

3 May 2022

Angela Leckie
Planning Department
Manchester City Council
Town Hall
Albert Square
M60 2LA

Dear Angela

Port Street – Response to Post Submission Consultation, Reference 132489/FO/2021

Manchester (Port Street) Limited submitted a planning application (reference 132489/FO/2021) that was validated on 04 January 2022. The proposed description of development is as follows;

“Erection of a part-34, part-11 storey residential building above semi-basement level, with associated residents' amenity space including gym (Use Class C3), commercial space (Use Class E), basement car parking (47 spaces), cycle parking (485 spaces) landscaping, and other associated works”

Since the application was validated, there have been some design amendments to the proposals. These amendments have been made following feedback from officers on the submitted plans, review of the proposals in-light of representations received, and ongoing detailed design work that is taking place with the principal contractor, Renaker. Consequently, a comprehensive set of revised plans are enclosed with this letter. The changes proposed are summarised below.

Building optimisation

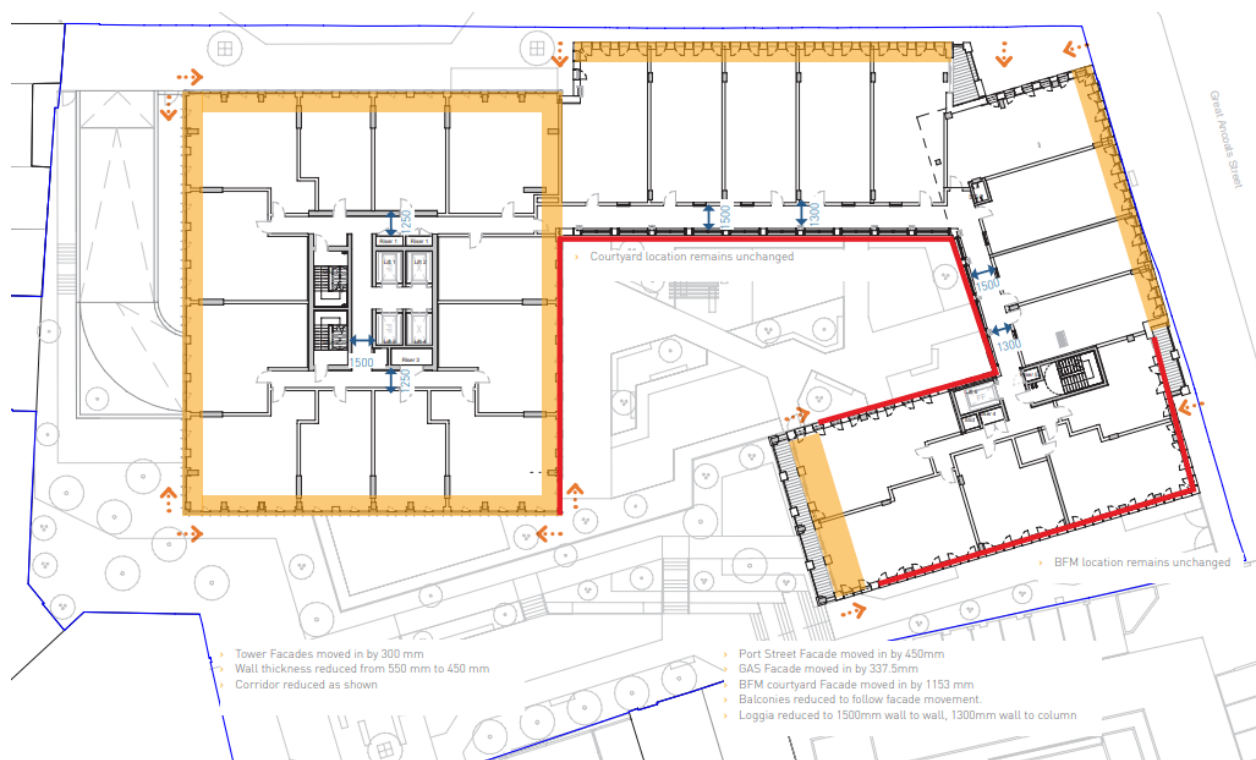
The building footprint has been reduced. This has been achieved through rationalisation of the building construction and significant internal space rationalisation. The principal changes are identified in the figures below and summarised as follows:

- The footprint of the tower is reduced by 300mm on each side, resulting in a 600mm reduction in the overall width of the tower on all elevations. This will help to improve the perceived slenderness of the tower, responding directly to representations received on the application;
- Port Street and Great Ancoat Street elevations are moved into the site by 450mm and 337.5mm respectively, increasing the width of the public footpaths along these key routes; and
- The southern end of the Brownsfield Mill block is reduced by 1153mm, opening up the residents' courtyard and reducing the mass of building directly adjacent to Avro.

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- The apartment mix has been updated, resulting in a greater proportion of larger-style 1-bed, 2-person apartments than originally proposed, and slightly increased amount of 2-beds. All internal accommodation remains Manchester and National Design Space Standard compliant and corridors remain suitable for accessible access.



Scheme	1B1P	1B2P	2B4P	3B6P	Total
Originally submitted	72 (15%)	84 (17%)	311 (64%)	18 (4%)	485
Optimised	14 (3%)	140 (29%)	313 (65%)	18 (4%)	485

Revised ramp and ground floor arrangement

Following feedback from officers, the vehicular ramp to the basement parking has been re-configured and reduced in size. An options appraisal was undertaken by Simpson Haugh & Partners (SHP), Re-Form and Curtins Highways Engineers to determine the optimum solution to provide safe and convenient access to the basement, whilst minimising its visual impact and maximising the amount of the site given over to public realm and landscaping.

The output of that exercise is that the originally submitted two-way ramp has been replaced with a single-lane ramp with traffic light system. The amount of parking within the basement is unchanged. Given the low-level of parking within the basement, and the usage profile of private parking spaces within city centre residential developments (which does not focus on morning and afternoon peak periods as city

centre residents predominantly do not need to drive to work), the revised one-way system is considered an appropriate and more proportionate response. A waiting space is incorporated at the entrance to the ramp and the light will be green by default for vehicles accessing the basement to mitigate any potential queuing and resulting conflict on the public highway.

Also, you refer that the RSA will be appended to your letter. We would suggest that our Designer's Response to the RSA is also appended (if it weren't already), as this provides our response to the RSA comments and details the changes made to the access arrangement drawing (Revision P09) as a result of the RSA. I am attaching our Designer's Response to this email for ease.

The building generator required by fire regulations has also been relocated from its previous external position beside the ramp to within the building at the base of the block adjacent to Brownsfield Mill.

Together these changes reduce the land-take for this required building infrastructure, creating a more generous, landscaped pedestrian route linking the new public realm onto Port Street. Updated landscape strategy and drawings are enclosed to illustrate this new route, which will be delivered as part of the proposed development with no dependency on the adjacent plots coming forward.

Effect on submitted EIA and technical analyses

The changes to the proposed scheme do not affect in any way the submitted Description of Development, which remains unchanged.

The changes have been considered by the Applicant's technical advisors, who have confirmed that they will have no material impact upon the submitted Environmental Impact Assessment or technical analyses. The submitted Environmental Statement and technical analyses do not therefore need to be updated to reflect the revised plans, and this information does not constitute further information as defined by Regulation 25 of the 2017 EIA Regulations.

With specific regard to potentially relevant analyses, technical advisors have commented as follows:

- Daylight and Sunlight – GIA advise that the changes to building footprint would result in a reduction in overshadowing arising from the design; however, GIA do not consider that the change would be significant enough to warrant a reanalysis or change of conclusion of the submitted ES.
- Wind - GIA advise that there would be an anticipated minor beneficial impact on the pedestrian-level wind microclimate resulting from the building optimisation. The revised ramp layout would lead to a larger area of public realm at that location than previously considered, and the relocated generator will remove a physical obstruction within the site. It is not considered to materially change the conclusions reached in the submitted wind study.
- Heritage and Visual Impact – the amendments will have no material impact on the heritage, townscape and visual impacts of development as assessed within the submission. The reduced building footprint will make the tower appear more slender in form, responding directly to representations made on the application. The more generous, landscaped public route linking into Port Street will enhance the placemaking and public benefits secured through the development.

- Transport & Highways – The revised ramp layout and access strategy has been tested by Curtins Highways Engineer and been subject to an independent Road Safety Audit, which is enclosed with this letter, together with Curtins' Designer Response to the comments received.

Enclosures

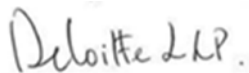
The following additional information is submitted in the form of an addendum to the planning application.

- Updated planning drawings, prepared by Simpson Haugh & Partners;
- Updated landscaping strategy and accompanying drawings, prepared by Re-Form; and
- Road Safety Audit (RSA) report, dated April 2022, and response report, prepared by Curtins;
- Highways technical drawing ref. 79165-CUR-00-XX-DR-TP-75001-P09 showing the revised highway layout, responding to the RSA, and superseding drawing 79165-CUR-00-XX-DR-TP-75001-P08; and
- A schedule of superseded drawings.

We trust this submission provides you with sufficient detail and would be grateful if you could incorporate this additional information into the formal planning application.

If you have any questions, please do not hesitate to contact either Niall Alcock (nalcock@deloitte.co.uk / 0161 455 6787) or Rachel Hopkins (rachelhopkins@deloitte.co.uk / 0161 455 6812).

Yours sincerely



Deloitte LLP

Encs.