Other shopping destinations along with numerous restaurants and bars are located to the south of the Application Site along Deansgate, including a Sainsbury's Local food shop, as well as in surrounding areas including St Ann's Square, King Street and Spinningfields.
- 3.3.28 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

- 3.3.29 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, Harphurhey and Crumpsall to the north as shown on **Figure TS10**.
- 3.3.30 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.
- 3.3.31 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 development proposals represent the erection of a 5-storey office-led mixed-use development at site of the former Premier House office building (following demolition of the existing structure with the exception of structural elements that tie in with the Renaissance Hotel). The new building would comprise new office space (floors 1-4) with ground floor reception area and commercial units x 4 (retail/ food and beverage floorspace. A new service yard entrance would be provided along with new rooftop amenity space for use of occupiers of floors 1-4, new roof top plant, new public realm and landscaping and supporting infrastructure and ancillary facilities including changing and shower facilities, refuse store, plant areas, cycle store and other ancillary facilities within the lower ground floor.
- 4.1.2 The proposed site layout plan is included as **Appendix TS3** to this report. The proposals incorporate the potential for up to 5,404sqm 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	Office NIA
Lower Ground	532		
Ground	914	683	
Level 1	996		819
Level 2	944		802
Level 3	973		818
Level 4	973		818
Roof	72		
TOTAL	5,404	683	3,257

- 4.1.3 The office space will be served via a new reception area off Deansgate / Blackfriars Street. The retail/leisure units will all be directly accessed at grade from the Deansgate frontage at street level. Level access to the office space and retail / leisure units will be provided to ensure ease of access by disabled persons. In addition, the entrance to the office space will contain two lifts.

- 4.1.4 As with the original approved office refurbishment and extension scheme, a new service vehicle access is proposed from Deansgate to the existing service yard. Access will be taken immediately north of the new office-led mixed-use building. The existing service yard vehicle access would be demolished.

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. 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 to the application 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 located on the lower ground floor and accessed via the service yard 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 As with the approved Premier House office refurbishment and extension scheme, 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, 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 new office-led mixed-use development 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 approved and historic use. The anticipated traffic 'impact' of the proposed Premier House redevelopment is therefore the net difference between the approved/historic and proposed site uses.

5.2 As identified in section 4.1, the proposals incorporate the potential for up to 5,404sqm GIA of development floorspace, to be delivered across a mix of office/retail/leisure units (i.e. 3,257sqm NIA office and 683sqm NIA retail/leisure). Whilst the current rebuild proposals represent an increase over the recently approved refurbishment and extension scheme, which would have provided 4,277sqm GIA, the current rebuild proposals still represent an overall reduction in floorspace when compared to the historic Premier House floor area (including for northern end of the building).

5.3 As the proposed development represents an overall reduction in floor area when compared to the existing Premier House building (a circa 15% reduction), it therefore follows that any traffic related effects of the development would be reduced.

5.4 Paragraph 111 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 111 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 floors space 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 a new 5-storey office-led mixed-use development at the site of the former Premier House office building (following demolition of the existing structure with the exception of structural elements that tie in with the Renaissance Hotel).

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 hotel, Premier House office block, and car park. Planning permissions have now been granted for a series of development proposals pursuant to the comprehensive redevelopment of the overall site, including for a new 4* hotel, a new office building, and new public realm. A prior approval application was approved in July 2021 to demolish part of the former Premier House building, including the northern part of the building in its entirety, in order to create a new landmark residential tower (and application for which is currently pending determination).
- 6.4 Following the prior approval application for partial demolition of Premier House, the subsequent planning approval for the refurbished office proposals for the remainder of that building, and the completion of demolition works, it has become apparent through design development that retaining the structure of the current building and integrating it into the new office building would impact the deliverability of the project as well as resulting in compromises to the quality and usability of the new office accommodation, including restricting floor to ceiling heights. As a result of this, it is now proposed to demolish further elements of the former Premier House building as a second phase of demolition

(Prior Notification Application 134208/DEM/2022) and, separately, submit revisions to the new office building planning permission.

- 6.5 The delivery of the new office-led mixed-use building at Premier House building is the subject of this Planning Application.
- 6.6 Access to the former retail/leisure units was 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. Historically service vehicles entered the site from Deansgate, travelled 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

- 6.7 A prior approval application was validated on 29 June 2022 (Ref: 134208/DEM/2022) for the demolition of the remaining structure of Premier House (following previous approval for partial demolition under application ref: 130049/DEM/2021). The site of the remaining Premier House structure that is the subject of this report previously received planning approval in October 2021 for the refurbishment and extension to provide up to 4,277sqm GIA of development floorspace, to be delivered across a mix of office/retail/leisure development (Ref: 130935/FO/2021).
- 6.8 The recently approved refurbishment and extension of the site for office/retail/leisure is considered to represent a key planning ‘fall-back’ position relevant for the consideration of the traffic impacts of the proposed new office building at Premier House, also noting that the site has historically provided office/retail uses.

Existing Local Highway Network Conditions

- 6.9 Ongoing construction works at the Application Site has required the implementation of various traffic management measures in the area. The review of the existing highway network was undertaken prior to the installation of such traffic management measures.
- 6.10 The Application Site is situated on Deansgate between the junctions with Blackfriars Street and Victoria Bridge Street.
- 6.11 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.
- 6.12 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.
- 6.13 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.
- 6.14 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.
- 6.15 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.

- 6.16 All roads surrounding the Application Site are subject to double yellow restrictions / loading bays / bus stops, restricting parking and waiting.
- 6.17 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.
- 6.18 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

- 6.19 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.
- 6.20 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

- 6.21 The development proposals represent the erection of a 5-storey office-led mixed-use development at site of the former Premier House office building (following demolition of the existing structure with the exception of structural elements that tie in with the Renaissance Hotel). The proposals incorporate the potential for up to 5,404sqm GIA of development floorspace, to be delivered across a mix of office/retail/leisure development. The new building would comprise new office space (floors 1-4) with ground floor reception area and commercial units x 4 (retail/ food and beverage floorspace).
- 6.22 The office 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.
- 6.23 A new service vehicle access is proposed from Deansgate to the existing service yard. Access will be taken immediately north of the new office-led mixed-use building. The existing service yard vehicle access would be demolished.
- 6.24 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.
- 6.25 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

- 6.26 In planning terms, material consideration should be given to the site's historic use, which provided 6,308sqm GIA office/retail/leisure space, and the recently approved refurbishment and extension scheme, which would have provided 4,277sqm GIA. The anticipated traffic 'impact' of the proposed Premier House

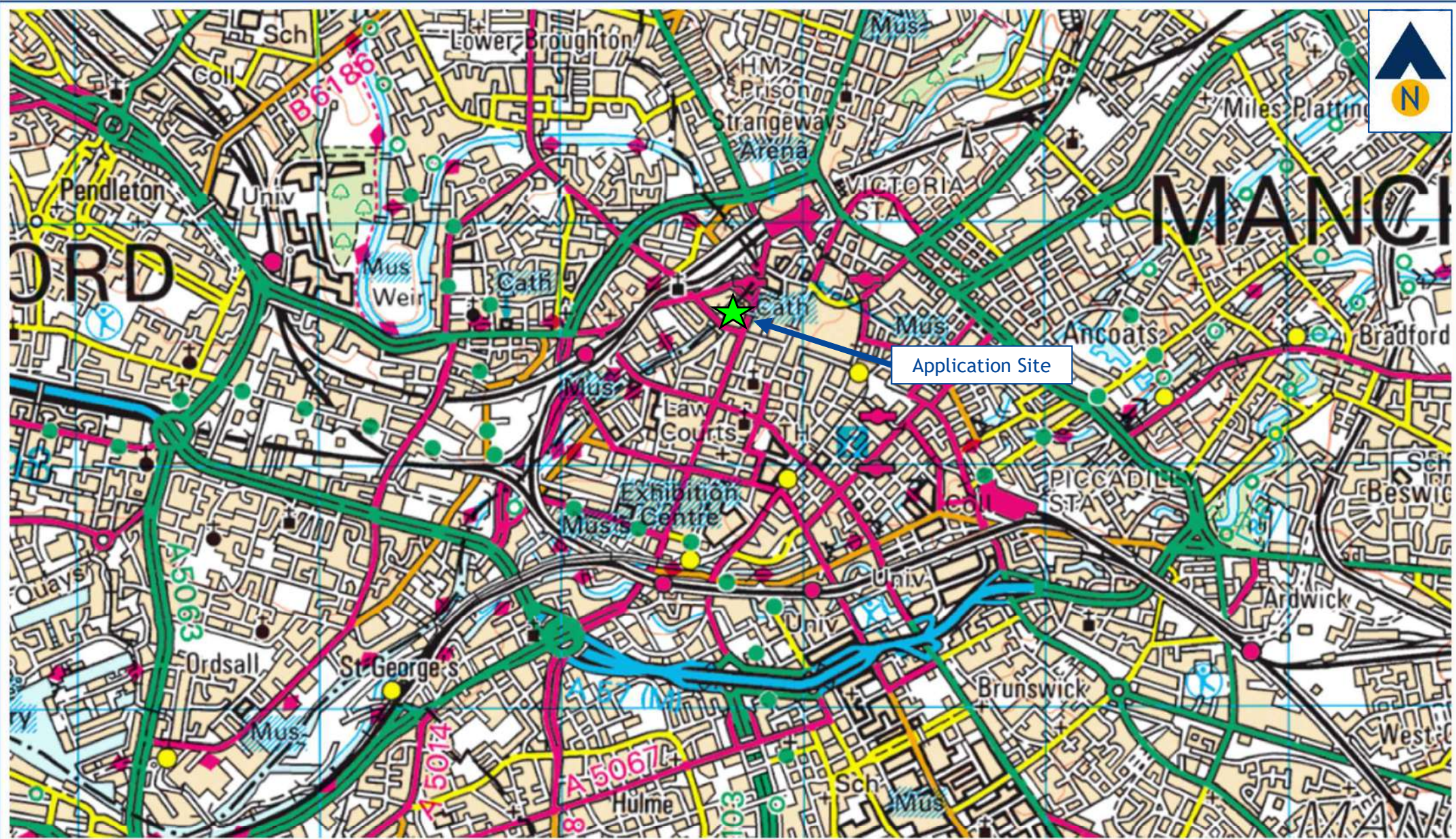
redevelopment is therefore the net difference between the approved/historic and proposed site uses.

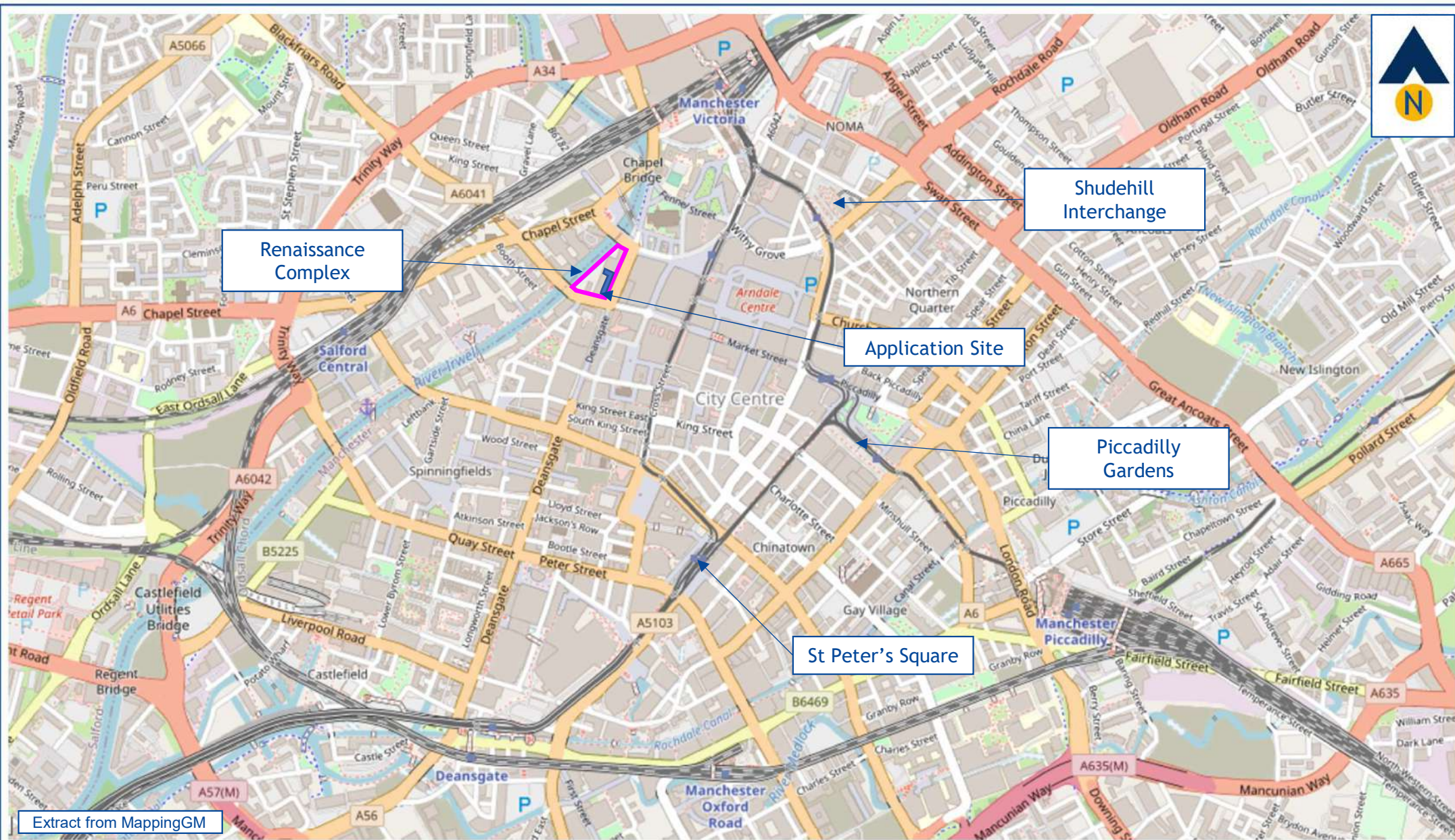
- 6.27 Whilst the current rebuild proposals represent an increase over the recently approved refurbishment and extension scheme, which would have provided 4,277sqm GIA, the current rebuild proposals still represent an overall reduction in floorspace when compared to the historic Premier House floor area (including for northern end of the building).
- 6.28 It therefore follows that any traffic related effects of the development would be reduced.
- 6.29 The NPPF 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 historic use of the 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.

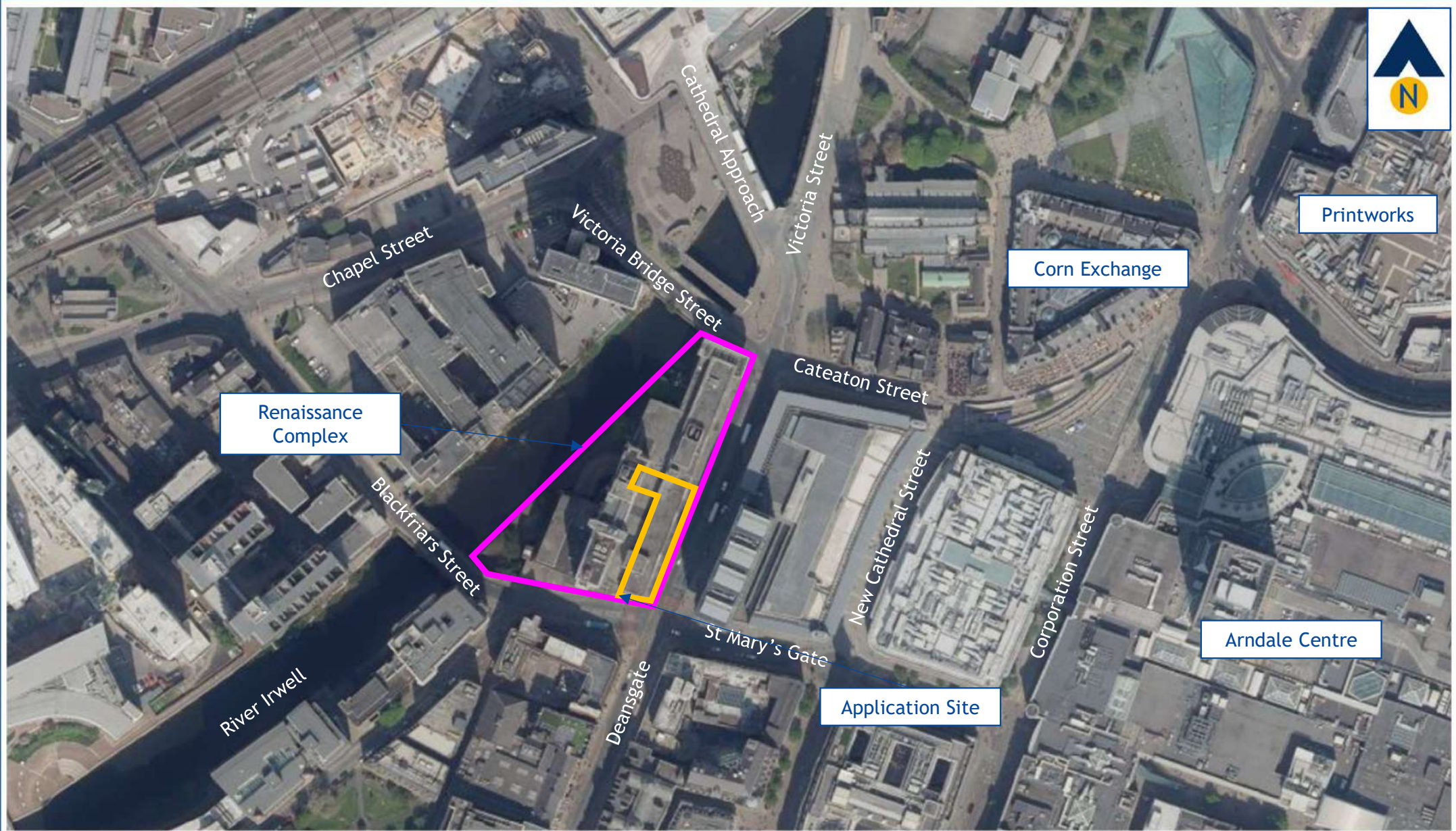
Conclusions

- 6.30 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.
- 6.31 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.









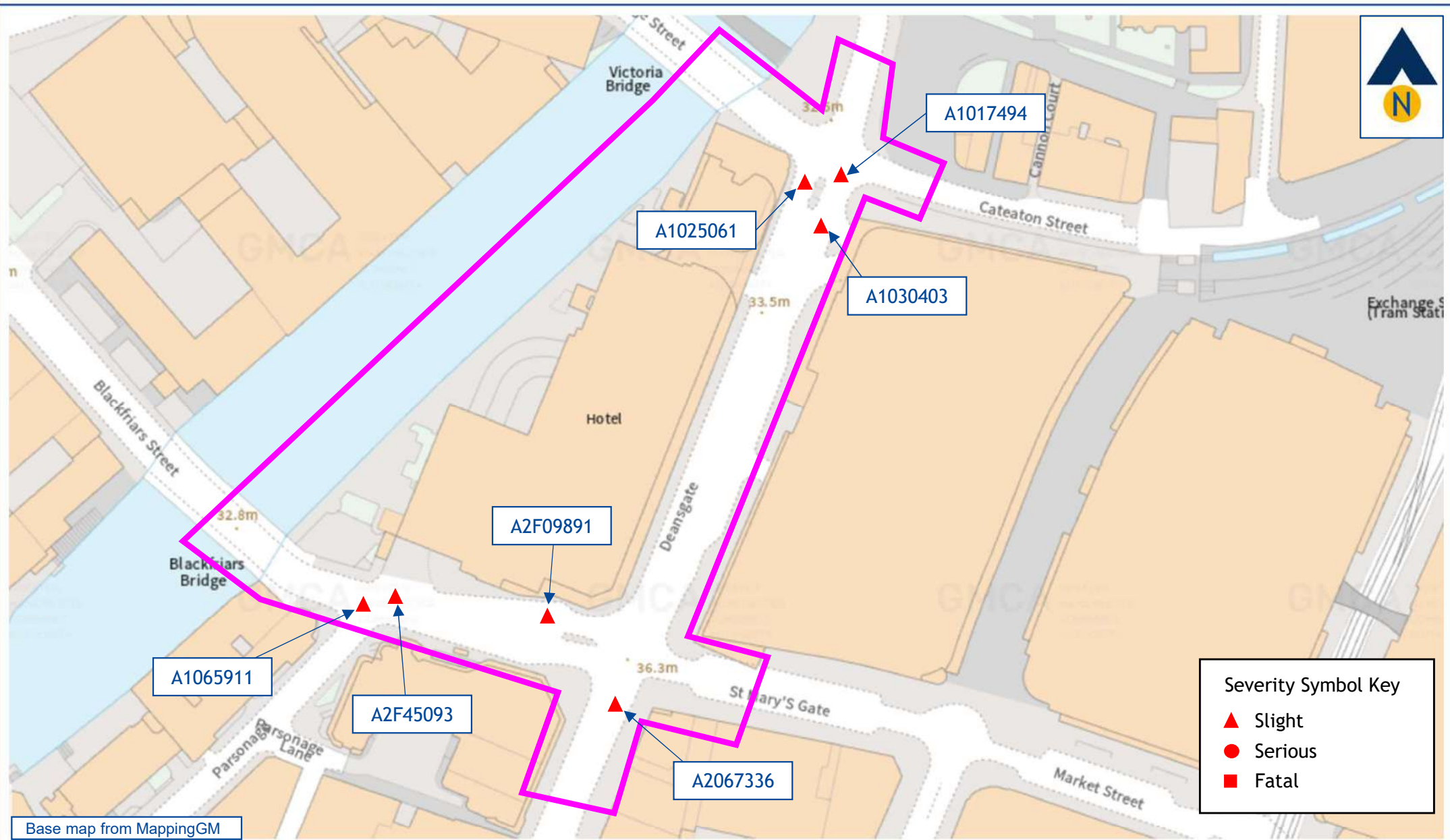


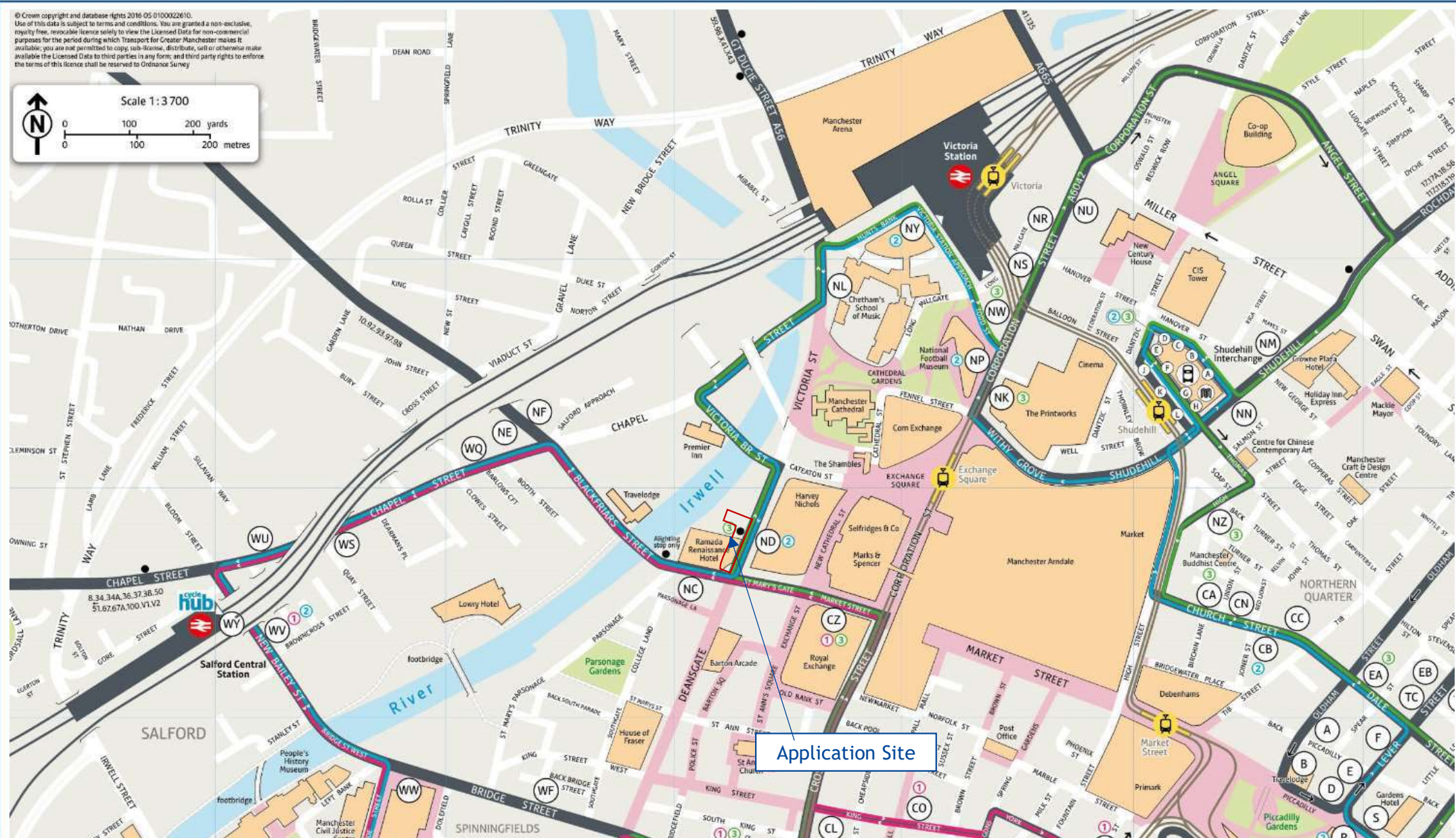
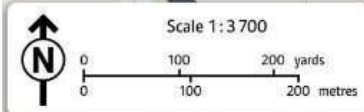
Figure TS4

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

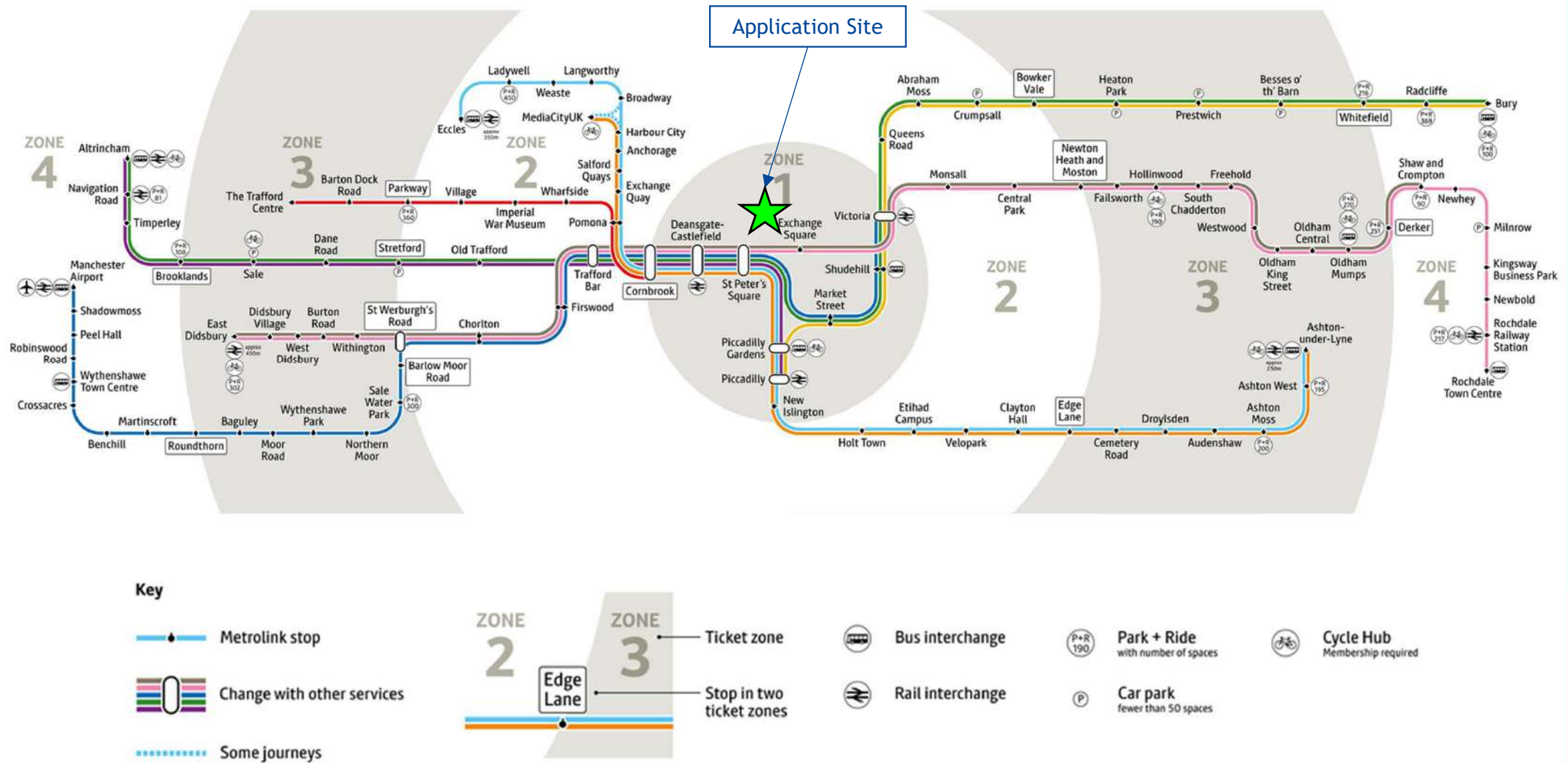
J000229

Premier House, Renaissance

August 2022



Application Site



Extract from TfGM Manchester Metrolink Network Map

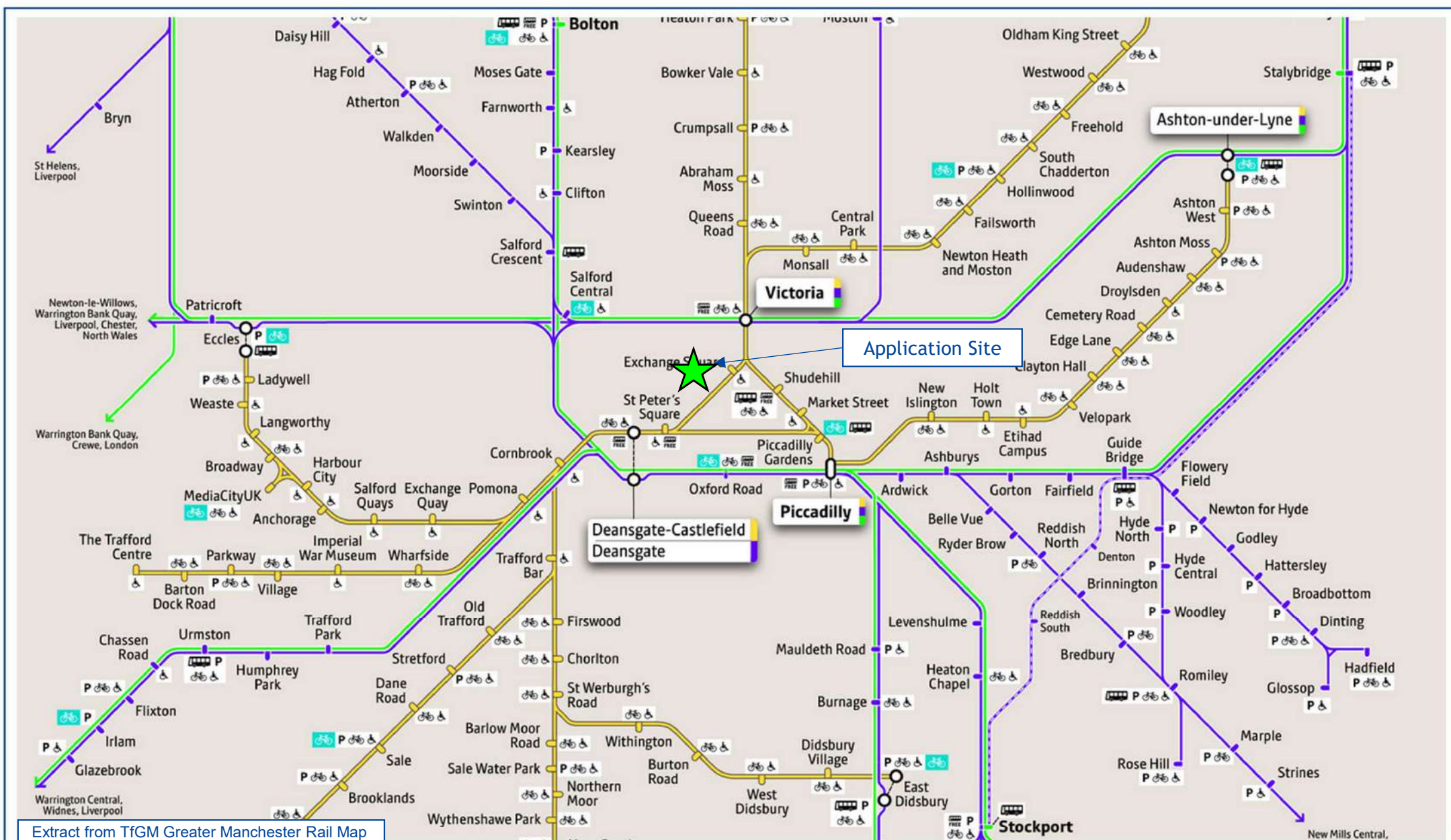


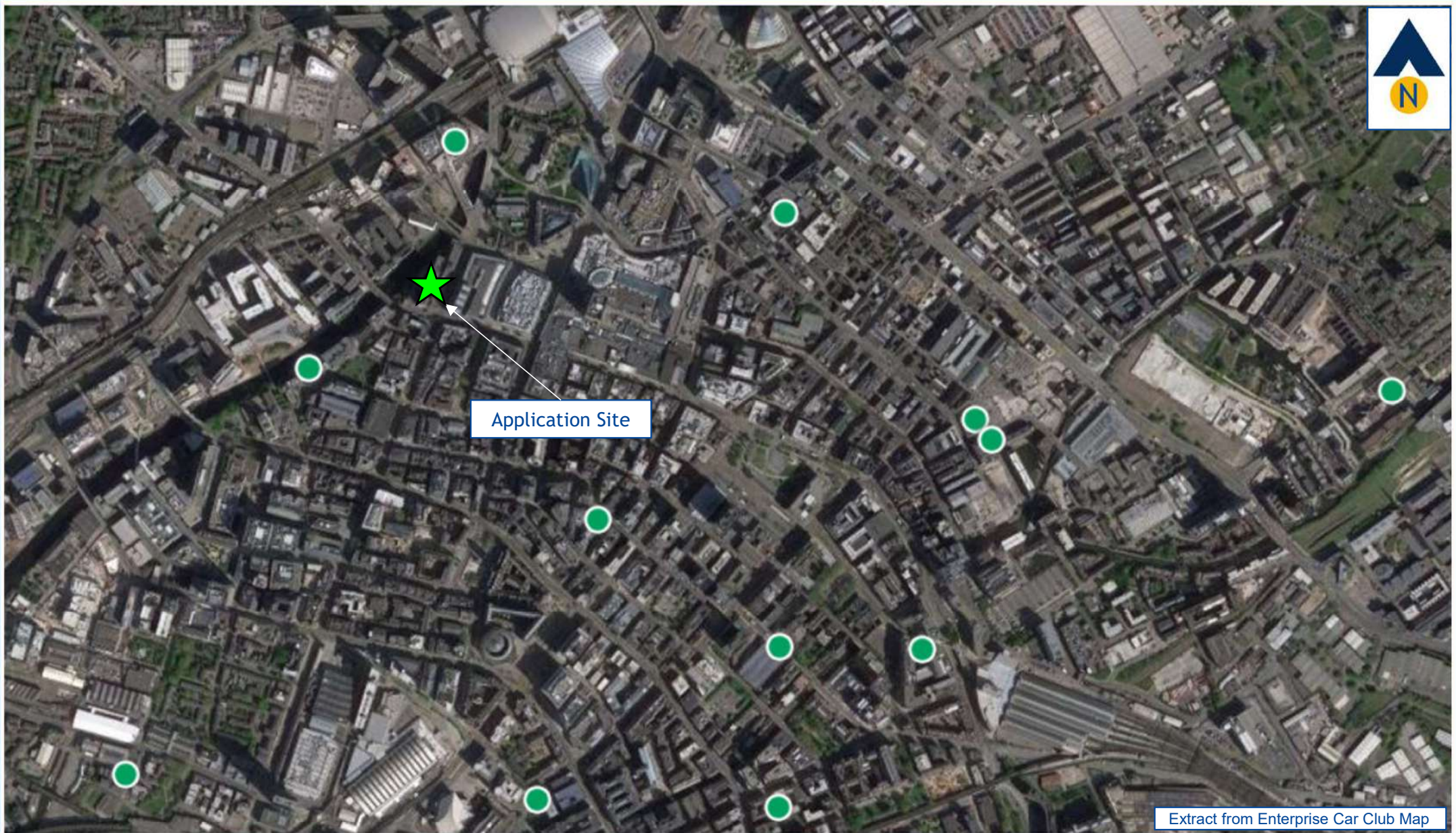
Figure TS7

Location of the Application Site with
Respect to Local Rail Services

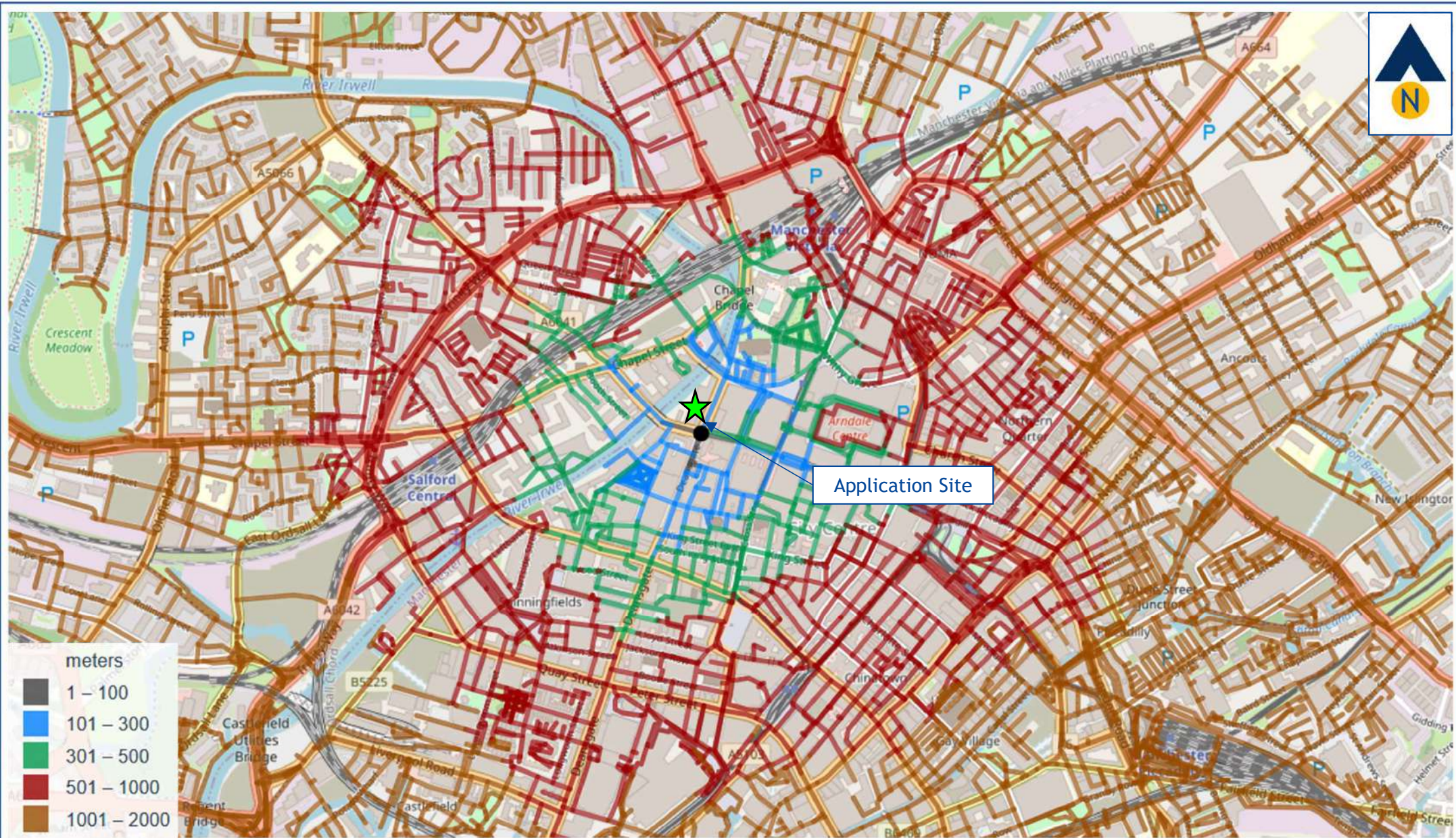
J000229

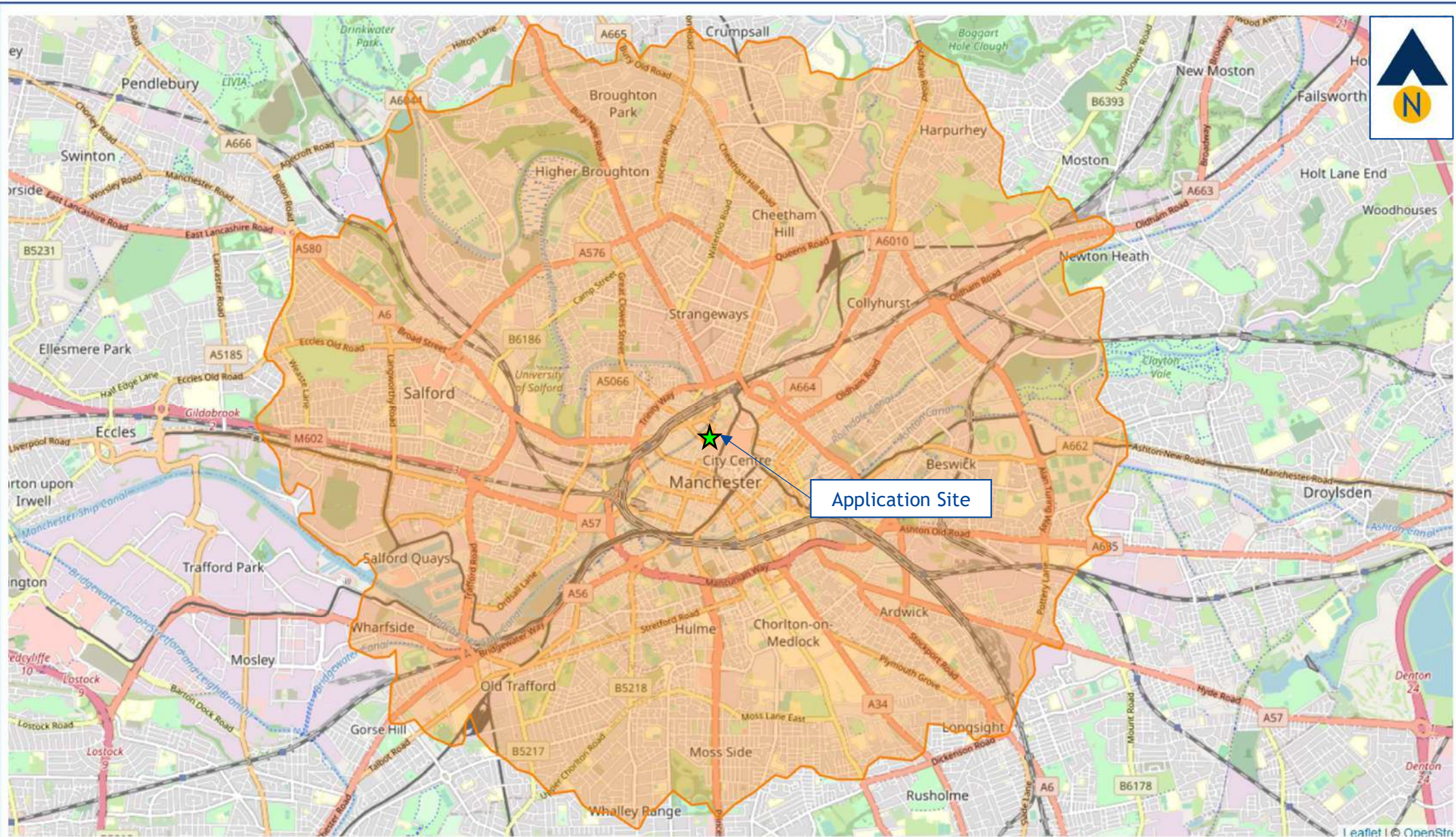
Premier House, Renaissance

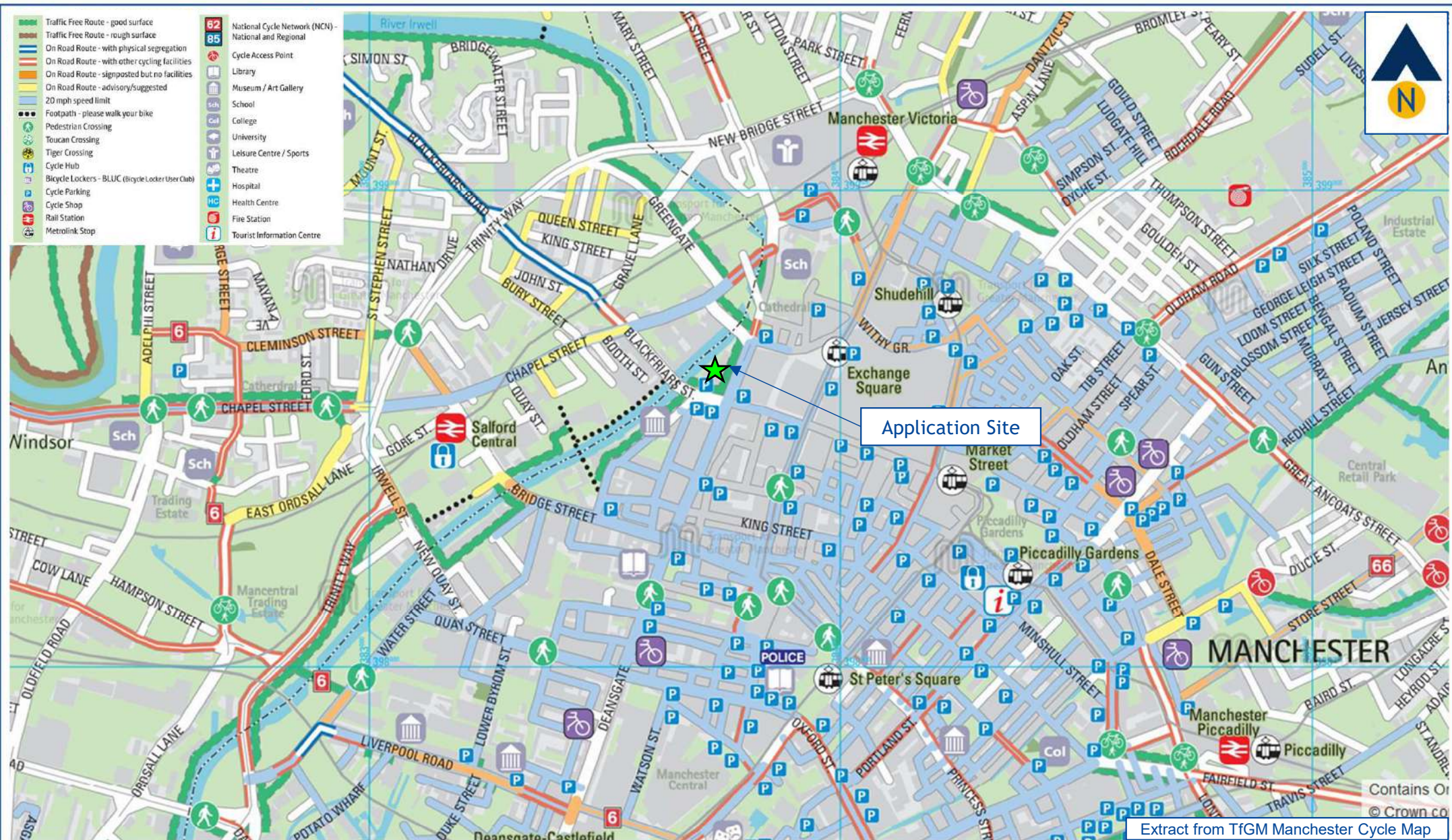
August 2022



Extract from Enterprise Car Club Map

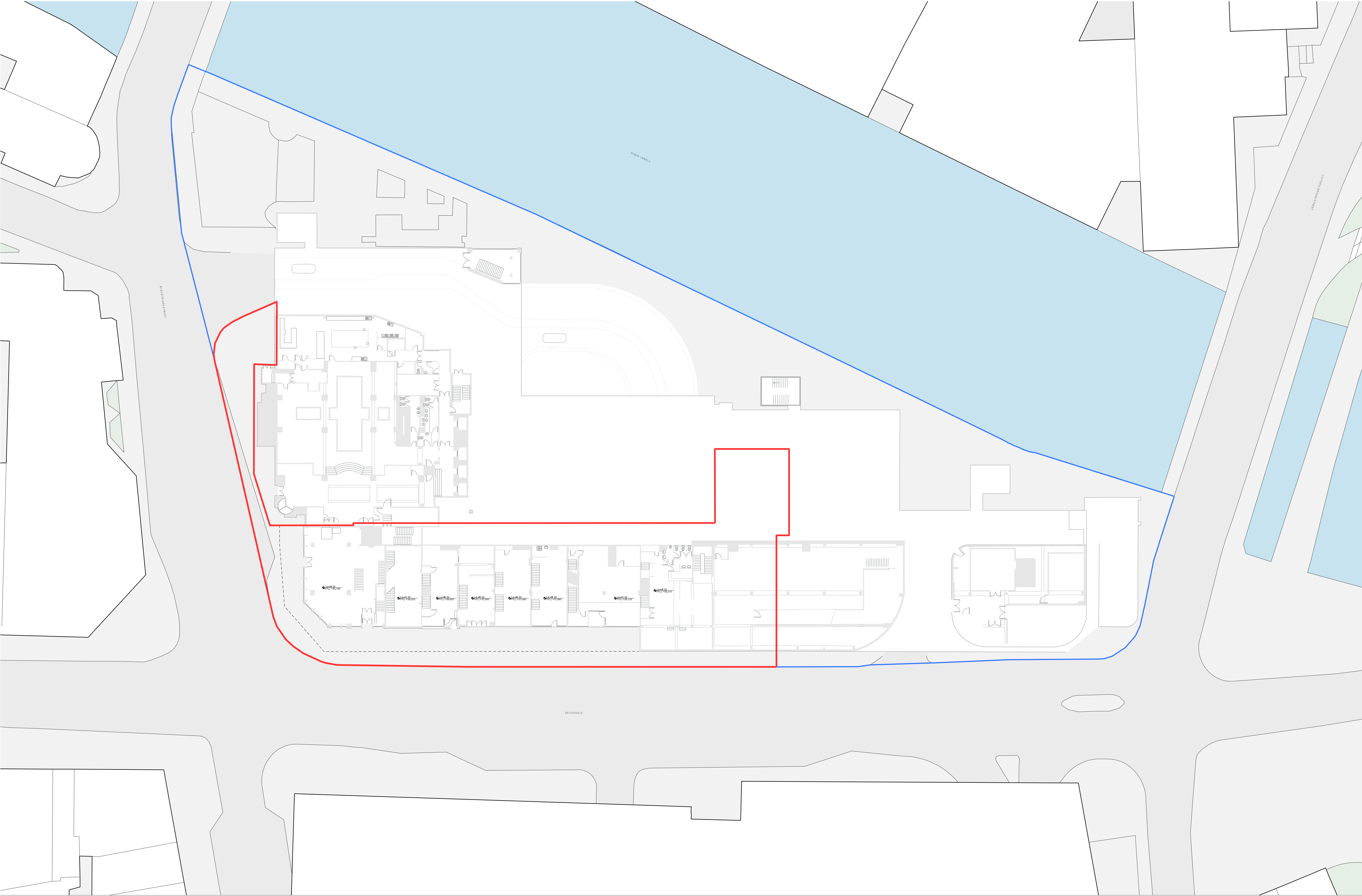












Notes:

- Application Boundary
- Ownership Boundary



Project Name: Renaissance		Title: Renaissance Site Ground Floor Plan - Existing		Scale: 1:250@ A1	
Drawn: RW	Checked: FM	Status: Planning	Project: 150	Drawing No: MP_02_1000	Rev: -
Details: - 28.05.21		Draft Issue for Planning			

Jon Matthews Architects

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

0161 974 3690

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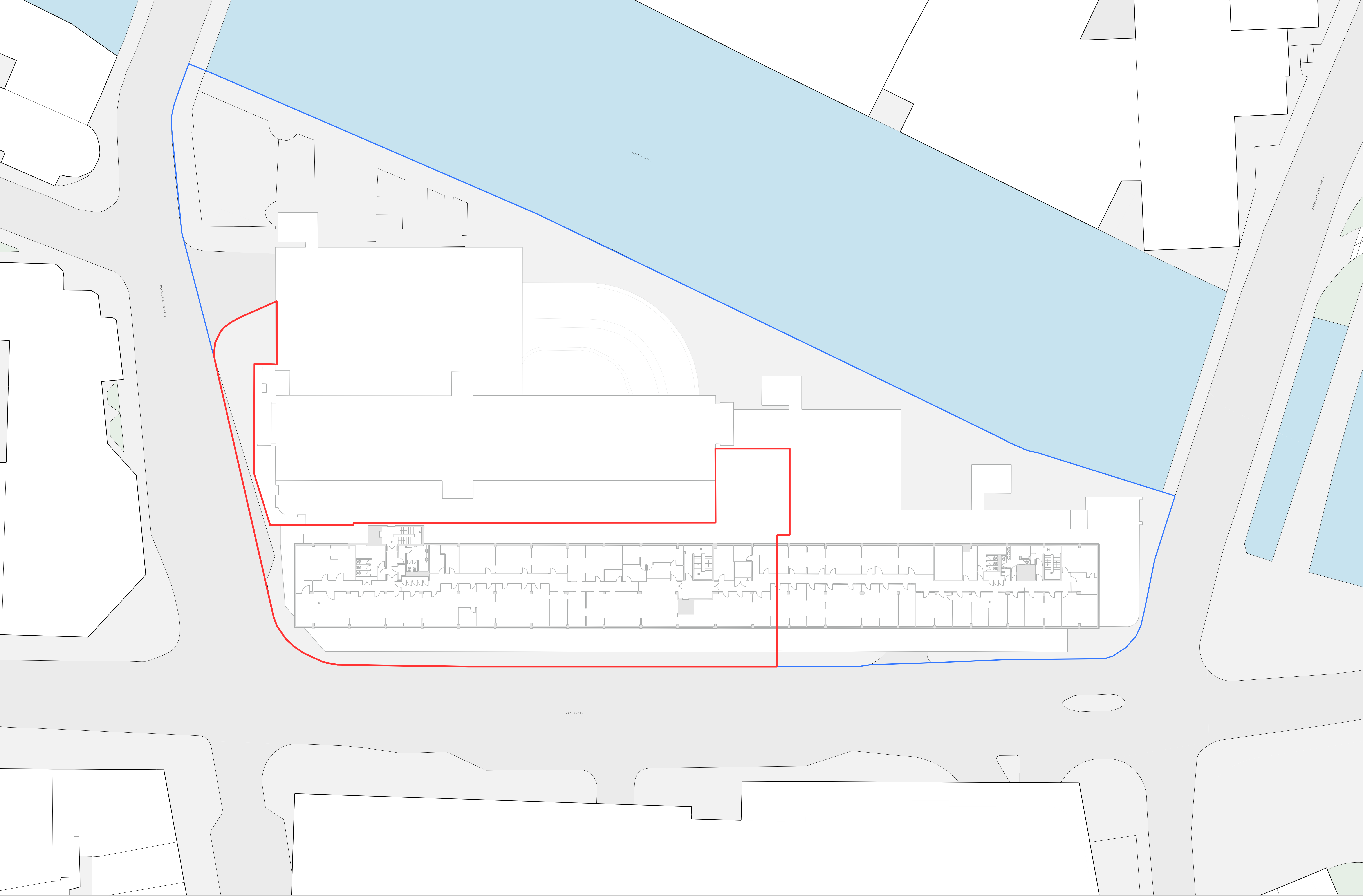


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Jon Matthews Architects

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Notes:

- Application Boundary
- Ownership Boundary



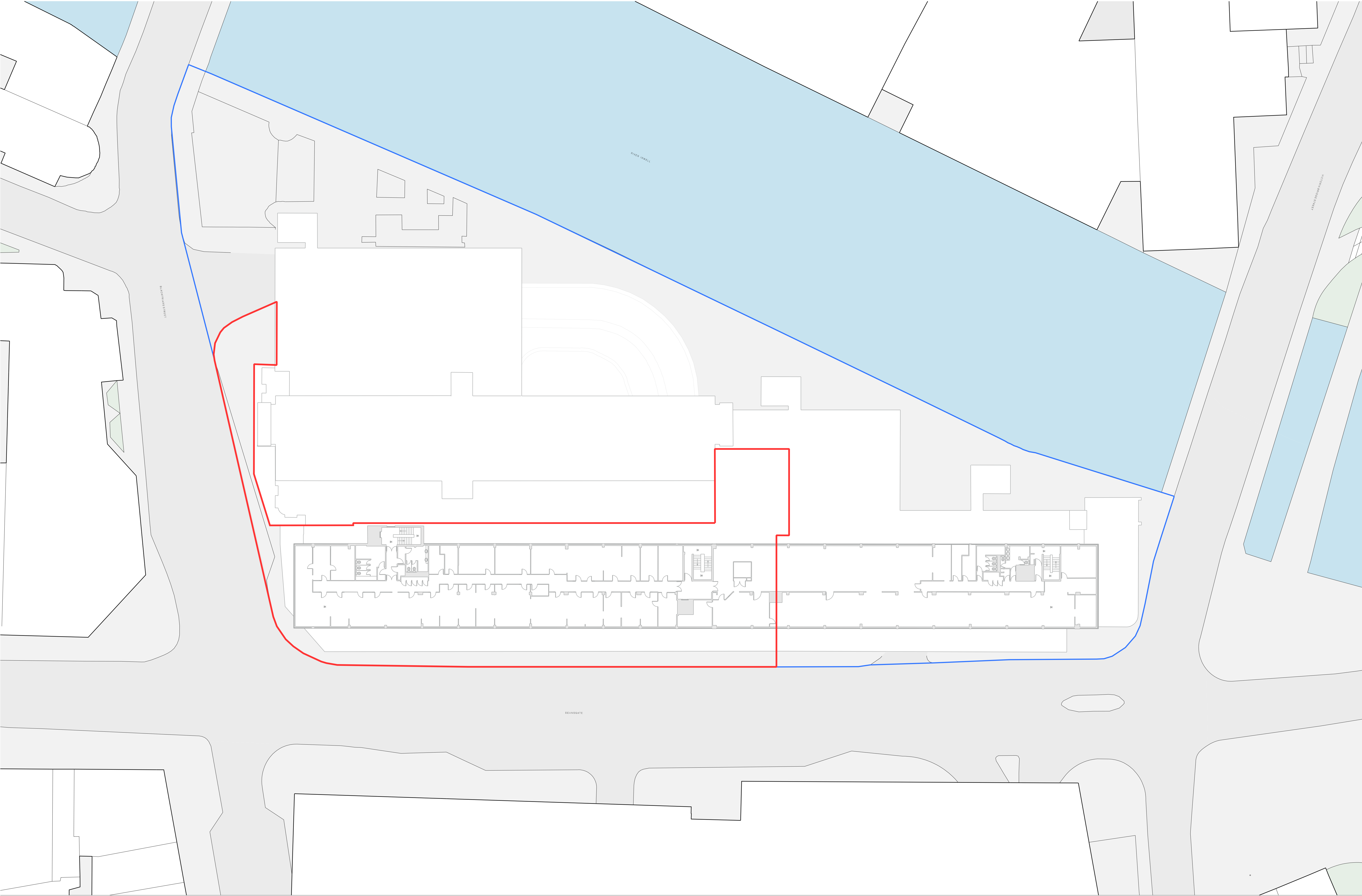
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Drawn: RW		Checked: FM		Status: Planning	
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		Draft Issue for Planning		Rev: -	

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Notes:

- Application Boundary
- Ownership Boundary



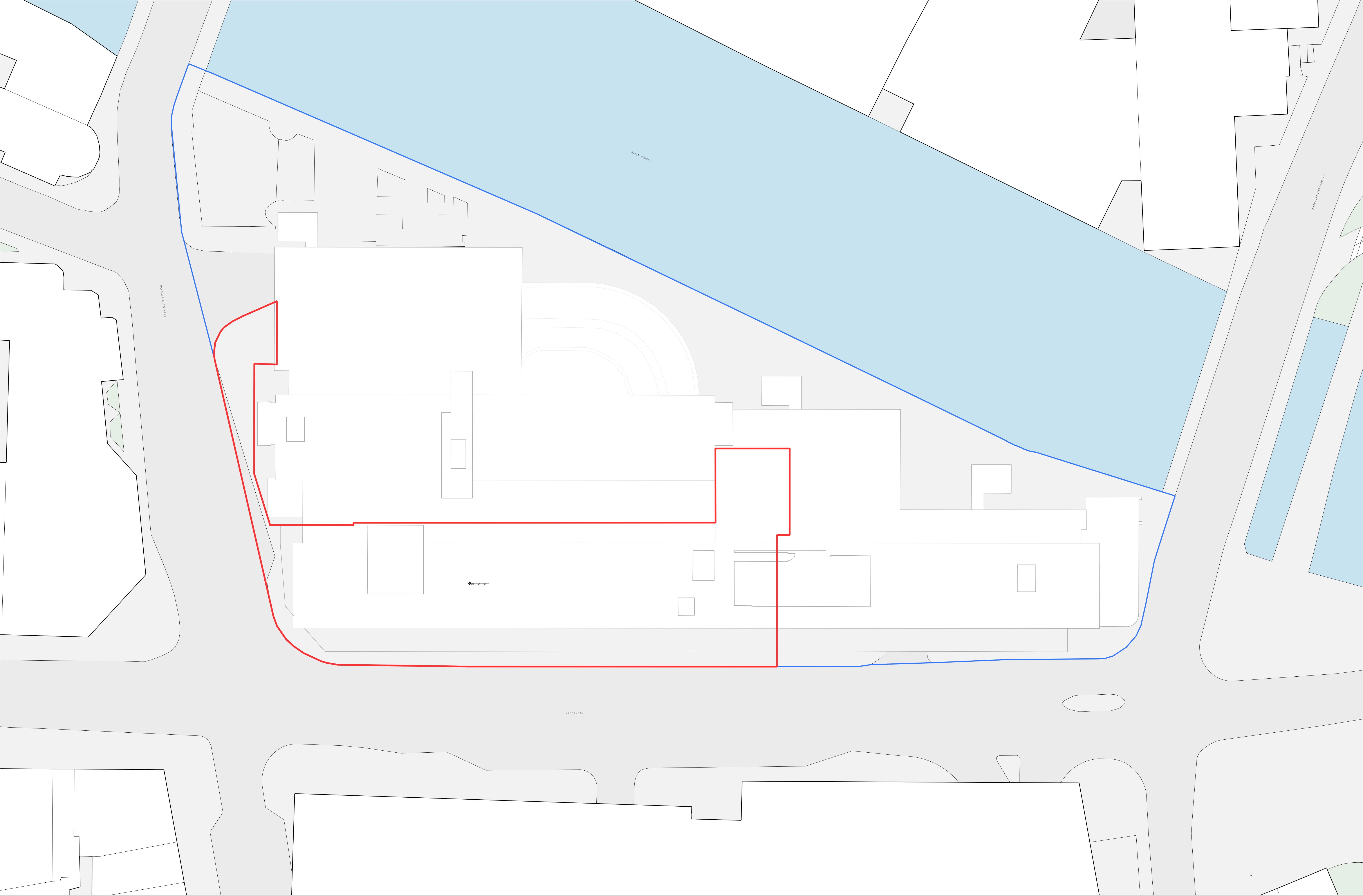
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Drawn: RW		Checked: FM		Status: Planning	
Details: -		Project: 150		Drawing No: MP_02_1003	
28.05.21		Draft Issue for Planning		-	

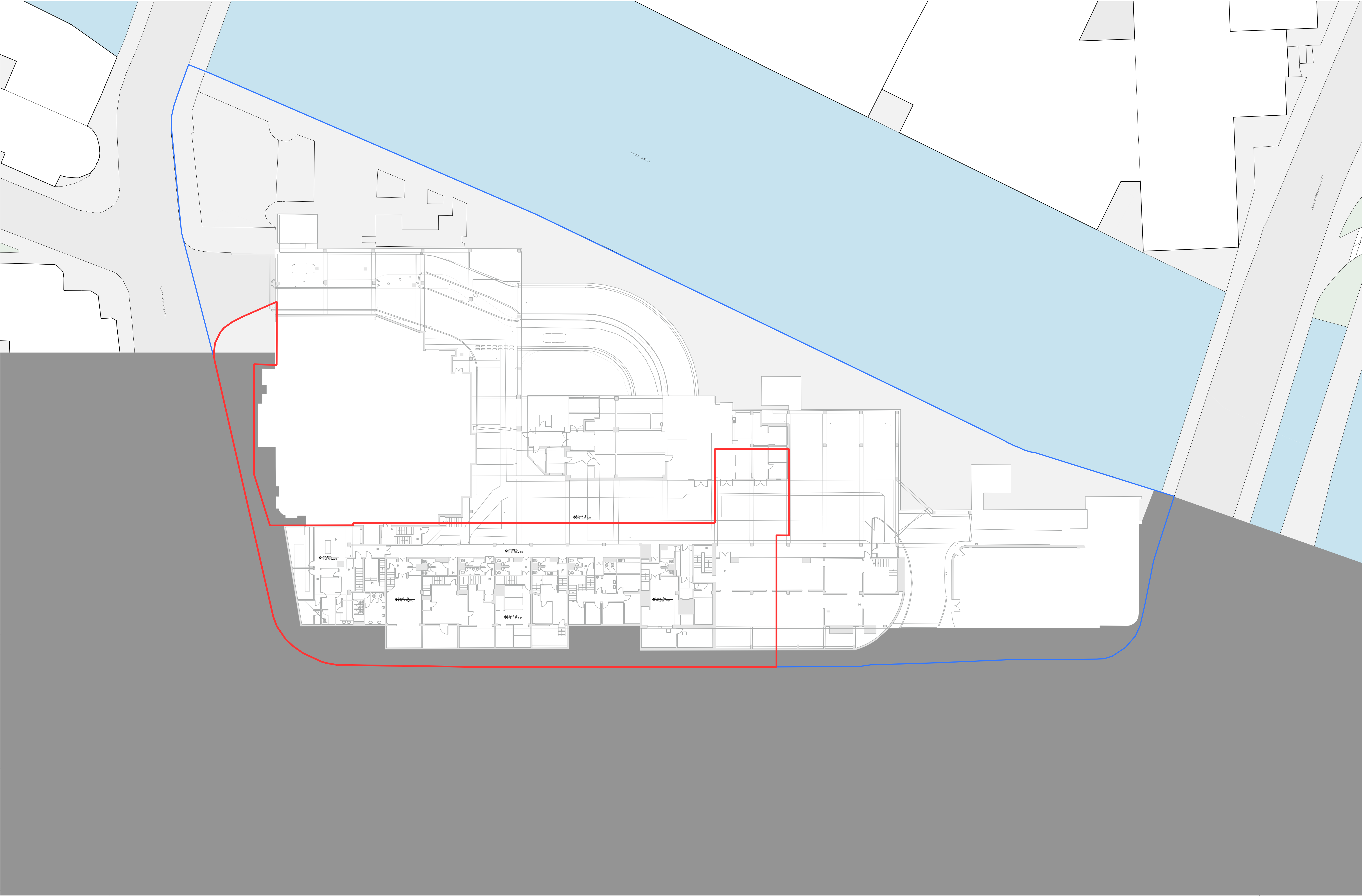
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Notes:

- Application Boundary
- Ownership Boundary





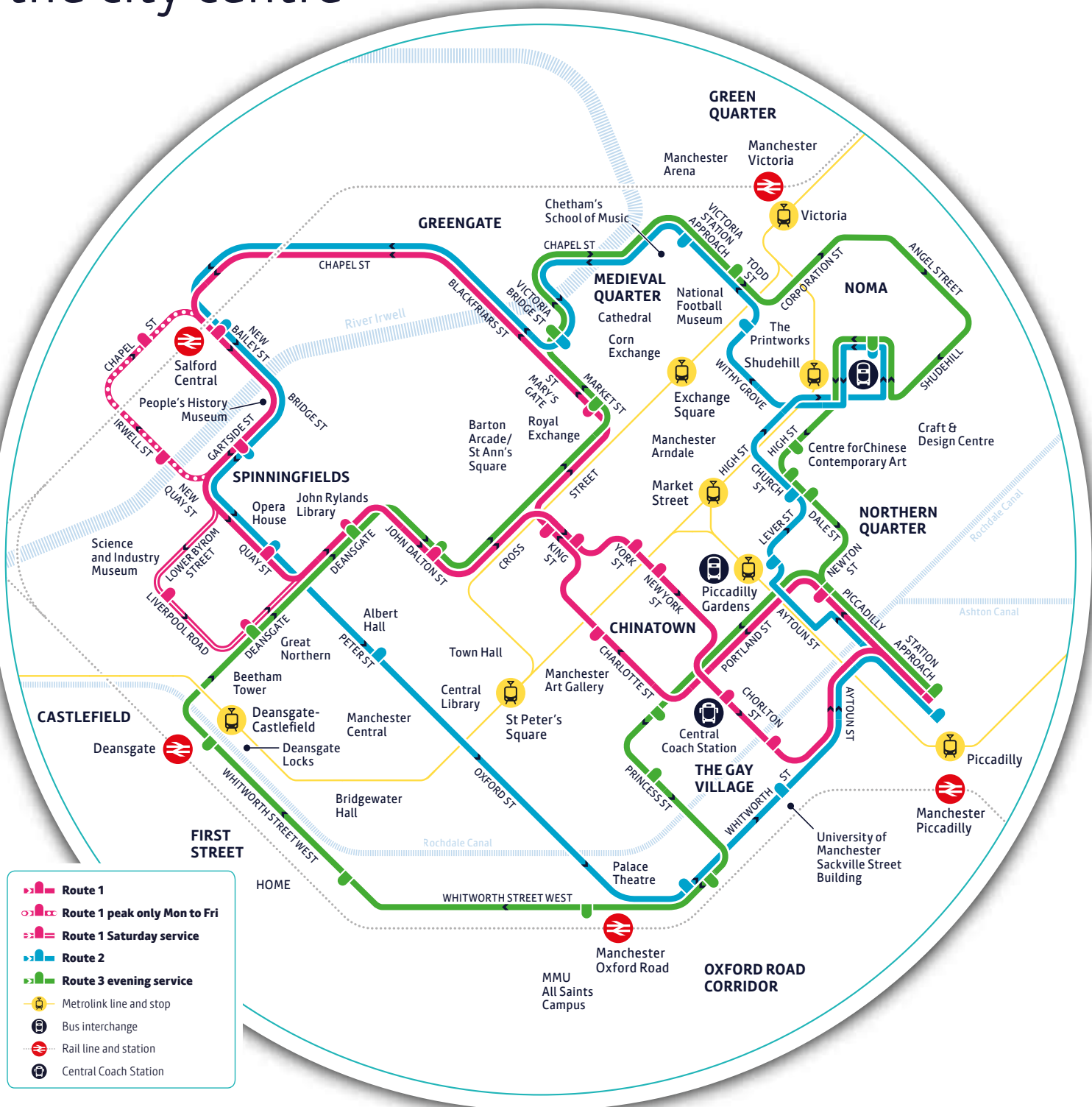
free bus routes around the city centre

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:

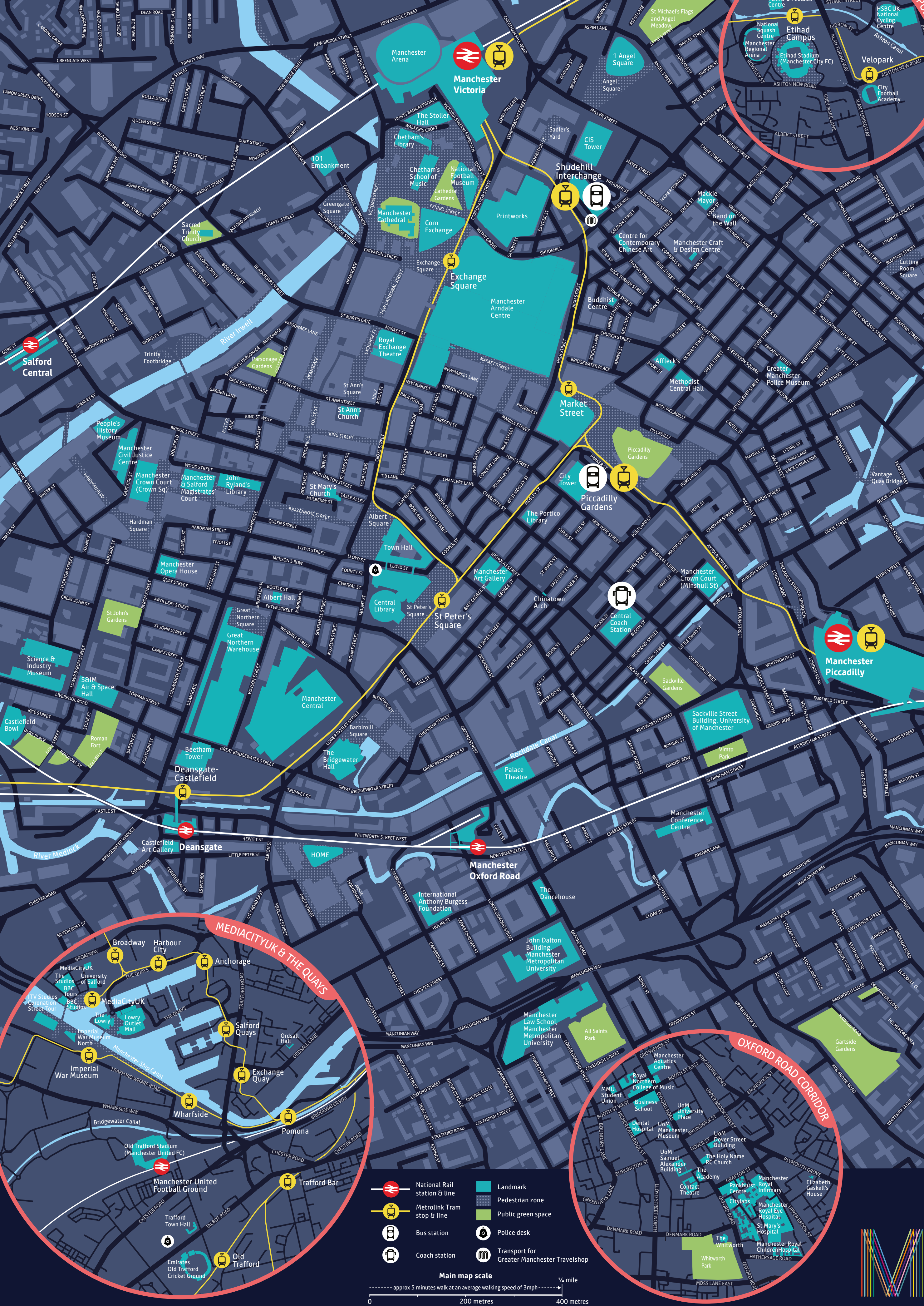
7:30pm – 11:30pm

Saturday

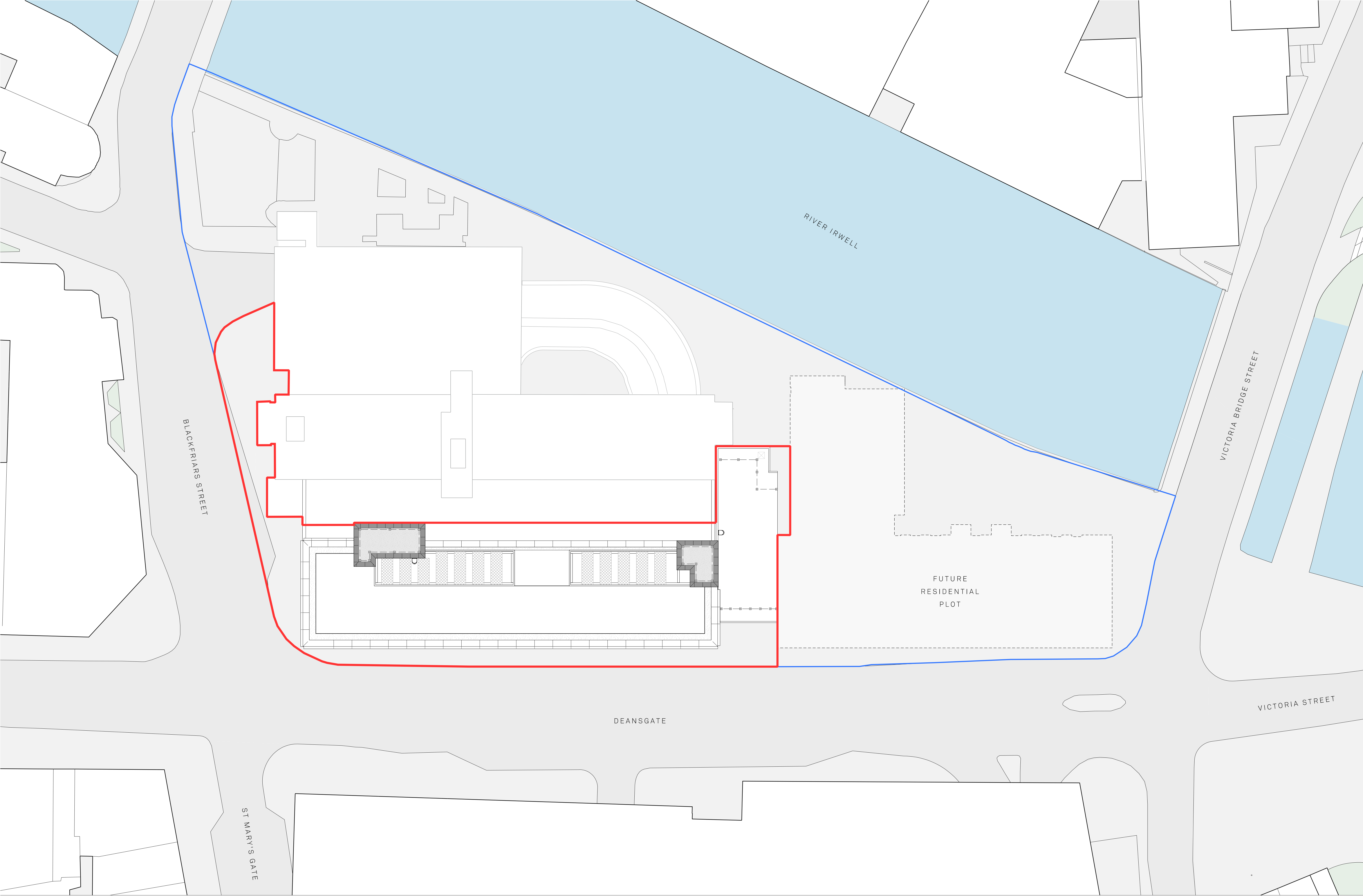
Every 15 minutes:

7:30pm – 11:30pm

Manchester city centre







Site Application Boundary
Site Ownership Boundary



Project Name: Renaissance		Title: Premier House Proposed Site Plan		Scale: 1:250@ A1	
Drawn: DK	Checked: FM	Status: Planning	Project: 150	Drawing No: B1_00_1200	Rev: -
Details: - 04/08/22		Issued for Planning			

Jon Matthews Architects

Union, 2-10 Albert Square, Manchester, M2 6LW0161 974 3690

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Revision: 03/08/22
A Updated site plan (office rebuild)

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	

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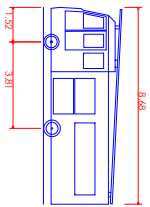
DO NOT SCALE - Follow any figured dimensions.

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: 03/08/22
A Updated site plan (office rebuild)



DB32 Fire Appliance
Overall Length 8.46m
Overall Width 2.180m
Min Body Ground Clearance 0.337m
Max Body Ground Clearance 2.121m
Max Body Width 2.121m
Lock to lock time 9.00s
kerb to kerb turning Radius 7.970m

Client: Property Alliance Group

Project: Redevelopment and extension of Premier House

Drawing Title: Swept Path Analysis Fire Tender

Drawing Number: J000229_ATR101 Revision: A

Date: 10 June 2021 Scale: 1:200 at A3

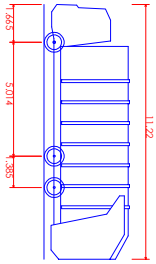
Drawn By: LACB Checked By: KG

Status: Information

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Revision: 03/08/22
A Updated site plan (office rebuild)



Phoenix 2 Duo Recycler (P2-15W with 6M4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Min Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 1.265m
Lock Width 4.230m
Lock Height 1.155m
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: A

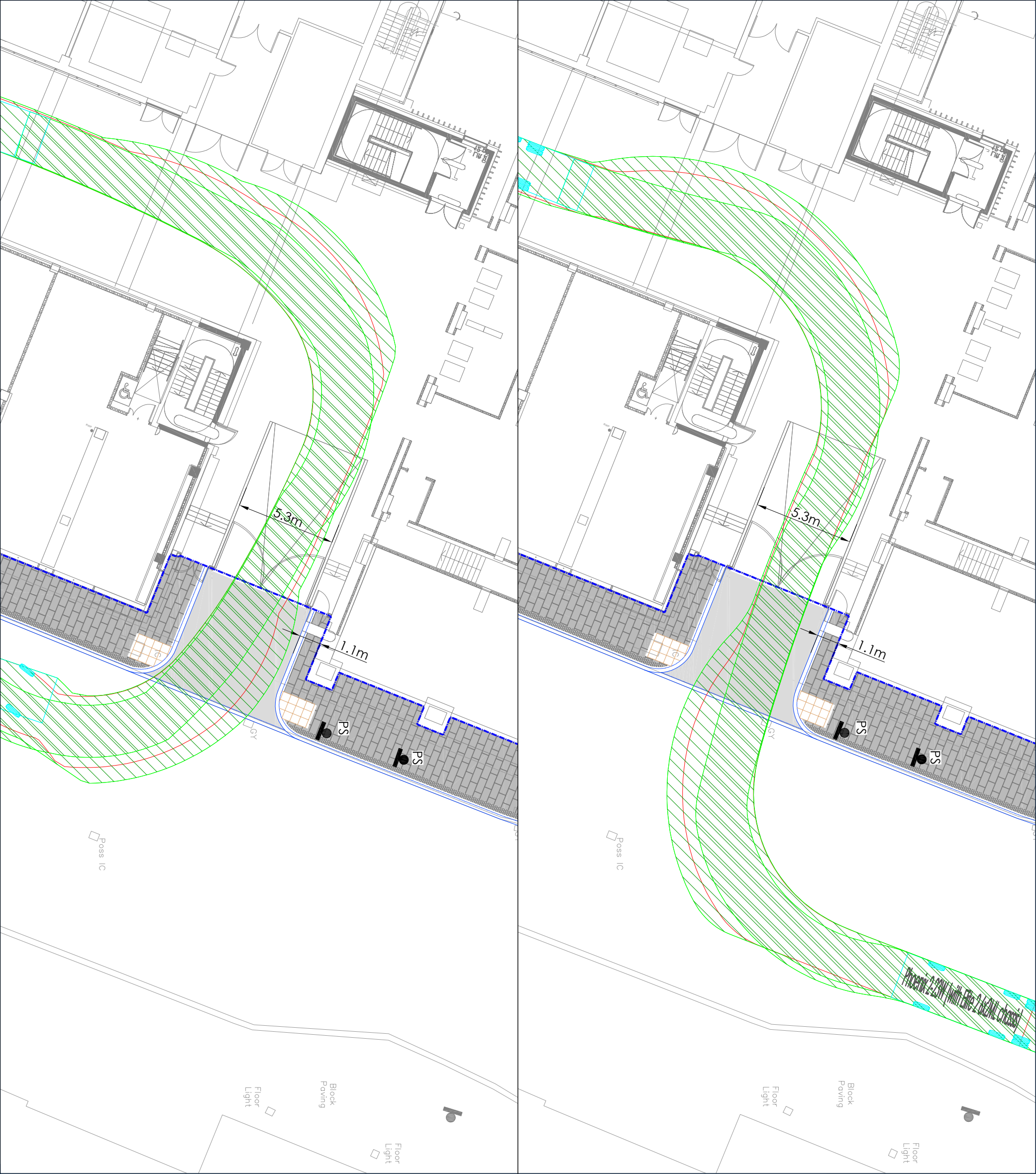
Date: 10 June 2021 Scale: 1:200 at A3

Drawn By: LACB Checked By: KG

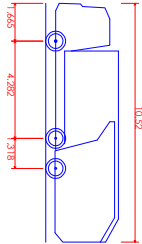
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Revision: 03/08/22
A Updated site plan (office rebuild)



Phoenix 2.23W (with Elite 2.6x2M chassis)
Overall Length 10.92m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to lock time 4.00s
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
Revision: A

Date: 10 June 2021
Scale: 1:200 at A3

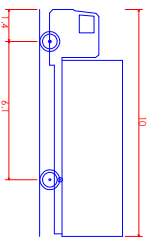
Drawn By: LACB
Checked By: KG

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Revision: 03/08/22
A Updated site plan (office rebuild)



FIA Design HG Rigid Vehicle (1998)
Overall length 10.000m
Overall width 2.500m
Overall body height 3.445m
Min body ground clearance 2.440m
Top of body to kerb 3.100m
Lock to lock time 11.000m
Kerb to kerb turning Radius

Client: Property Alliance Group

Project: Redevelopment and extension of Premier House

Drawing Title: Swept Path Analysis Rigid Delivery Vehicle

Drawing Number: J000229_ATR104 Revision: A

Date: 10 June 2021 Scale: 1:200 at A3

Drawn By: LACB Checked By: KG

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