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Urban Design

Proof of Evidence Appendices

Land at Deansgate, Manchester

Planning application ref: 29406/FO/2021

Appeal ref: A

On behalf of

Fusion Manchester Devco Ltd

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Appendix 1: Deansgate South, Manchester Scheme Overview Presentation

CORSTORPHINE +WRIGHT ARCHITECTS

DEANSGATE SOUTH, MANCHESTER
DESIGN OVERVIEW DOCUMENT

20269 - 8006-01 | FEBRUARY 2022



FUSION STUDENTS

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CORSTORPHINE +WRIGHT ARCHITECTS



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REVISION	DATE	NOTES
00	10/02/2022	First Issue
01	18/02/2022	Conclusion section omitted

1.0 INTRODUCTION

This Design Overview Document has been prepared by Corstorphine + Wright Architects on behalf of Fusion Students to support the proposed redevelopment of a site at the junction of Deansgate South and Chester Road in Manchester.

The proposed scheme comprises 534 student bedrooms, with associated amenity/ancillary spaces, including 3 external landscaped terraces. The building would promote active street frontages to Deansgate South and along the Bridgewater Viaduct, regenerating a prominent site which has been vacant for a decade.

The following document oullines the following items:

- Overview of proposed building, including internal layouts, residential spaces and associated amenities
- Rationale for proposed form and elevation design, including materiality and key details.
- Details of proposed building operation, maintenance and management methodologies.



2.0 BUILDING OVERVIEW

The primary entrance to the building is located at the intersection between Chester Road and Deansgate South, to the South of the site, which forms the pinnacle point of the building footprint. The reception area is positioned immediately beyond the entrance doors, ensuring students and visitors are able to navigate the building and security is adequately dealt with.

The Ground Floor of the building is seen as an opportunity to showcase the social constituent of student living, providing much-need activation to the street. The student social space sits at the heart of the building providing clear views to and from the street. The space is designed as a generous open plan area for students to study and socialise on a long and short-term basis. Other ground floor/mezzanine functions include a student gym, dinner party rooms, games area and laundry.

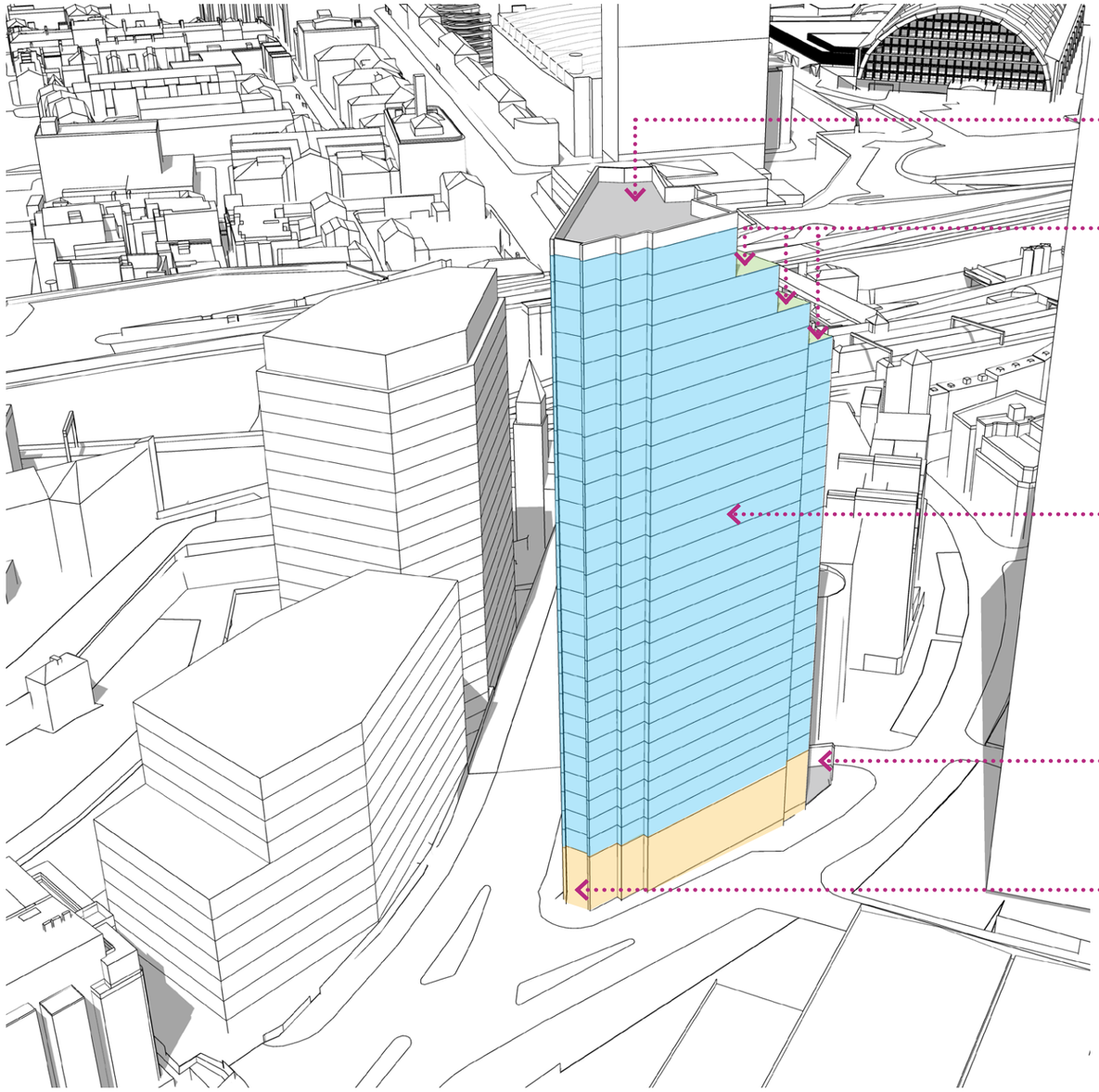
The total internal amenity space provided for residents is 639 sqm, equating to 1.2 sqm per student.

The development is served by a central core, with access control to ensure residents only are permitted. This core provides lift provisions to ensure accessibility for all. Once students have entered the circulation core, residential accommodation follows a legible pattern for the upper floors, ensuring easy navigation for residents and efficiency in terms of energy use. Between Ground and Mezzanine Floors an additional stair and lift core has been provided, ensuring that there is ample access and egress points when the space is at maximum occupancy.

The specific type of accommodation provided varies from single studios of differing sizes, to cluster apartments for groups of students wanting communal living.

The total number of student beds provided is 534 comprising:

- 163 studio apartments
- 371 cluster apartment rooms.



Rooftop Plant Deck

Including Ventilation Plant & PV Array

External Amenity Areas

Split over 3 Landscaped Roof Terraces

- Level 22: 38 sqm
- Level 24: 60 sqm
- Level 26: 95 sqm

Residential Floors

534 Beds over 27 Floors

- Typical 21 Beds per Floor

Lower Ground Floor Plant Area

Comprising Main Plant Room, Bin Store & Cycle Store (141 Spaces)

Amenity Areas

Ground Floor and Mezzanine Social Spaces

- Ground Floor: 386 sqm
- Mezzanine: 253 sqm

3.0 DESIGN

3.1 Site Plan

GROUND FLOOR PLAN IN CONTEXT

The form of the building responds to the footprint of the site and its relationship to the surrounding area. The 3 corners of the site area each addressed with active elevations, providing clear sight lines from all sides.

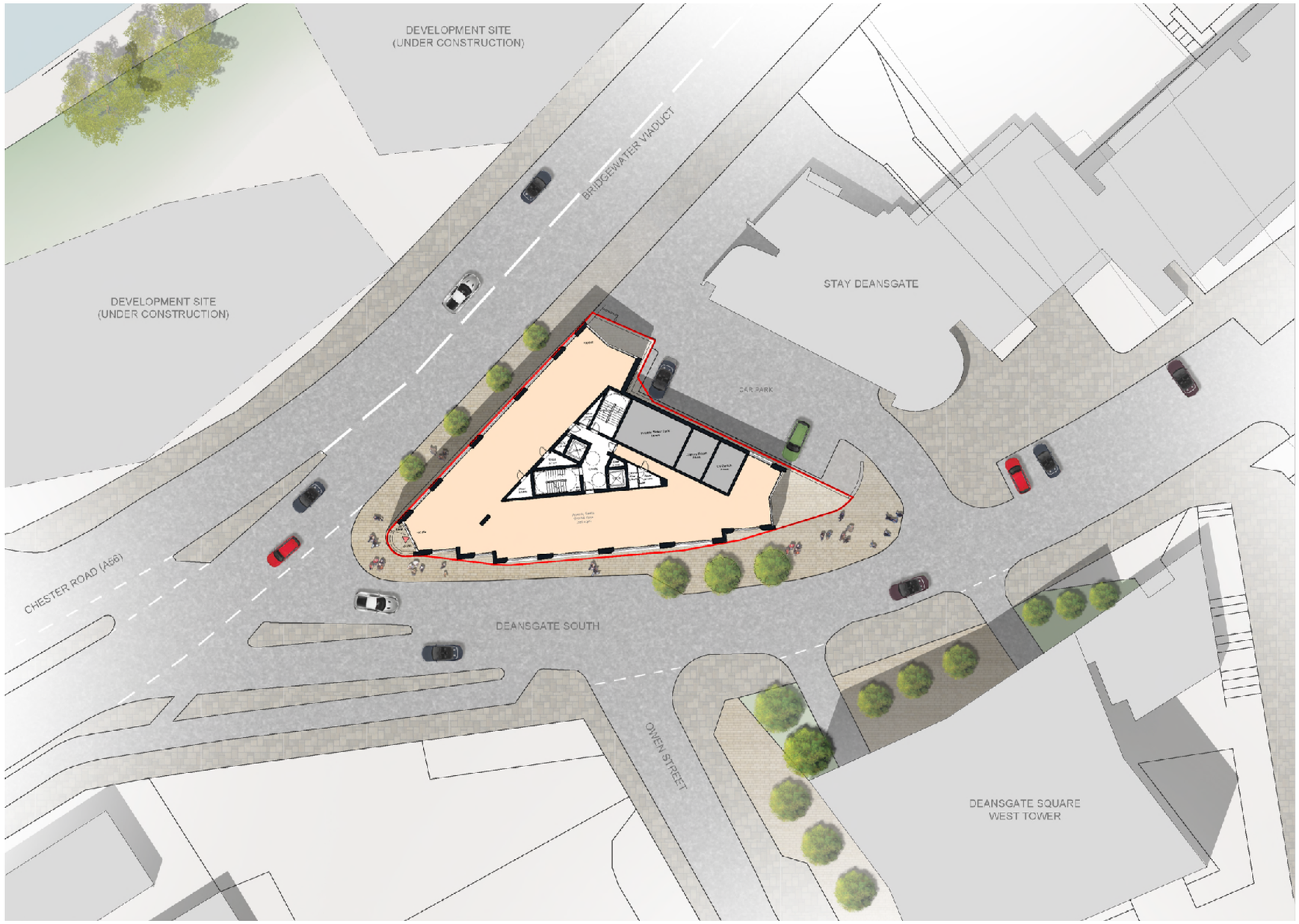
To the North of the site, the massing has been stepped to provide development relief to the adjacent Deansgate Quay building, lining the glazed end elevation through with its buffer zone between the Bridgewater Viaduct, protecting the quality of views from existing balconies.

To the East, the massing has been pulled away from the site boundary, maintaining the existing streetscape line and providing development relief to the South-Western elevation of Deansgate Quay.

As part of the overall application, upgrade works are proposed to the existing planting along the Northern and Southern edges of the site, which are currently neglected and unsightly. To the South, this involves the removal of one existing planter position, to improve sight lines in the Deansgate Quay car park, and the addition of two new positions that will better frame the public footway, as well as reflecting the pattern of planting to the opposite side of the street.

Following consultation with Manchester City Council, the proposed tree positions to the South of the site have been amended, ensuring that a 2 metre wide footway can be maintained from the building perimeter, as well as creating a 1 metre offset from the kerb line to protect both vehicular and pedestrian lines of sight.

The additional trees to the North serve to both improve the quality of the footway and also to slow wind speeds across Chester Road, which are focused by the channel between buildings within the Castle Wharf development, retaining a comfortable and pleasant pedestrian experience.



3.2 Floor Plans

LOWER GROUND FLOOR

Access to the Lower Ground Floor is from Deansgate South, with a ramped entrance positioned adjacent to the Deansgate Quay car park. The gradient of levels in this area are the shallowest across the site and provide the most accessible point for the all users.

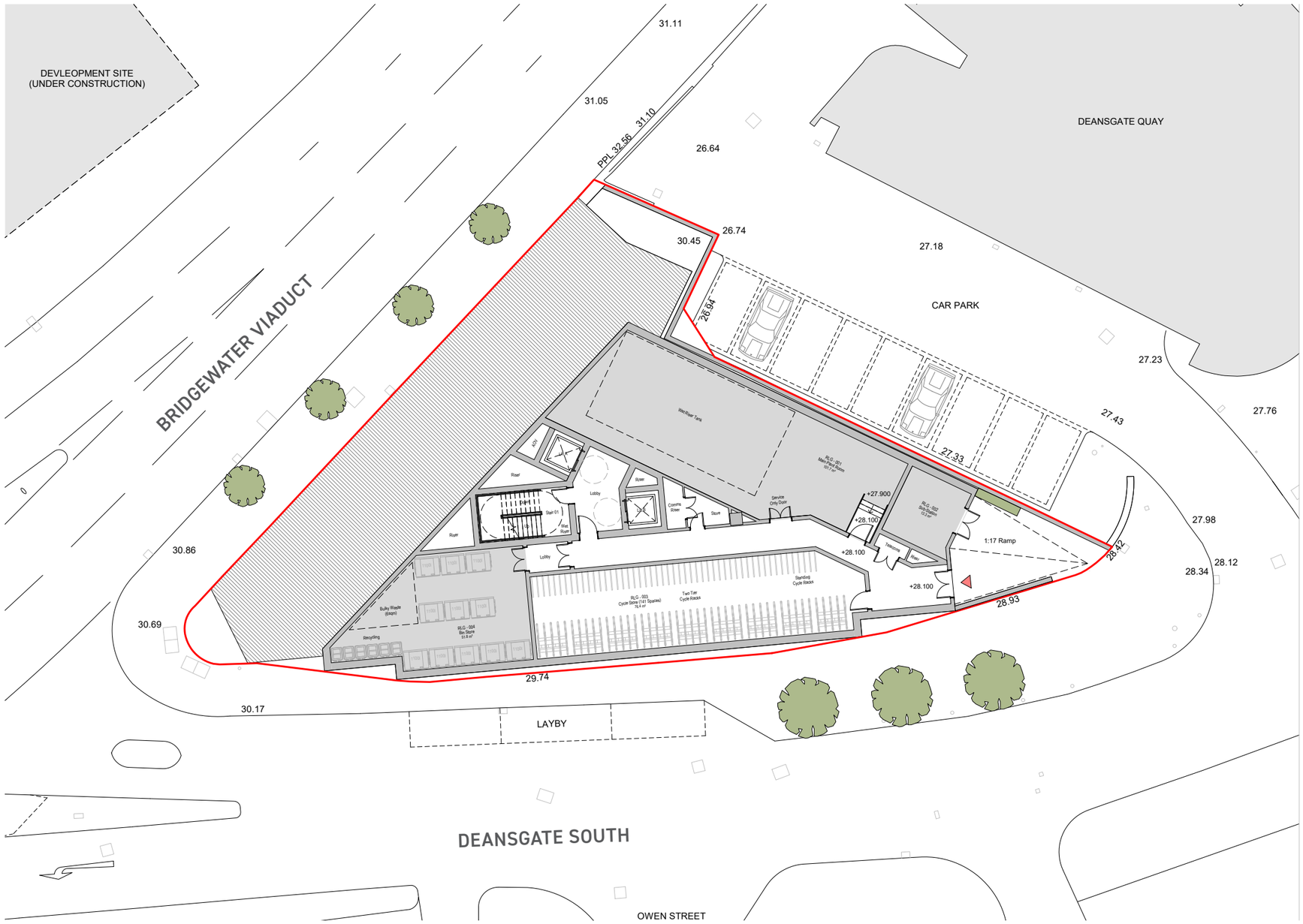
Entry into the building would be secured via an access control system, employing magnetic locks to ensure a high level of security. The area is also overlooked by the Ground Floor social space above, providing visibility and passive security at all times.

The floor comprises of the Main Plant Room, Cycle Store and Refuse Store, as well as providing through access up into the building. The Cycle Store provides 141, equal to 25% of the overall building occupancy. This comprises 90 two-tier cycle spaces and 51 'Sheffield Stand' spaces. Fusion strongly belief that all aspects of their buildings should be usable by all occupants, ensuring in excess of 35% of cycle storage spaces would be accessible bays.

Waste collection will be from the existing lay-by to the South of the site, with bins moved in phases to minimise any disruption to the adjacent footpath and highways during pick-ups.

KEY

- ONE BED 22 SQM
- STUDIO 18 SQM
- SOCIAL STUDIO 15 SQM
- EN-SUITE 12.5 SQM
- TWODIO 31 SQM
- SOCIAL SPACE
- PLANT / CYCLES / BINS



CORSTORPHINE +WRIGHT ARCHITECTS

3.2 Floor Plans

GROUND FLOOR

The main entrance of the building is located at the corner of Deasngate South; this position acknowledges the prominence of the junction with Chester Road and the Bridgewater Viaduct, as well as the primary vehicular and pedestrian routes for the area. The entrance leads directly to a feature double height space which houses the main social and amenity spaces for the building.

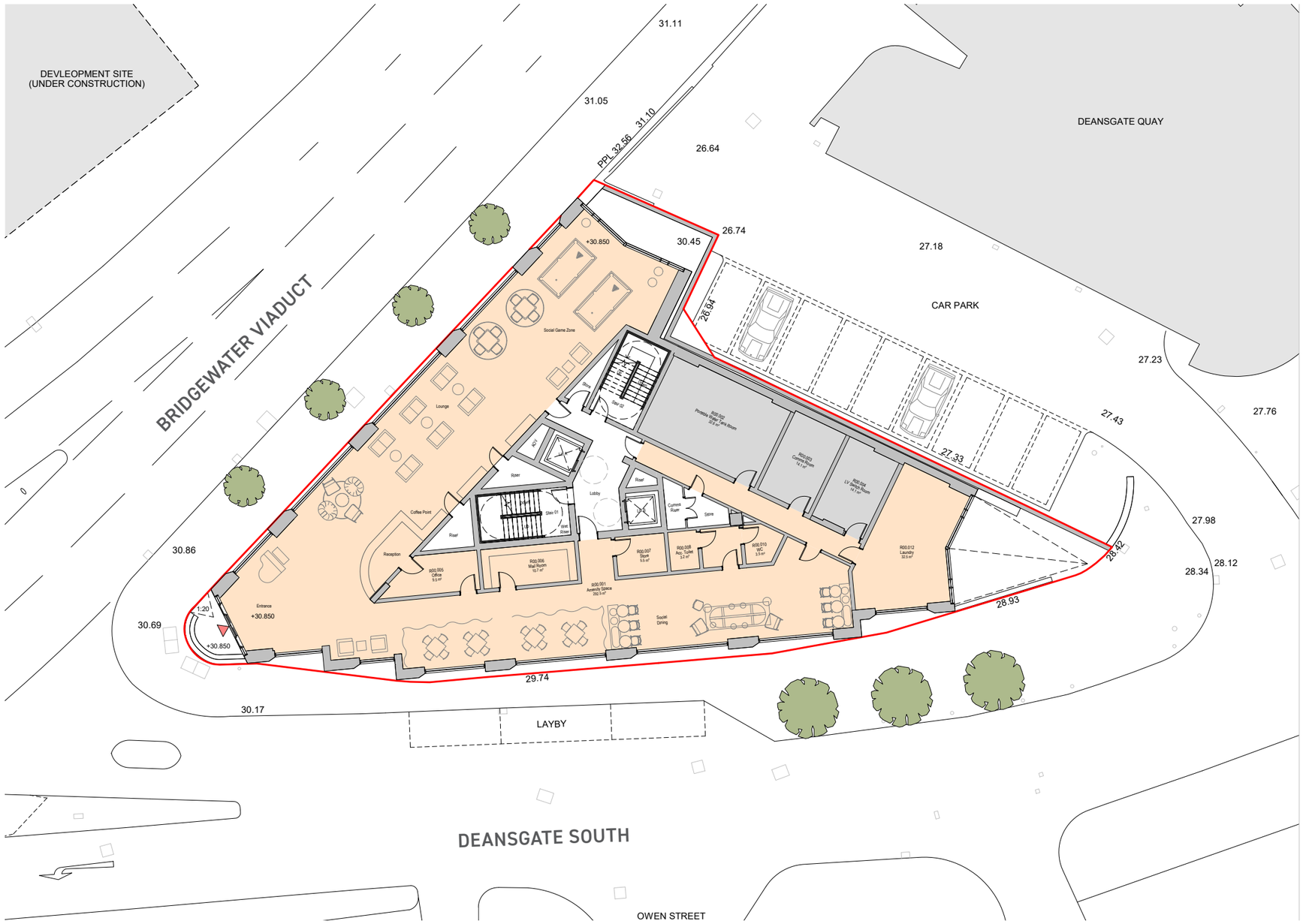
The entrance leads directly to a feature double height space which houses the main social and amenity spaces for the building. Entry into the building would be secured via a dedicated access control system, providing independent access to residents only.

The building reception will be located immediately beyond the entrance, providing 24hr manned security for occupants and local residents. Amenity and social space runs along the Viaduct and Deasngate South elevations to provide optimum active frontage. These spaces are seen as an important element of supporting student life.

Facilities will be multifaceted, providing everything from private and shared study spaces, gym and wellness suites, social dining, a basketball court, and essential amenities such as a laundry, postal store and coffee shop.

KEY

- ONE BED 22 SQM
- STUDIO 18 SQM
- SOCIAL STUDIO 15 SQM
- EN-SUITE 12.5 SQM
- TWODIO 31 SQM
- SOCIAL SPACE
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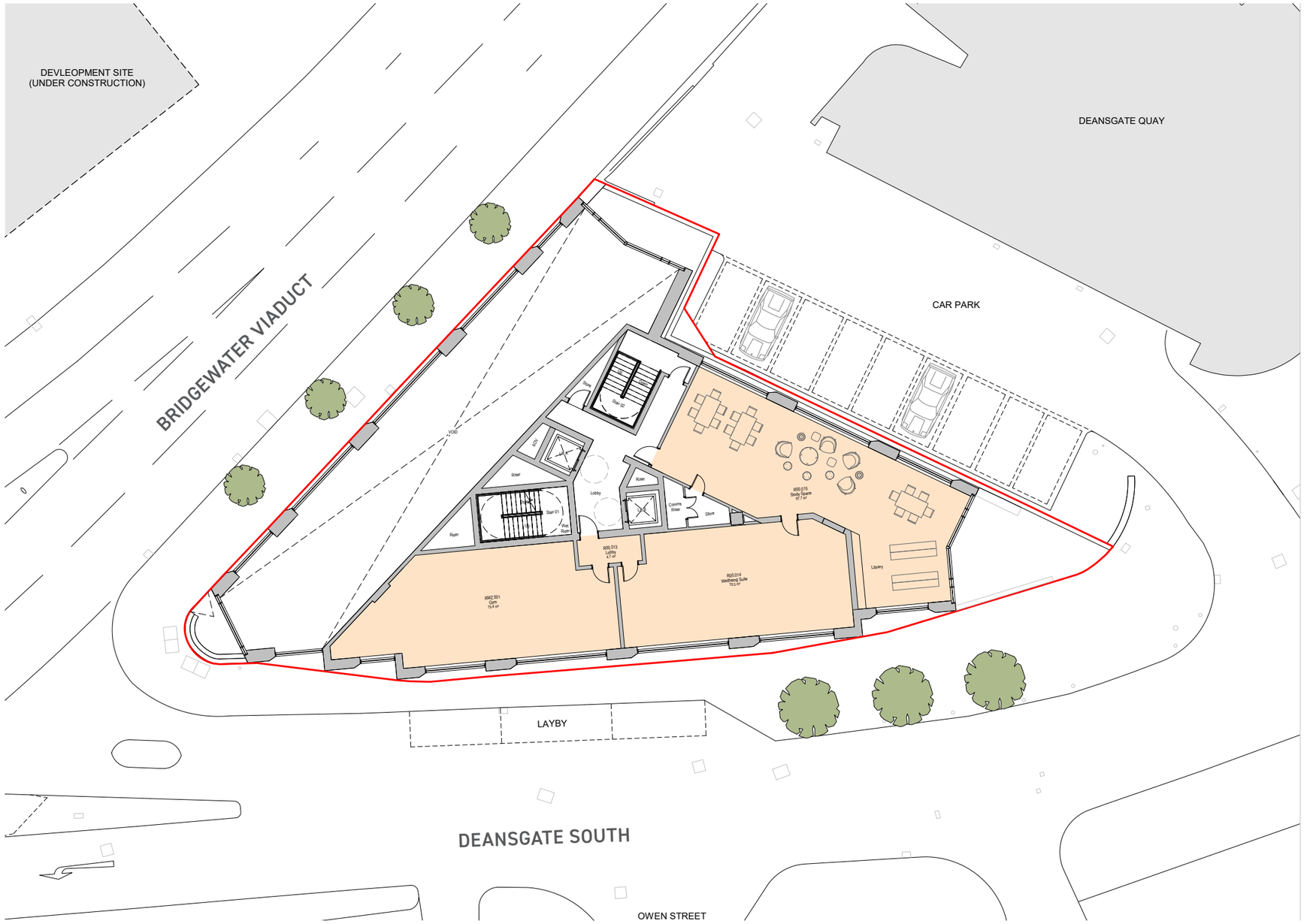
3.2 Floor Plans

MEZZANINE LEVEL

The Mezzanine floor houses additional amenity and wellbeing areas, offering a more private series of spaces. This area will also be home to the on-site health studio, where residents can attend regular clinics with local GP's, as well as health workshops and seminars.

A secondary stair serves the Ground and Mezzanine spaces, providing more flexibility and relieving the volume of traffic on the stair cases when the areas are at capacity.

The central core serves all floors of the building and includes 2 lifts, in line with the Manchester Residential Quality Guide.



KEY

- ONE BED 22 SQM
- STUDIO 18 SQM
- SOCIAL STUDIO 15 SQM
- EN-SUITE 12.5 SQM
- TWODIO 31 SQM
- SOCIAL SPACE
- PLANT / CYCLES / BINS

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3.2 Floor Plans

TYPICAL LEVEL 01 - 21

Residential floors are configured to offer a balanced mix of room options, from private studios to social apartments comprising 3 - 6 individual bedrooms. All apartments have shared kitchen spaces with large windows to provide a wealth of natural light.

Key spaces such as kitchen are positioned at the corners of the building, maximising the fully glazed elevation to make for bright and light spaces that offer views across the city. Careful consideration has been given to overheating in these spaces, with large perforated shading panel and internal opening windows to provide rapid ventilation if required.

Corridor lengths are kept short to provide efficient escape routes, served by naturally ventilated smoke extraction systems, ensuring safety at all times. All corridor have a minimum 1200mm clear width, in line with the Manchester Residential Quality Guidance



KEY

- ONE BED 22 SQM
- STUDIO 18 SQM
- SOCIAL STUDIO 15 SQM
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- TWODIO 31 SQM
- SOCIAL SPACE
- PLANT / CYCLES / BINS

3.2 Floor Plans

TYPICAL LEVEL 22 & 23

Level 22 is home to the first external terrace, providing a shared landscape space accessible to all occupants. This specific terrace offers both private and public seating spaces with an emphasis of providing an area for relaxation and recuperation. Access to the terrace is via a lobbied corridor to minimise acoustic travel within the internal spaces, as well as protecting again adverse weather conditions.

Providing a high-quality provision of safe, well-landscaped external amenity space was a key design driver for the scheme, ensuring that all residents had access to well-located outdoor space, in line with Manchester's Residential Quality Guidance.

The upper floors also provide an increased mix of private studio rooms, such as 'Twodios' which comprise a unique mix of 2 en-suite rooms centred around a shared kitchen

Accessible rooms are located in close proximity to the lift core, proving two corridor routes for access/egress and 1500mm turning circles adjacent to their entrances.



KEY

- ONE BED 22 SQM
- STUDIO 18 SQM
- SOCIAL STUDIO 15 SQM
- EN-SUITE 12.5 SQM
- TWODIO 31 SQM
- SOCIAL SPACE
- PLANT / CYCLES / BINS

CORSTORPHINE +WRIGHT ARCHITECTS

3.2 Floor Plans

TYPICAL LEVEL 24 & 25

Level 24 houses the second landscaped terrace, providing 60 sqm of flexible external space. This area is an essential part of wellness facilities offered to occupants, and would host exercise and yoga classes, stress management workshops and smaller-scale social events. Fixed seating to the perimeter of the space would also provide a more relaxing and inviting place to rest, with luscious planting suited to all seasons.

Two access points are provided to the terrace, preventing bottle-necking in the event in an emergency, as well as enabling the space to be sub-divided for separate uses.



KEY

- ONE BED 22 SQM
- STUDIO 18 SQM
- SOCIAL STUDIO 15 SQM
- EN-SUITE 12.5 SQM
- TWODIO 31 SQM
- SOCIAL SPACE
- PLANT / CYCLES / BINS

3.2 Floor Plans

TYPICAL LEVEL 26 & 27

The 26th Floor is home to largest roof terrace, offering 95 sqm of external space. This terrace will be the primary external social space for the building, hosting medium-scale events and seminars, adapting to suit a variety of uses throughout the year.

A lobby at the entrance to the space avoids people congregating within the corridors, as well as providing direct access into the main lift and stair core.

All terraces will employ 1500mm high parapet guardings, as well as additional safety features to preserve the safety of residents and those on the streets below. The areas would also be monitored by 24hr CCTV and managed by on site Fusion staff to ensure that they are used responsibly and respectfully.

A Secondary Plant Room is located on Southern elevation of the 27th Floor, making use of sustainable technologies in line with BREEAM Excellent requirements.



KEY

- ONE BED 22 SQM
- STUDIO 18 SQM
- SOCIAL STUDIO 15 SQM
- EN-SUITE 12.5 SQM
- TWODIO 31 SQM
- SOCIAL SPACE
- PLANT / CYCLES / BINS

CORSTORPHINE +WRIGHT ARCHITECTS

3.2 Floor Plans

ROOF PLAN

A key attribute of the project brief was to provide a strong focus on sustainability at all scales of the building, in the spirit of Manchester City's zero carbon targets. The design has been developed towards BREEAM's Excellent rating, employing a range of low energy and recovery systems to reduce the buildings reliance on the power grid, in addition to maintenance and running costs.

The roof will house a Photovoltaic Array to the Northern corner, with panels angle towards the South, providing an efficient position to capture the full path of the sun throughout the day. This will provide a portion of the electricity required to power the buildings heating system which will be distributed within rooms via energy efficient electric panel heating units. The area beneath the PV Array would also be laid as a green roof with the option to add blue roof detention cells.

The condenser compound to the Southern part of the roof forms part of the Air Source Heat Pump system for the building, which would power the hot water heating throughout the building. The usage of ASHP's provides an extremely high operational efficiency, whilst also removing the need for fossil fuel systems such as gas, in line with both Manchester City and the Government's energy targets.

Access to the roof would be via the central stair core, with an enclosed landing to enable safe and easy entry. Parapet heights are set at 1500mm, mitigating wind impact and removing the need for barrier protection or additional mansafe systems, enabling maintenance staff to have full access to all roof areas.



KEY

- GREEN ROOF
- ASHP CONDENSERS

3.3 Internal Spaces

TYPICAL BEDROOM LAYOUTS

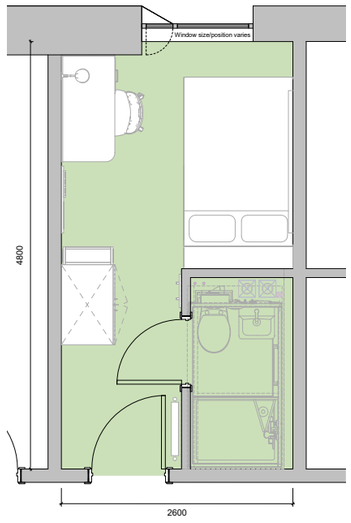
Living spaces are designed to provide healthy and high quality environments for relaxation, study and socialising during a resident's time within the building.

Rooms are designed to provide a wealth of daylight, with floor-to-ceiling windows, and both natural and mechanical ventilation, to give residents control over their own spaces. Ceilings are set to 2275mm with no steps/bulkheads and light fittings recessed, to maximise the usable height. This is slightly below the 2400mm target set within Manchester's Residential Quality Guidance (MRQG), but due to the flush detailing and recessed fittings, would provide a comparable clear height throughout.

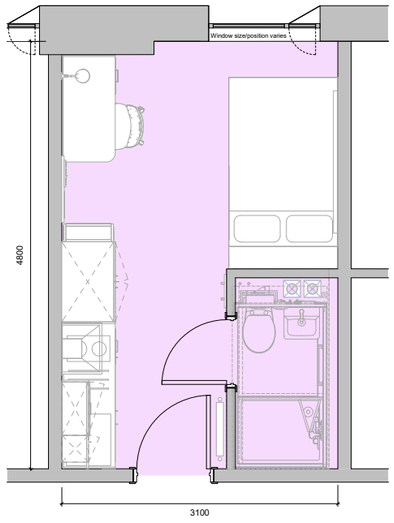
Bedrooms are fully fitted with a generous compliment of high-quality purpose-built furniture, including ample open and enclosed storage, in excess of the MRQG requirements. Each room also contains a study desk, television, bedhead with socket and USB charging facilities, seating, and a selection of bespoke shelving, display/notice board and mirror units.

Accessible units are designed in full compliance with Building Regulations Part M, providing clear circulation and fully accessible furniture with dropped counters and knee spaces for wheelchair users. Wet rooms are also provided in lieu of shower pods, with full 'Doc M' furniture. All 'One-Bed' rooms within the scheme are also designed to be fully adaptable into accessible rooms, should a further provision be required during the life of the building.

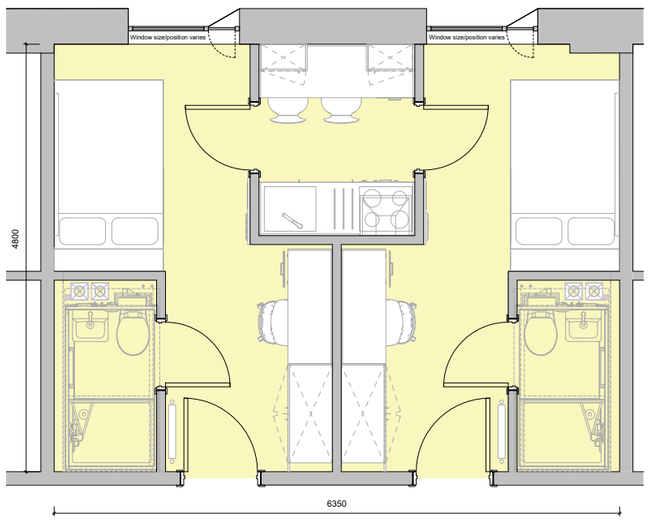
Where accessible rooms are located, clear 1500mm turning circles are provide at the entrances, with clear lines of sight to lift cores and short travel distances. General corridors throughout the scheme are provided with a minimum 1200mm clear width, in line with MRQG standards, and clear wayfinding. Wall and floor finishes provide a clear contrast without complex patterns, providing comfort and accessibility throughout.



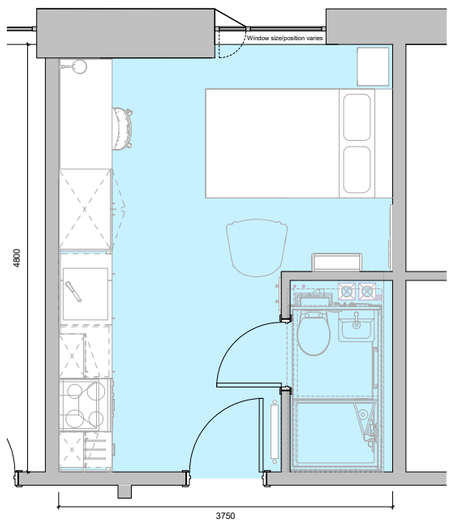
Typical En-Suite Room (12.5 sqm)



Typical Social Studio (15 sqm)



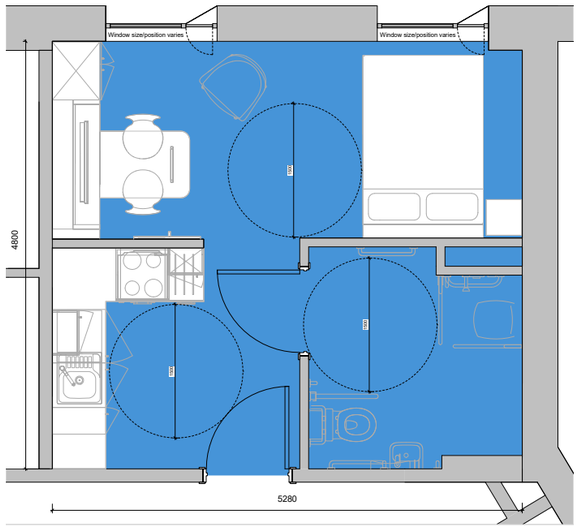
Typical Twodio Room (30 sqm)



Typical Studio (18 sqm)



Typical One-Bed Room (22 sqm)



Typical Accessible Room (22 sqm)

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3.3 Internal Spaces

TYPICAL BEDROOM LAYOUTS

All bedrooms are designed with a provision on private amenity space, which increases within self-contained rooms such as Studios and One-Bed rooms. Smaller apartment rooms such as En-Suite and Social Studios also have access to a communal kitchen space, which provides generous cooking, dining and lounge areas for all residents within the apartment to enjoy together.

Each resident also has access to a plethora of social and amenity spaces throughout the building, far in excess of what would typically be provided within a residential development. These spaces are designed as a direct extension of each resident's amenity requirement, where they would spend large periods of time studying, exercising and socialising, enabling bedrooms to serve as a more private space.

Manchester's Residential Quality Guidance advises that a target of 5 sqm private amenity should be provided for one bedroom dwellings, on the basis that such units would be self-contained with few additional on site amenities. Fusion's approach of creating a community for their residents, ensures that the shared amenities within the building serve as a considerable alternative and improvement this and other traditional residential developments.

Typical apartment rooms within the scheme would provide the following internal amenity space for each resident:

- 2 sqm Private amenity space within each bedroom
- 4.5 sqm of shared kitchen amenity space per bedroom (e.g. 18 sqm for 4 Bed Apartment)
- 1.2 sqm allowance of shared social space per bedroom

  (e.g. 638 sqm for 534 bedrooms)

The cumulative social space for these areas would be equivalent to 7.7 sqm per bedroom, exceeding the Manchester Residential Quality Guidance standards.

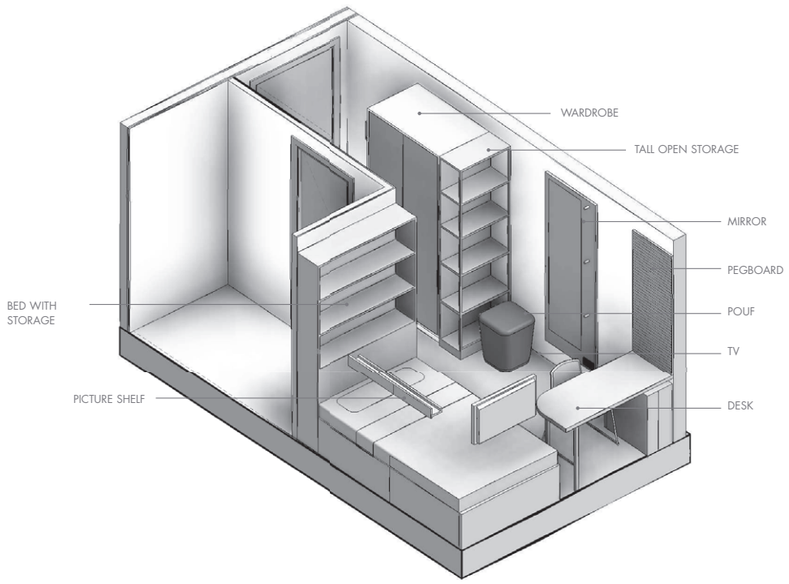
The nature of PBSA developments also means that residents are often living in a new city and/or on their own, making social amenity spaces, and the interaction such spaces encourage, incredibly important to maintaining healthy mental health and wellbeing.



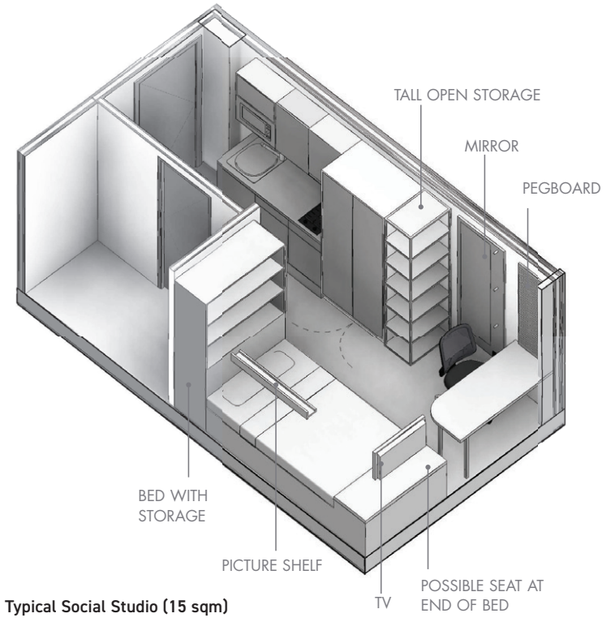
Typical Studio (18 sqm)



Typical One-Bed Room (22 sqm)



Typical En-Suite Room (12.5 sqm)



Typical Social Studio (15 sqm)

3.3 Internal Spaces

AMENITY & SOCIAL SPACES

Fusion Students pride themselves on the high quality of spaces provided within their buildings. A large part of this is creating spaces that enhance health and educational development for all of their occupants.

The importance of wellbeing and community experience is central to the design of all Fusion buildings, with a focus on the providing the best possible Amenity Spaces, ensuring that these can support each occupant in their health (both physical and mental), their studies and their social experiences.

The Ground Floor and Mezzanine spaces will include:

- 24 Hour Reception
- Private and Social study spaces
- On-site Library
- State-of-the-art gym
- Wellness studio and health centre, served by local GP's
- Lounge and Games Area
- Communal Dining Area
- Cinema and Karaoke room
- Laundry
- Coffee Station
- Secure Post and Parcel storage room

All buildings also place a strong focus on security, employing 24 hour concierge and Building Management teams, contact details for which can be shared with neighbours to maintain productive and open relationships with all local residents.



Basketball Court - Zenith, Cardiff



Fitness Studio - Fusion Tower, Bristol



Communal Dining Space - Zenith, Cardiff



Social Space - Zenith, Cardiff

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3.4 Typical Sections

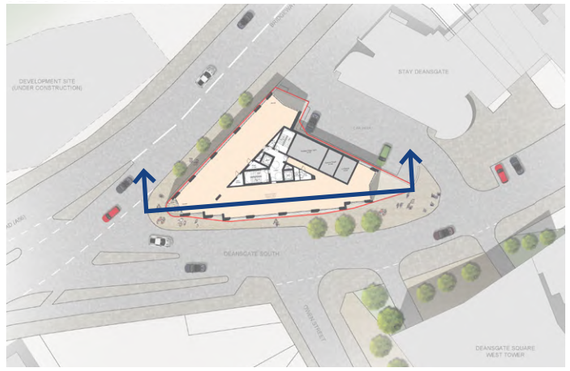
EAST/WEST SECTION

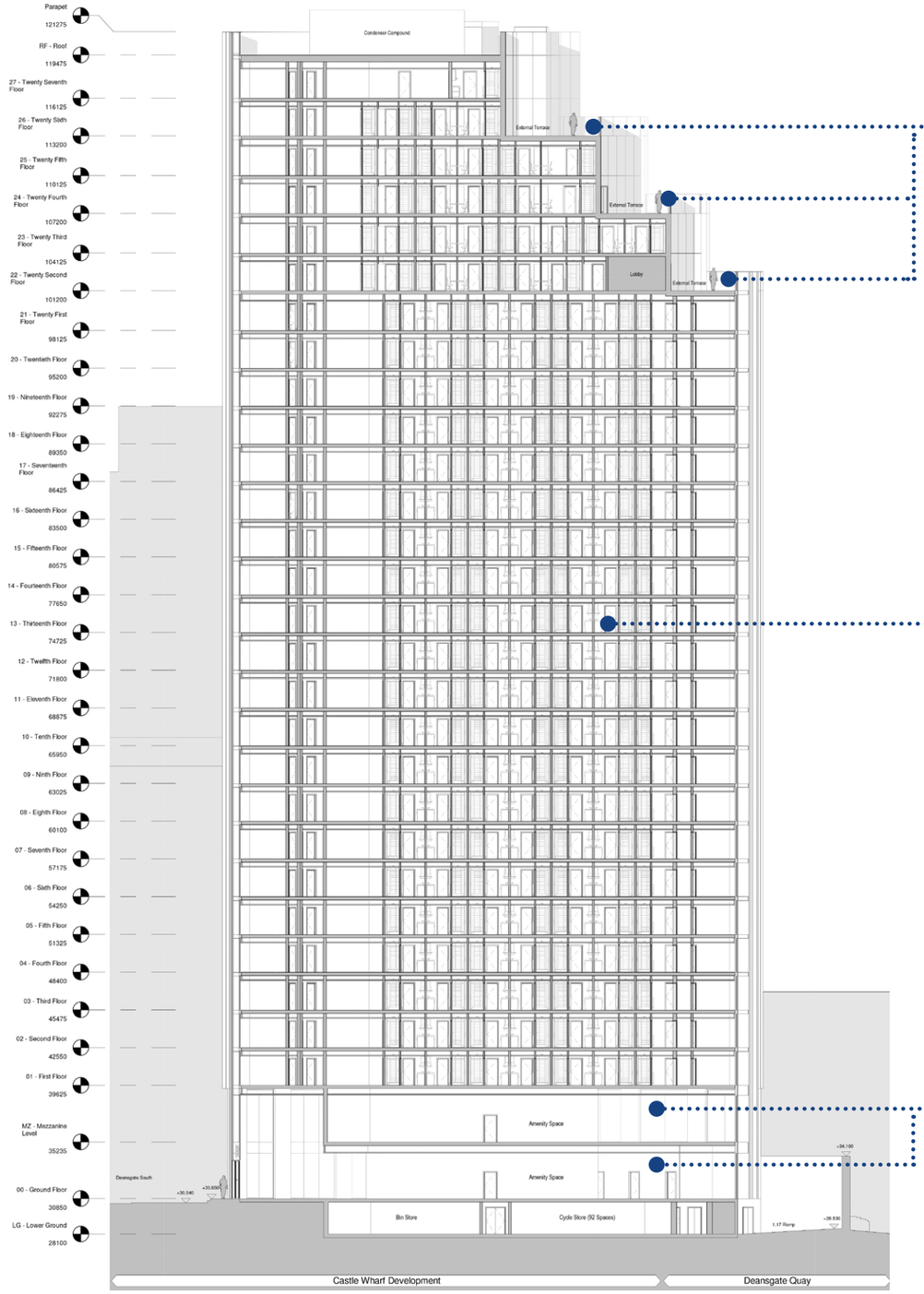
The proposed building consists of 28 floors, excluding Mezzanine Level. The Ground Floor would be the heart of the resident's community with the Chester Road/Deansgate South entrance leading directly into the main social and amenity spaces, which would occupy a generous double height space. This would then lead up to the Mezzanine Level, where further social and wellbeing spaces would be located.

The Lower Ground Floor is primarily occupied by ancillary services, such as the main Plant Room, Refuse and Cycle Stores. This area can be accessed from both the central core and secondary entrance point on Deansgate South, facilitating easy servicing from the adjacent street. Entry will be via an access control system, allowing occupants to have direct and secure routes from the Cycle Store up to the Amenity Areas and their respective room.

Residential Floor Layouts have been configured in a modular manner, allowing for a variety of room typologies and configurations to be employed whilst retaining the purity and proportions of the massing/facade. Levels 01-21 employ a larger provision of apartment rooms, maximising the larger floor plate and employing the feature glazed spaces at the three corners of the building to create high-quality social kitchens. Positioning the kitchens in these locations also mitigates potential overlooking into adjacent properties, directing sight lines away from any habitable rooms or external amenity areas.

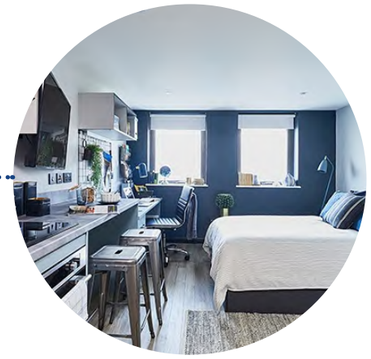
KEY PLAN







Landscapes Spaces



Living Spaces



Amenity Spaces

3.4 Typical Sections

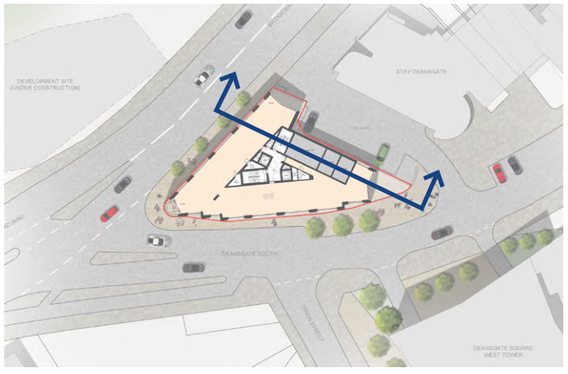
Levels 22-27 are predominantly made up of smaller apartment typologies and self-contained studio rooms. This configuration was employed to ensure that a level of shared corridor space could still be retained as the floorplates step back to accommodate the external roof terraces. This corridor space ensures that floor layouts still feel comfortable and spacious for residents.

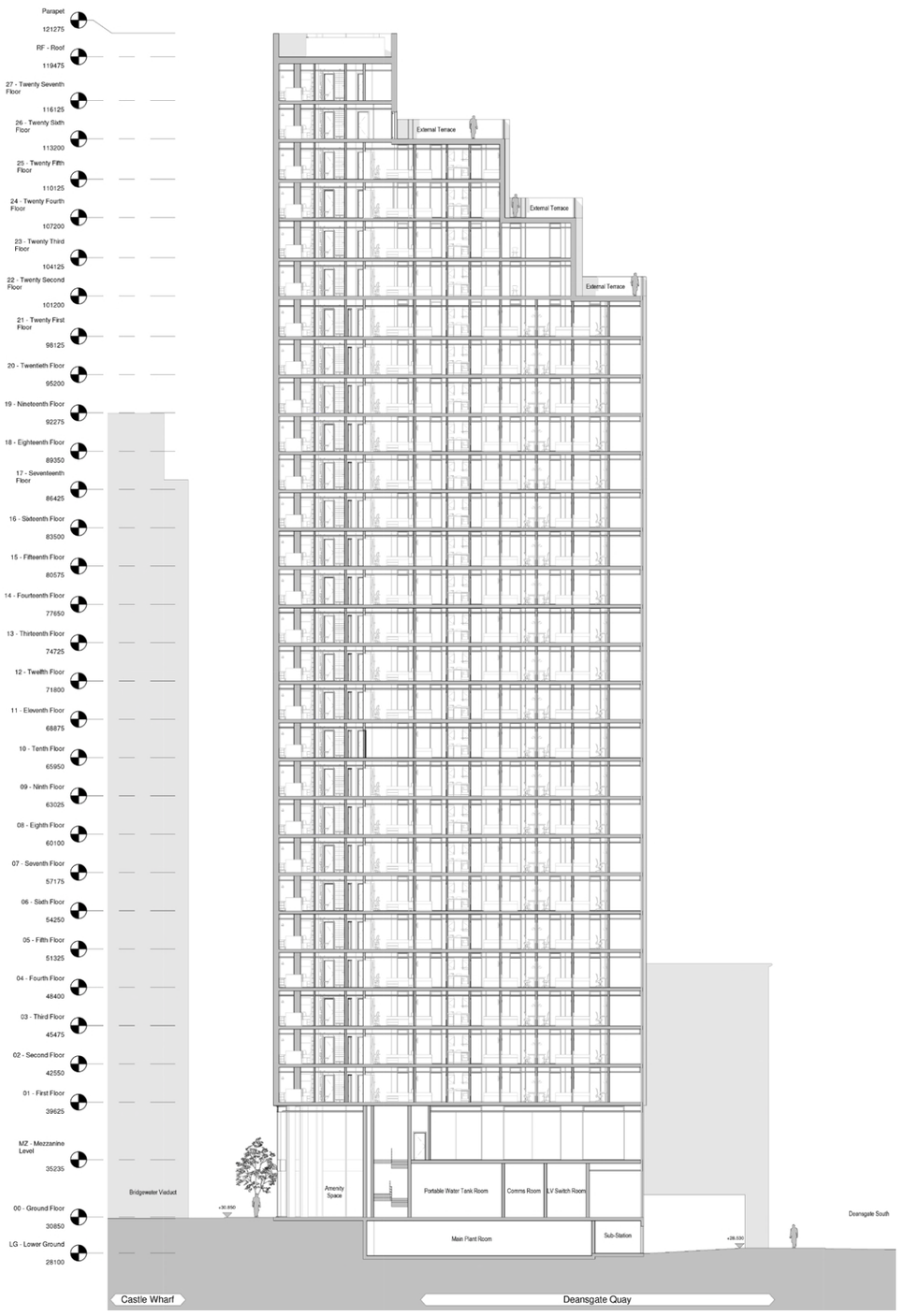
The design of these floors has been developed in direct response to the floors below, retaining a flexible modular approach allowing various room types to 'stack' on top of each other, supporting the usage of more efficient and sustainable systems for ventilation, water supply and drainage, in line with the BREEAM 'Excellent' target for the building.

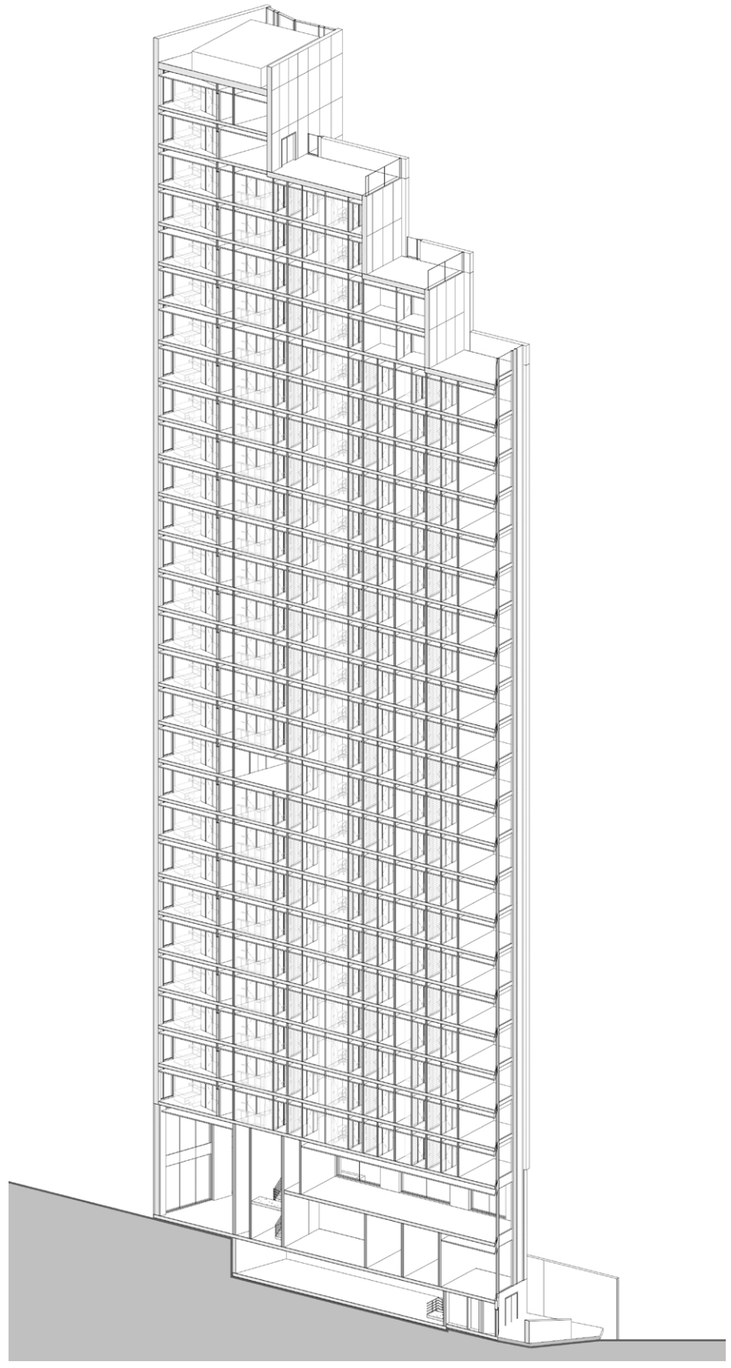
22nd, 24th and 26th Floors would also be home to the shared Landscape Terraces, which serve as key social and wellbeing spaces, offering a unique place to relax, study and share the company of friends. Structural slabs are stepped under the terraces to ensure that level access can be provided, making the spaces usable by all. 1.5m parapets have also been employed, providing a safe and secure enclosure whilst retaining stunning views of the city.

The section shown on this page captures the clear rationale of the internal spaces and how these inform the gradual stepping of the massing which creates the building unique form and proportions.

KEY PLAN







CORSTORPHINE +WRIGHT ARCHITECTS

3.5 Appearance

ELEVATION PRINCIPLES

The design principles for the elevations draw on the characteristics of the existing cityscape to develop an understated, legible appearance for the which both acknowledges and dovetails into the urban grain, whilst still providing a contemporary and quality addition to the site and surrounding area; contributing to both the existing and forthcoming aspects of the city skyline. Central to this is the considered nature of elevation treatment, opting for a simplicity of proportion and materiality; allowing the elegance of the building massing and form to retain prominence.

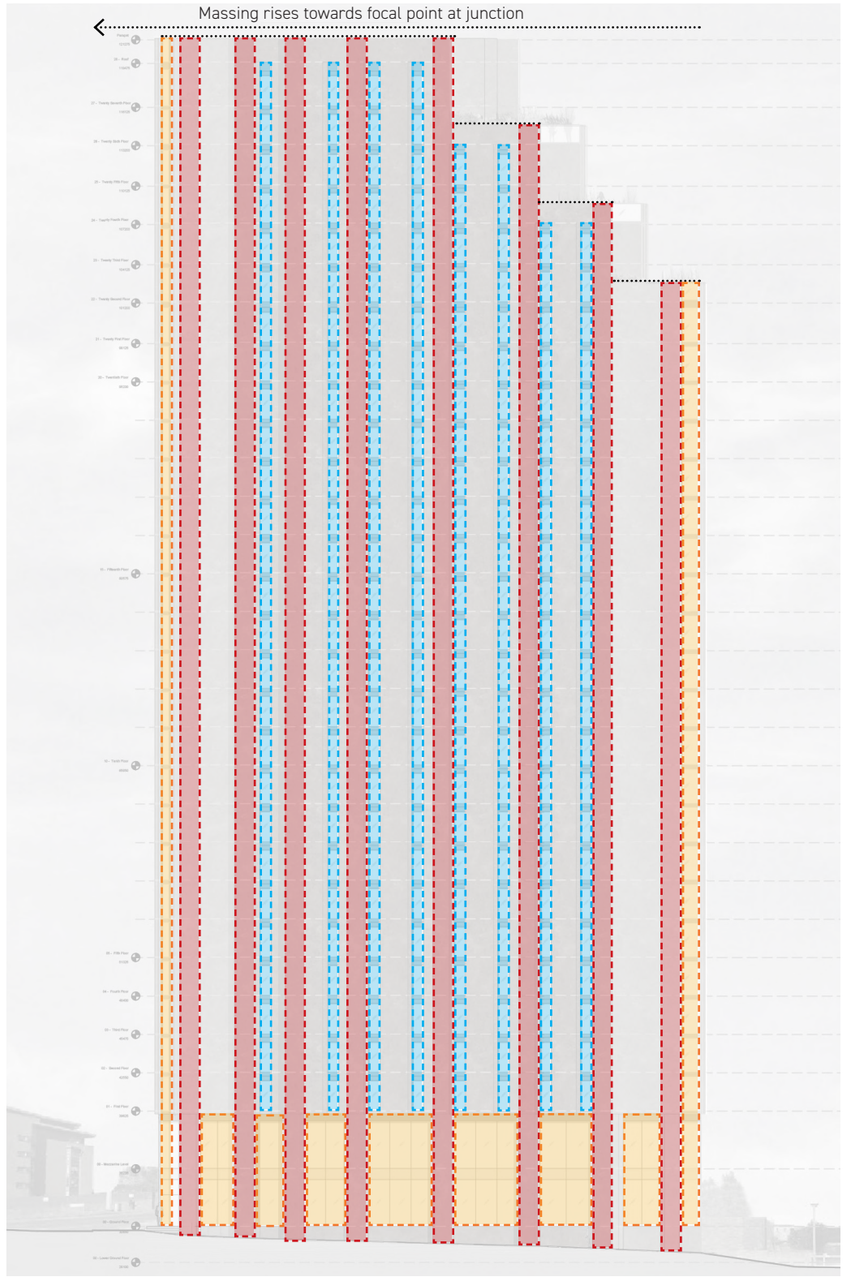
The design drivers that constitute the buildings 'Big 'Idea' are carried through at all scales, creating a consistent narrative that binds and informs each aspect of the scheme. In much the same manner that the 3 junctions/ corners of the site were employed to generate the form of the building, this hierarchy of 3 follows through to inform the 3 stepped external terraces, the division of bays within the elevation and number of primary materials employed. Each strengthening and clarifying the core idea further.

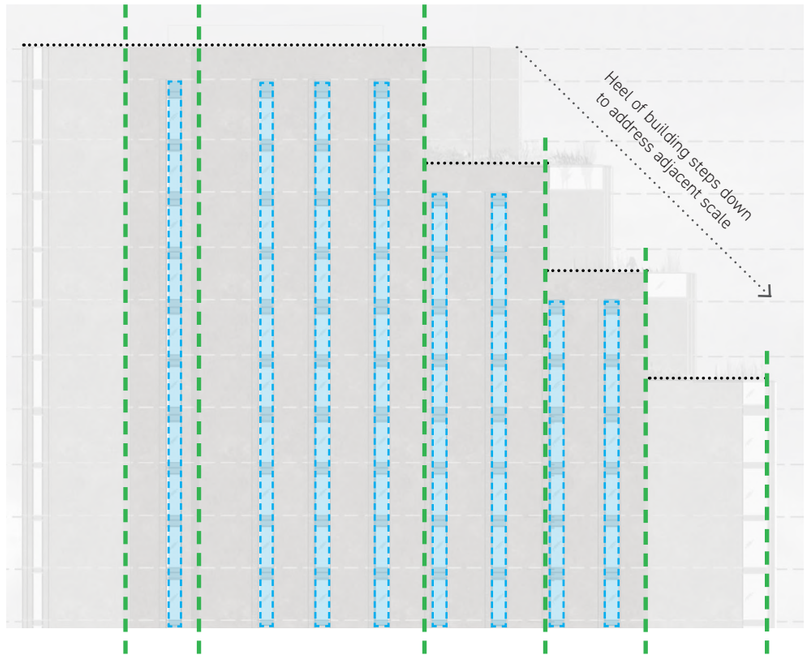
In the case of the building elevations, these are subdivided into 3 component parts;

1. Structural Columns: Which define each elevation bay and taper at the ends to articulate the window reveals.
2. Residential Windows: Glazed 'bands' that emphasise the verticality of the building and its slender form.
3. Feature Windows: Located at the junctions between each elevation and where the building meets the Ground, celebrating these intersections and leading the eye to the key internal spaces within.

The spacing and proportions of each elevation bay generate a consistent and elegant linear form, creating a clear delineation between each step of the massing.

As the building approaches the junction with Chester Road and Deansgate South, the bays reduce in width, complimenting the tapering of the footprint, and emphasising the rising of the buildings height. To the centre of the site, where the building widens, so to do the bays, employing a more generous proportion and additional window banding, creating a more grounded and regular form.





KEY

- Structural Column
- Residential Window
- Feature Window
- Step In Massing
- Step In Level

Articulating Form

A key defining component in the buildings design is the distinction created between the gradual stepping of the upper floors, which rise to create a focal point onto Mancunian Way.

The width of each bay, in addition to the number of glazed bands employed, serve to emphasise the dramatic crescendo of the building's height and form, with the 'heel' of the building tapering as it steps down towards Deansgate Quay.

The end bays of the building have no glazed banding, instead employing fully glazed feature windows at the corners, focusing the eye on the intersections between each elevation and celebrating the form of the site and building alike.

3.5 Appearance

SOUTH-WEST ELEVATION

The South-Western elevation is where the building presents itself to the Southern Gateway of the City, primarily visible along the approach from Chester Road and Mancunian Way. The key North and South elevations converge at this point to create a bold and engaging landmark frontage onto the highway junction. Full-height glazed bays at the corners of the building highlight the dynamic geometry of this interface, whilst emphasising the verticality of the building.

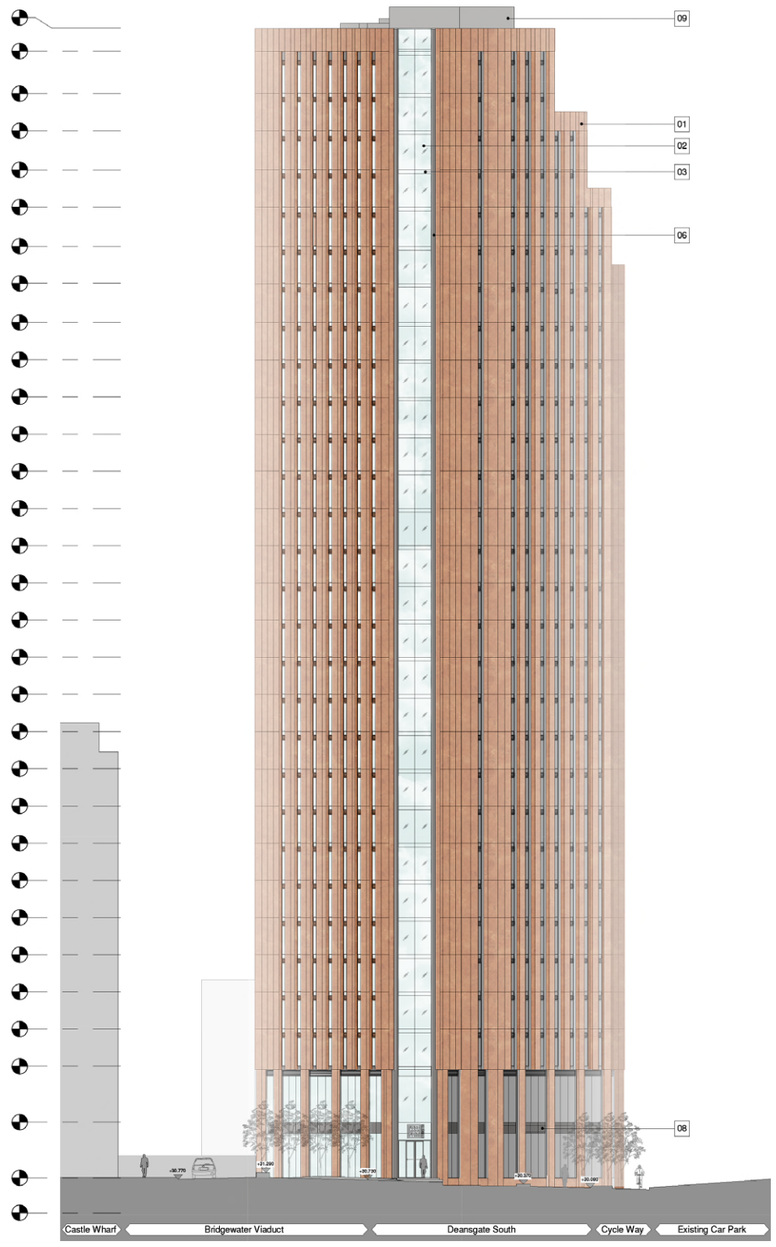
The clean and crisp connection between the weathering cladding panels and double height glazing at Ground Floor serve to frame the key sightlines out of the junction, leading the eye towards the city centre and beyond. The proportioning of the elevation is supported by the trapezoidal profile columns which continue to street level, grounding the building and providing a rhythm and order to the glazed bays.

The character of the elevation is informed by the undulating and folding of the facade, articulated through the weathering metal cladding. This pays homage to the history of the Knott Mill and Castlefield areas, creating a contemporary visual link to the rich heritage of the site and surrounding area. Frameless curtain wall glazing provide a contrast to the weathered variation within the cladding panels, celebrating the unique nature of the material. Dark Grey perimeter mullions accentuate the interface between the materials, highlighting the contrast further.

This key elevation and material interface embodies the 'Hierarchy of 3' that forms the 'Big Idea' for the scheme, celebrating the junctions and intersections that make the site so unique. The employment of 3 primary materials and the celebration of the junction between these directly relates to the key junctions of the site itself, carrying the core ideas through every scale of the building.



View from South-Western approach along Chester Road



Western Elevation

CORSTORPHINE +WRIGHT ARCHITECTS

3.5 Appearance

EAST ELEVATION

The Eastern elevation forms the primary view of the building when approached from Deansgate. The Northern leg of the building projects forward, directly addressing the street and creating a slender glazed form that serves as a visual link to the adjacent Deansgate Square West Tower. In doing so, the building leads the eye down and creating an interface between the taller scale of Deansgate Square and the reduced scale of Castle Wharf on the opposite side of the highway.

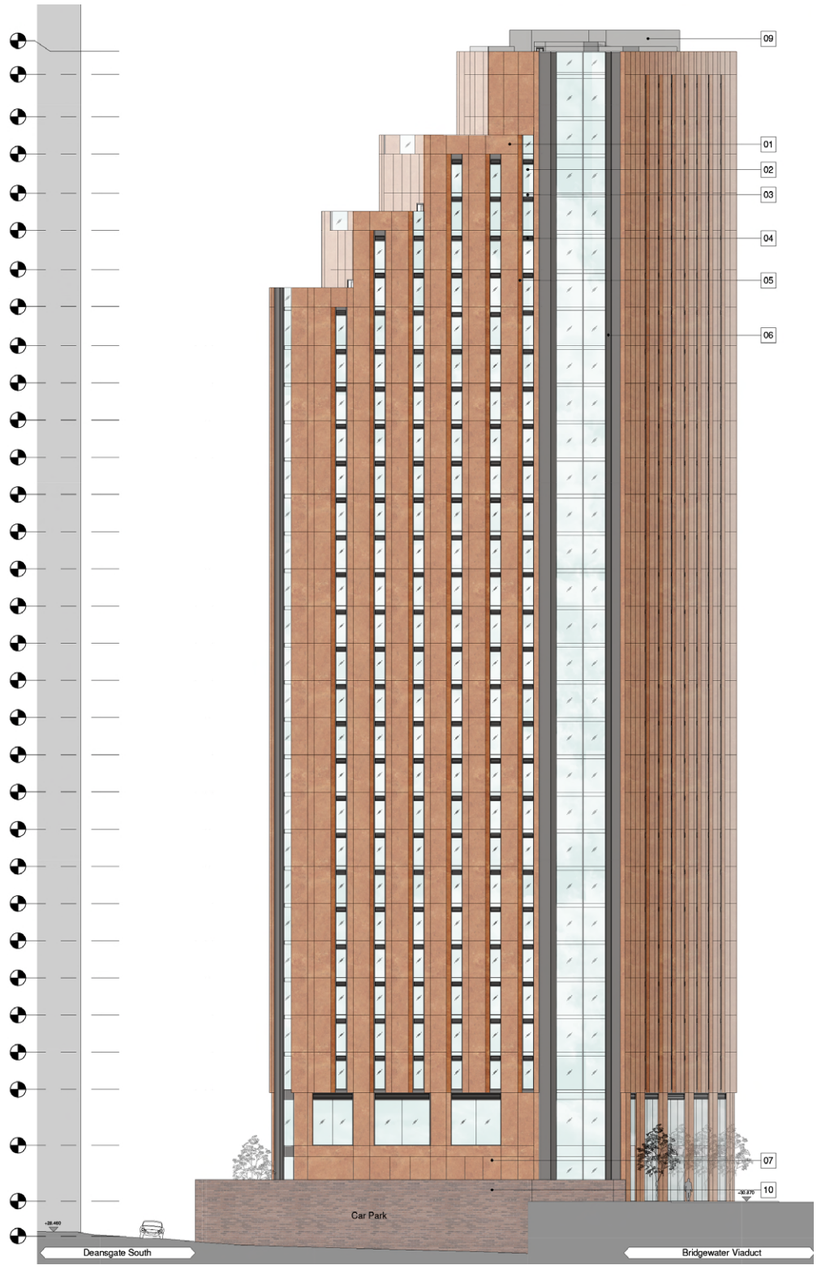
The weathering steel cladding and dark grey curtain walling frames take direct influence from the brickwork and metal tones of Deansgate Quay and the surrounding streets, creating an organic visual extension to the street that rises to meet the emerging scale of the area. This is reinforced by the gradual stepping of the building massing, which mimics the proportions of the buildings below.

Junctions between each step in the massing are articulated by extending the curtain walling to the full height of the parapet, creating a clear delineation between each bay. In doing so the verticality of the building is fully expressed and the proportions of the elevation become clear. The employment of frameless glazing to the bedroom windows also accentuate the slender form of the elevation, whilst leading the eye down to the buildings below and strengthening the link to Deansgate Quay below.

At the top of the building, structural glass is employed to form the parapet at the Eastern end of the roof, creating a visual break between the East and North elevations, as well as accentuated the folded projecting reveals of the cladding that create the key corner interfaces for the building.



View from North-Eastern approach along Bridgewater Viaduct



Eastern Elevation

3.5 Appearance

APPROACH FROM DEANSGATE SOUTH

When approaching the building from Deansgate South, the Western elevation slowly reveals itself from behind Deansgate Quay, leading the eye towards the North-Eastern corner of the site. The proportioning of the facade and relationship between the two glazed corners of the building form a relationship between the building and its surroundings, drawing a visual reference to both the glazed cores of Deansgate Quay and the linear glass elevation of Deansgate Squares West Tower.

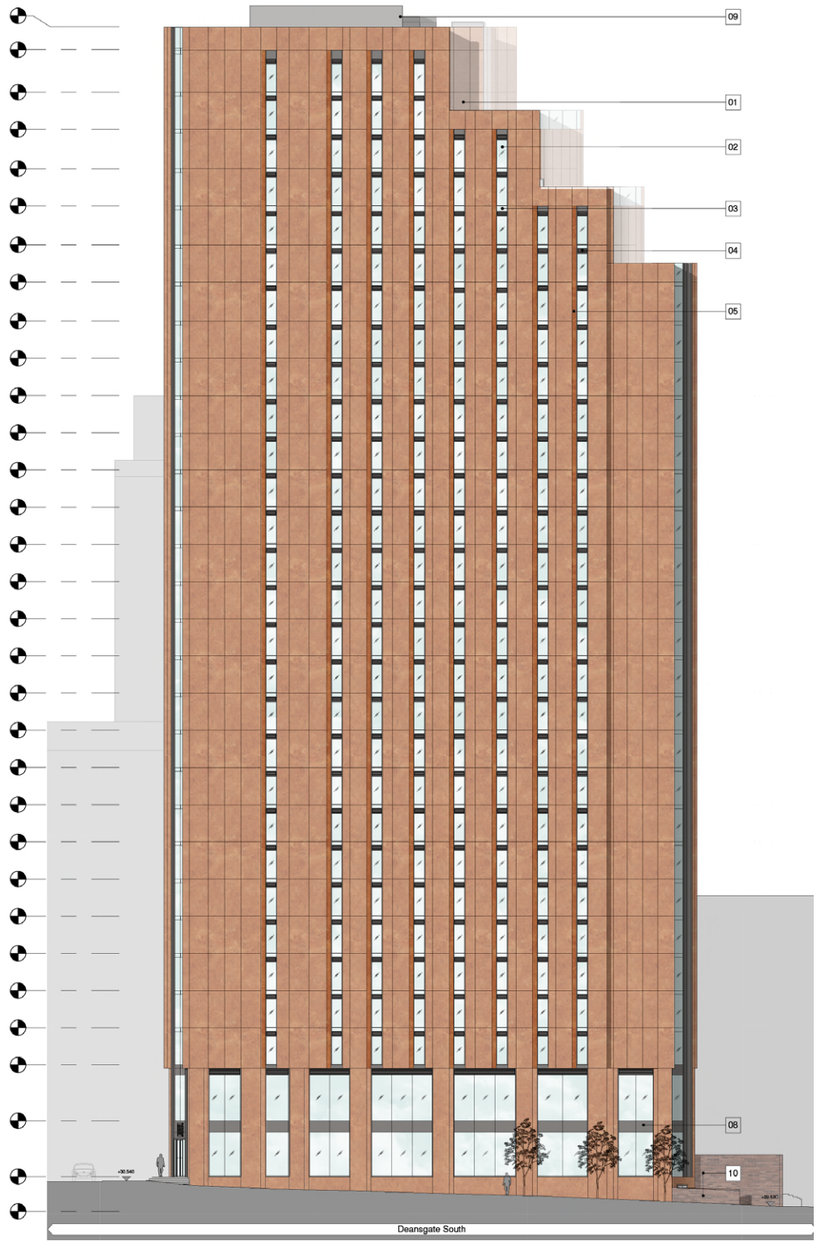
The stepping of the massing aligns with the stepping of facades along the street below, employing similar proportions, colour tones and visual language to dovetail the building into its surroundings. This stepping of the elevation when viewed from this approach also crafts sightlines towards the forthcoming Elizabeth Tower and Victoria Residence buildings, linking the site to the wider landmarks along Chester Road and Mancunian Way.

Drawing closer towards the end of Deansagte South the Southern elevation of the building becomes visible, offering generous views into the buildings amenity spaces, providing welcome dialogue with the street; something that has not been achievable on the site for almost a decade. The double height glazed bays connect directly with the windows above, leading the eye towards the top of the building and accentuating the trapezoidal forms of the structural columns. Perforated PPC panels are employed at Ground Floor to screen ventilation louvres, maintaining the purity of the elevation and referencing the perforated panels employed within the window reveals of the floors above.

The nose of the building steps towards the fronts of the elevation, pulling the facade away from the site boundary and leading the eye around the corner of the street to the main entrance of the building and the junction with Chester Road.



View from North-Eastern approach along Deansgate South and Little Peter Street



Southern Elevation

CORSTORPHINE +WRIGHT ARCHITECTS

3.5 Appearance

VIEW FROM CHESTER ROAD JUNCTION

Careful consideration has been given the main entrance of the building and how this would be viewed when approached by both vehicular and pedestrian traffic. The proportions of the elevation give the Ground Floor a strong visible presence, leading the eye towards the main entrance.

The height is sufficient to be clearly visible on the highway approaches from both Chester Road and Deansgate, without overpowering the adjacent pedestrian footways. The generous amounts of glazing also provide a depth from the street enhancing pedestrian experience and the quality of the surrounding public realm.

The columns serve to provide an elegant rhythm to the facade whilst grounding the massing of the tower above, as well as providing a continuity of materiality with the Bridgewater Viaduct that abuts the site. The forms of the columns provide deep recesses into the window bays that lead up to the bedroom floors above, framing the vertical curtian walling bands that continue up the building.

The weathering cladding to the elevations project beyond the external wall line creating folded reveals into the glazed corners of the building, that accentuation the key orientation and sight lines of the junction.



3.5 Appearance

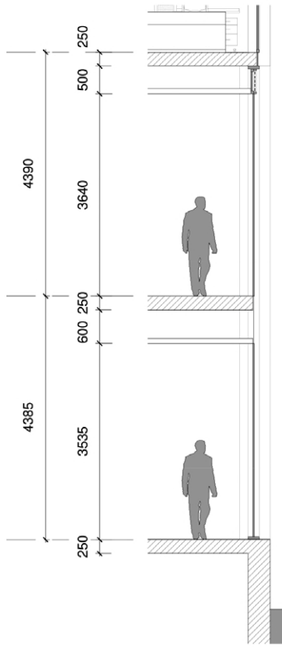
TYPICAL GROUND FLOOR ELEVATION BAY

The Ground Floor entrance to the building is a double height space that provides high-quality feature reception and amenity area. The height of the space serves to ground the building, providing a light and open 'plinth' for the floors above, whilst creating a direct dialogue with the adjacent streets.

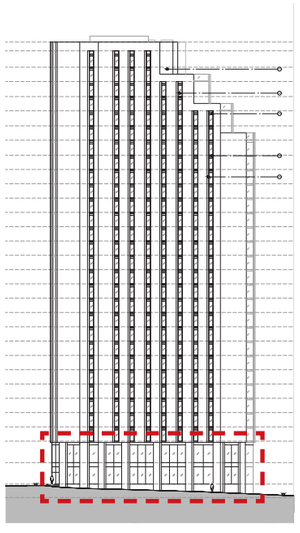
The double height glazed bays and feature entrance, also providing clear sight lines towards the primary entry point for the building, eliminating the need for wayfinding, as well as providing passive security and surveillance.

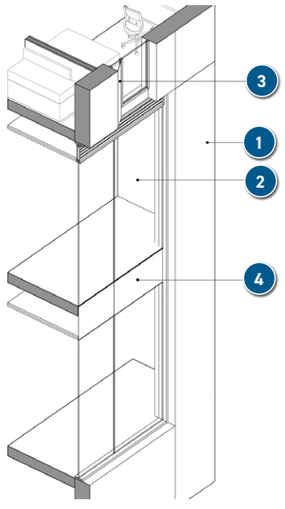
Along the North and East elevations, this space also houses the Mezzanine Level, which is occupied by more secluded amenity areas, such as study spaces and wellness suites. These are located on the quieter side of the building, ensuring a degree of privacy, away from the noise of the main highway. These spaces also overlook the rear access to the building, again providing passive surveillance.

Full height frameless glazing will maintain the clean and crisp geometry of the building, to create an elegant frontage onto the street.









KEY

1. Weathering Steel Cladding Panels
2. PPC Aluminium Curtain Walling with clear glazed panels
   Mullion Colour: Dark Grey
3. Perforated weather steel cladding panel with inward opening window behind
4. Perforated PPC aluminium panel with ventilation louvre behind
   Colour: Dark Grey
5. PPC Louvered Vent Panel
   Colour: Dark Grey

Notable Details

Perforated PPC Panels are employed at Ground Floor ceiling level to cloak the edge of the Mezzanine slab and high-level ventilation louvres, maintaining a sleek and elegant double-height elevation.

The tapered reveals to the trapezoidal profile columns form the window reveals to the upper floors, retaining a purity of form and verticality.

CORSTORPHINE +WRIGHT ARCHITECTS

3.5 Appearance

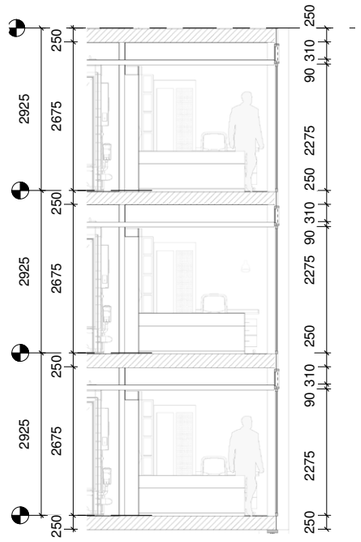
TYPICAL UPPER FLOOR ELEVATION BAY

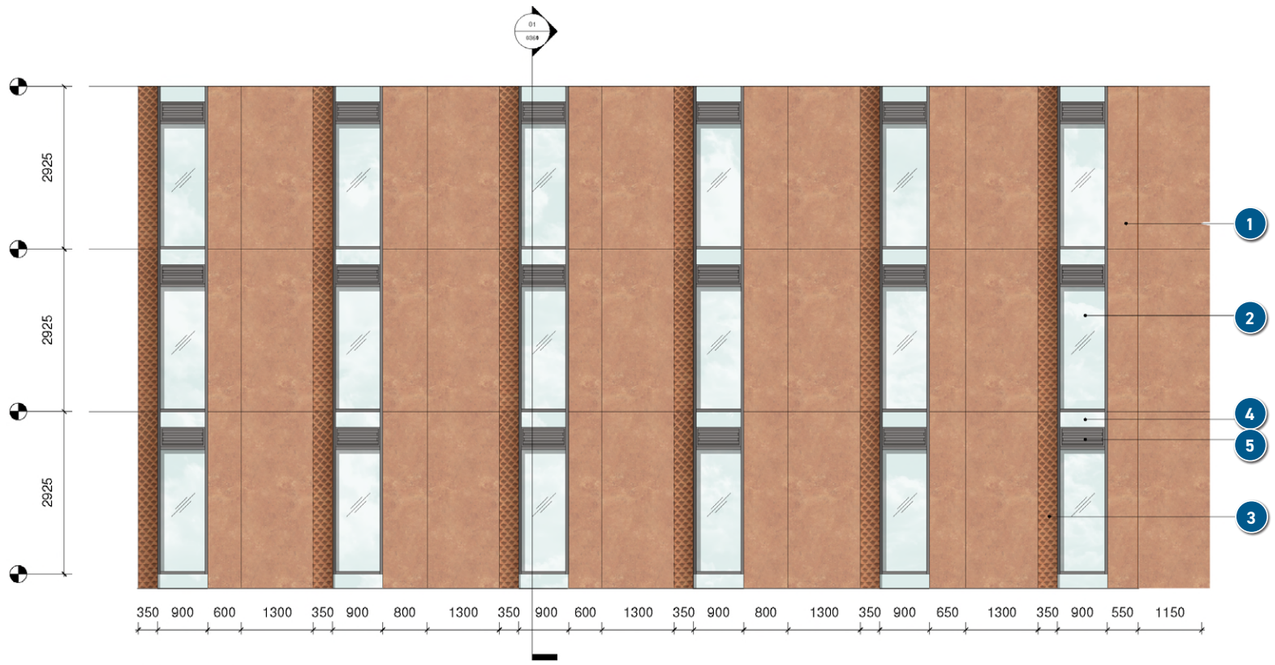
The upper floors of the building primarily consist of residential bedrooms, employing a minimalist approach to the facade that retains the clean and slender massing lines.

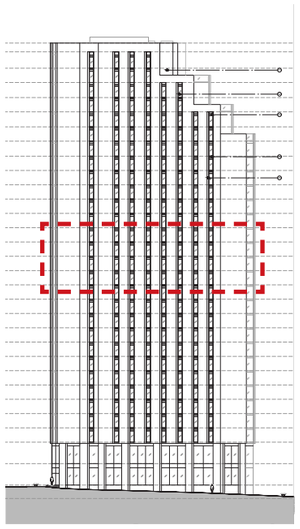
Tapered window reveals elegantly articulate the glazing bays, continuing the chamfered trapezoidal footprint of the columns at Ground Floor and emphasising the verticality of the building. The tapered reveals are clad in perforated panels, creating interest, whilst also serving as ventilation grilles for the inward opening windows behind.

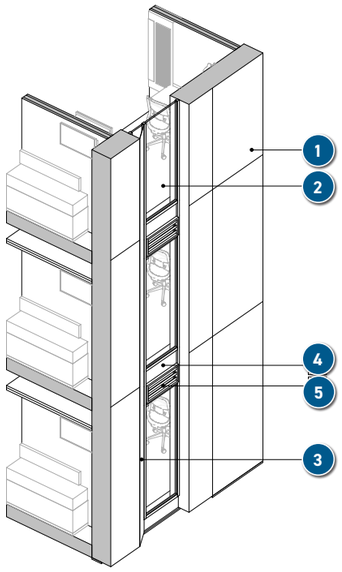
Screening the windows with perforated panels enables rooms to be primarily naturally ventilated, avoiding the need for fully mechanical solutions that have high energy consumptions. The panels also serve as a protective barrier against items passing in to, or out of the windows themselves, ensuring a high level of safety and security.

Louvred panels at the head of the windows serve as extract for the internal kitchen and WC facilities in each room, providing a gradual low volume circulation of air to these spaces. This enables the rooms to have primarily natural purge ventilation, minimising visible grilles to the facade.









KEY

1. Weathering Steel Cladding Panels
2. PPC Aluminium Curtain Walling with clear glazed panels
   Mullion Colour: Dark Grey
3. Perforated weathering steel cladding panel with inward opening window behind
4. PPC Aluminium Curtain Walling with ceramic backed glass-look spandrel panel
5. PPC Louvered Vent Panel
   Colour: Dark Grey

Notable Details

Panel joints have been carefully considered to accentuate the slender verticality of the curtain walling bays, creating a regularised pattern that compliments the overall form of the elevations and allows the articulation of the massing to be more clearly perceived.

Glass-look ceramic-backed spandrel panels with capless transom details enhance the vertical appearance of the windows, reading a singular bays from floor to ceiling.

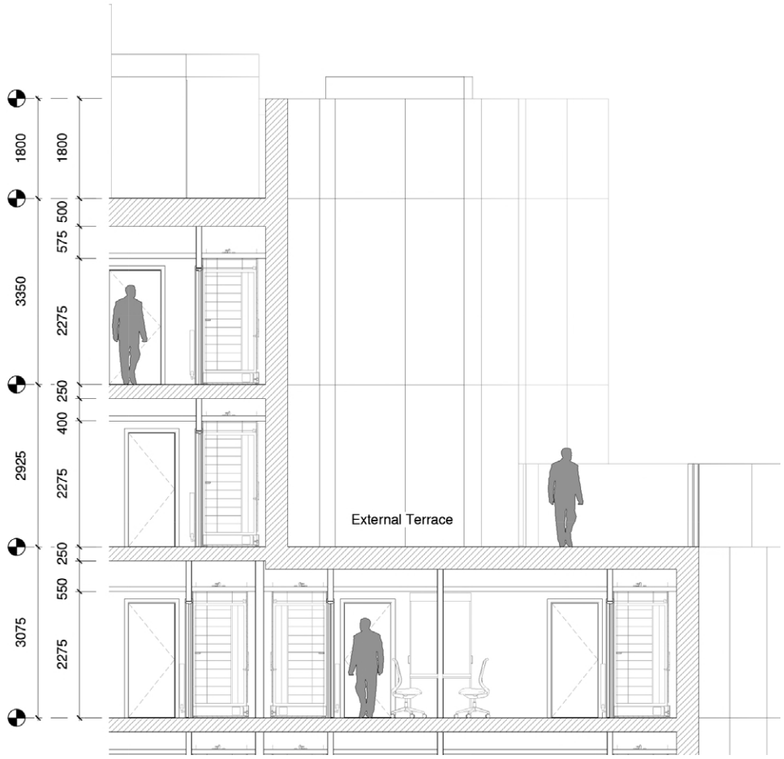
3.5 Appearance

TYPICAL TERRACE ELEVATION BAY

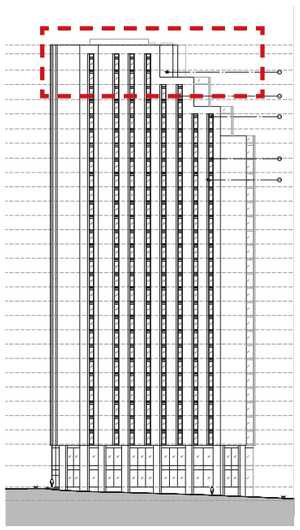
The landscaped terraces at Levels 22, 24 and 26, serve as essential components within the amenity and wellbeing strategy for the building, creating unique and functional external spaces for all residents to share.

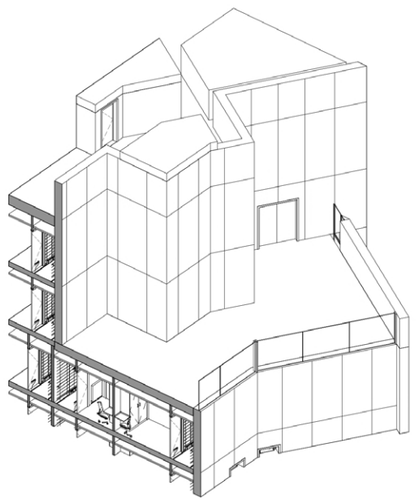
The location and shape of the terraces also help to articulate the form of the building massing, creating a consistent stepped rise towards the key site intersection at the junction of Chester Road, Deansgate South and the Bridgewater Viaduct. To enunciate the stepped form further, the end walls of the terraces are lined through with the window reveals below, creating a slender and elegant series of bays that slowly increase in width as the building increases in height.

The parapets of the terraces are glazed at the 3 corners of the building, retaining the verticality of the feature glazing that runs up from Ground Floor, creating an eye-catching relationship with the street below. Parapets to the side elevations will be retained in weathering -look cladding, framing the head of the glazed curtain walling bands, and creating a consistent head detail to the building.









KEY

1. Weathering Steel Cladding Panels
2. PPC Aluminium Curtain Walling with clear glazed panels
   Mullion Colour: Dark Grey
3. Perforated weathering steel cladding panel with inward opening window behind
4. PPC Aluminium Curtain Walling with ceramic backed glass-look spandrel panel
5. PPC Louvered Vent Panel
   Colour: Dark Grey
6. Acoustic Louvre Cladding to Plant Compound

Notable Details

The stepping of the terraces is based on a cental line of symmetry that follows the key sight line from Mancunian Way and Chester Road, ensuring that the rear of the building steps down on a manner that supports the form and proportion of the 3 key approaches to the building.

The heads of the glazed bays employ a dark grey PPC metal panel at the head, emphasising the window recess and exaggerating the verticality of the elevation to create a slender and elegant proportion.

CORSTORPHINE +WRIGHT ARCHITECTS

3.6 Materiality

CELEBRATING KNOTT MILL'S HERITAGE

The choice of materiality for the building provides an acknowledgement to the rich history of Manchester and the surrounding area, whilst creating a high-quality addition to the city's skyline.

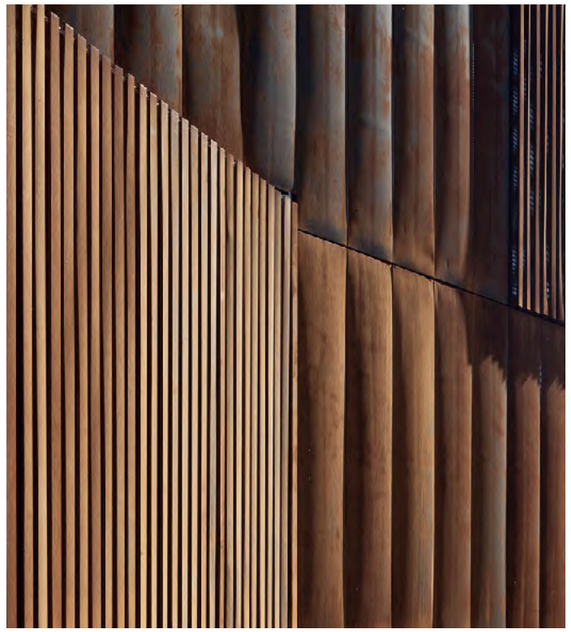
The building's facade will be cladding in weathering steel panelling, making a considered reference to the industrial heritage of the area, notably its foundries and metalworking yards.

Castlefield to the West of the site was home to a number of engineering and machining shops, notably the Castlefield Ironworks which was run by Crighton and Sons from 1814 to 1895. This history is still very much visible throughout the area, notably in the wealth of wrought iron viaducts which adorn the Bridgewater Canal.

The metalworking and engineering heritage of Manchester was also a key component of the railway and transport industries, with the Great Northern Warehouse serving as an essential hub for the cities bustling railway stations, canal network and developing roadways. Each of the elements converge at the North-Western boundary of the site, offering an apt historical precedent to the new three point interchange emerging from the Castlefield Corridor expansion.

By referencing this rich history, the building will provide a timely, yet contemporary, visual link between Manchester's Conservation Areas, celebrating it's heritage whilst offering a unique landmark building that leads the eye towards its newly emerging skyline.

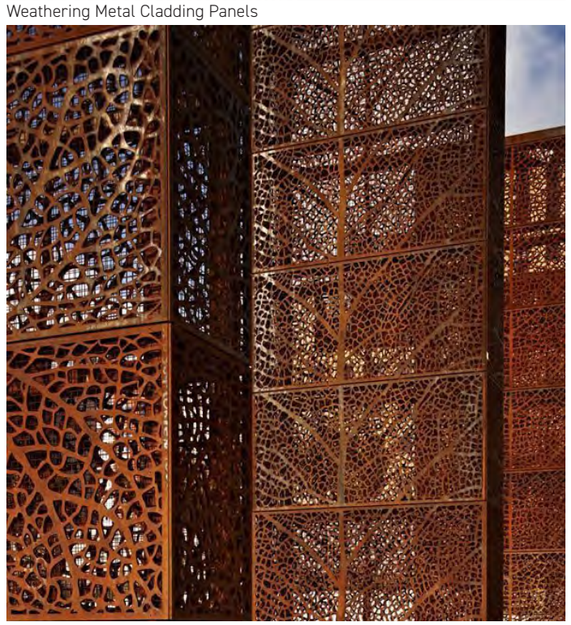
The colour, texture and light quality that the material also offers will ensure the building relates to its surroundings, providing a complimentary, yet contemporary, addition to the red and brown brickwork buildings along Deansgate and over into Castlefield.



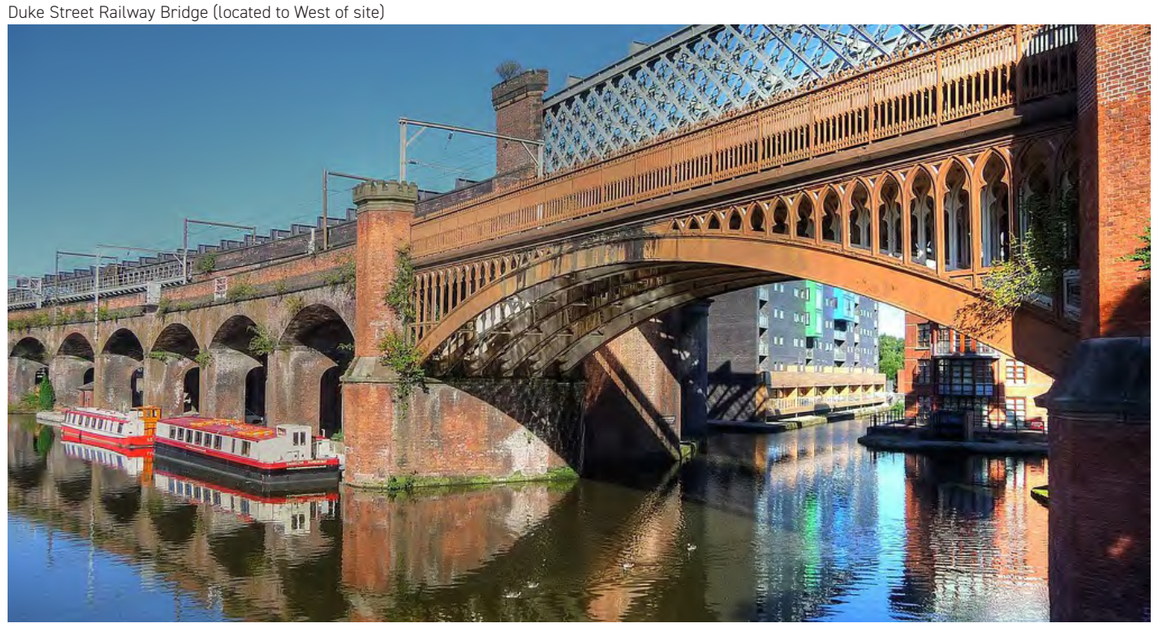
Weathering Metal Cladding Panels



Duke Street Railway Bridge (located to West of site)



Weathering, perforated stell panels



Castlefield 1849 Viaduct (located to West of site)

3.6 Materiality

MATERIAL PALETTE

In keeping with the 'Hierarchy of 3' which has informed the design, the building employs 3 primary materials:

1. Weathering Steel Cladding Panels:

The weathering cladding panels form the primary component of the facade, retaining a simplicity to the form and allowing the articulation and stepping of the elevations to be clearly legible and prominent.

As the facade tapers in to form the angled window reveals, perforated panels are employed, serving to enhance the depth of the reveal, in addition to performing as a functional ventilation grille for inward opening windows behind.

2. Clear Curtain Wall Glazing

Bands of clear cap-less curtain walling are employed to sub-divide the facade and emphasise the verticality of the elevations. By limiting the number of visible mullions, a purity of form will be retained, leading the eye upwards.

Back-painted glass-look panels will be used at each floor where the curtain walling passes over slab edges, to retain continuity and constancy.

At the perimeter and head of the glazed bands, where frames will be required, these will be polyester powder-coated in an anthracite grey, to provide a clear and pronounced change in material, as well as emphasising the break between cladding and glazed bays.

3. Anthracite Grey PPC Metal Cladding Panels

Grey cladding panels will be employed at the key junctions of the facade, serving to further emphases changes in form and materiality.

At the 3 corners of the building where the elevations intersect, vertical bands of cladding will be employed, enabling the glazed end bays to read fluidly and clearly.

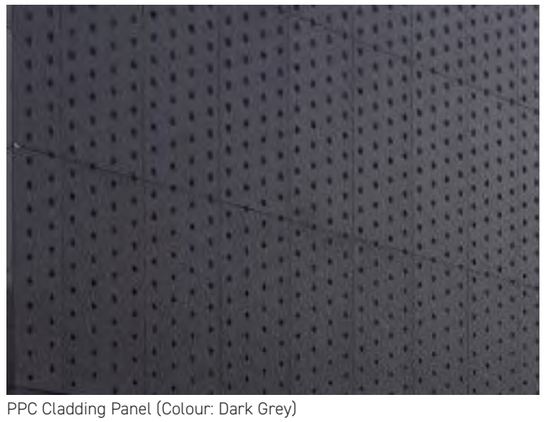
Where the building junctions with the ground, cladding panels will again be employed to provide a horizontal band between the -look panels and glazing; framing the amenity spaces and creating a clear dialogue with the street.



Weathering Steel cladding



Perforated Weathering Steel Panel



PPC Cladding Panel (Colour: Dark Grey)

PRECEDENT IMAGES









4.0 LANDSCAPE DESIGN

4.1 Roof Terraces

The proposed landscaped terraces would span over three floors and focus on providing a suite of spaces encouraging resident well-being. Each terrace will be tailored to encourage a healthy lifestyle in each of the following areas:

Mind / Body / Spirit

The first terrace, situated at the 22nd Floor, would be developed around the concept of 'Mind'. This would be a peaceful space surrounded by natural materials and planting. Stainless steel wire supports will be used to allow planting to grow vertically to cloth the walls, porcelain paving will be used with areas of stepping stones interspersed with sedum matt planting, a low raised edge will allow grasses and perennial planting to be included with feature specimen shrubs in individual planters.

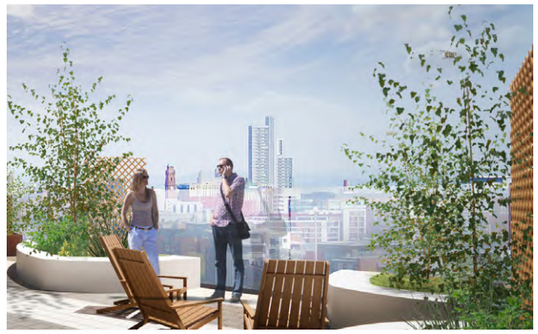
The second terrace, situated on the 24th Floor, would focus on the 'Body'. This area will be designed to promote activity, with an area for small group activities such as yoga or Tai Chi, with harder wearing planters, shrubbery and flowers employed. Higher impact activities like HITT exercises or 'Bootcamp' classes could be undertaken on the adjacent safety surface area, which would be divided by raised planters with slim fin screening to create seating areas for rest and more leisurely activities.

The third terrace, on the 26th Floor, would be divided into two linked areas that could be used for varying scales of events and social activities. Planting would be robust, drought tolerant shrub and perennial species that will soften the environment, improve biodiversity and provide immediate contact with the natural world. The south section of the terrace would also incorporate wide topped seating edge planter islands, with a central space large enough for group gatherings/outdoor cinema screenings and an/or food service. This would serve to support the 'Spirit' of the resident community, providing a space to make friends, celebrate and come together as a community.



Layout of Landscaped Terrace



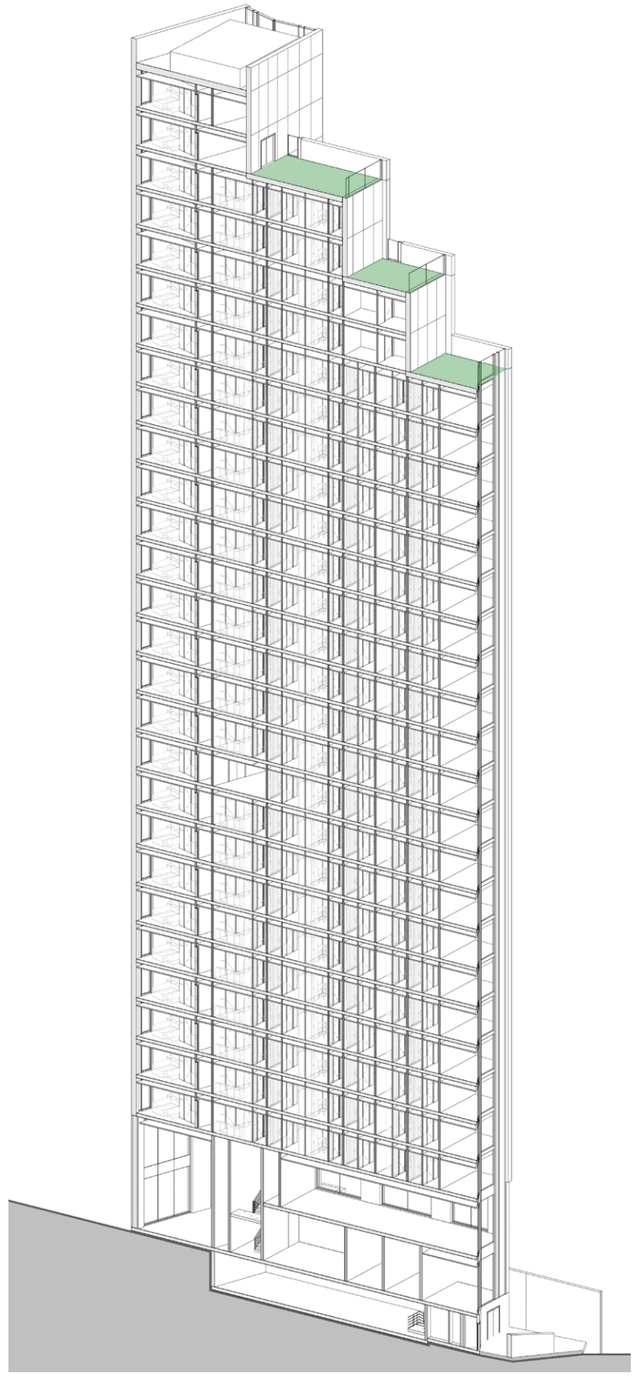












5.0 ACCESS & MAINTENANCE

5.1 Access Statement

AN INCLUSIVE APPROACH TO DESIGN

A key component in developing an inclusive approach to design is seeking to change the built environment so that it responds to the needs of all users; removing any barriers to full participation and ensuring all spaces can be used safely, easily and with dignity by all. Developments should be convenient to use and welcoming without disabling barriers, so everyone can use them independently without the need for special requirements, treatment or excessive effort.

The proposed development has employed an inclusive design approach from the outside, aspiring to be:

- Welcoming with no disabling barriers that might exclude people
- Inclusive so everyone can use it safely and easily
- Legible to ensure ease of movement and wayfinding
- Convenient; so everyone can use it without too much effort or separation
- Adaptable to respond to changing needs and flexible so different people can use it in different ways.

In the development of the design, the following legislation, standards and guidance have been draw upon:

- National Planning Policy Framework Approved Document Part M
- British Standard 8300
- Code of Practice for Design of Buildings and their Approaches to meet the needs of Disabled People
- British Standard 9999; Code of practice for fire safety in the design, management and use of buildings
- Department for Transport (DfT) (2005), Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure
- Inclusive Streets: Design principles for blind and partially sighted people; and Street Character toolkit, Royal National Institute of Blind People (RNIB)

Where it has been reasonable and necessary to do so we have adhered to these standards which are regarded as a minimum standard, whilst where appropriate, opportunities to exceed have been explored.

Summary of Access Provisions

Below is a summary of access provisions and considerations included within the scheme:

- Transport: Scheme in close proximity to public transport with easy and accessible links.
- Cycle Facilities: Secure internal storage is provided.
- Entrances: Main entrance relates to surrounding context and is clearly visible from street, as identified in building design.
- Circulation: Vertical circulation provided in all cores. Step free routes at each level from Ground Floor to bedrooms and external areas.
- Means of Escape: Internal escape routes suitable for independent escape by all users
- Social Spaces: Designed to be fully compliant with Approved Document Part M with all acreas easily accessible to users without the need for support.

Public Realm

Given the gradient of the existing site and adjacent roads, the main entrance has been located at an easily accessible point at the corner of Chester Road with gradients that for the most part are shallower than the 1:12 classification for ramps.

Entrances and Receptions

The Main Entrance and Reception Spaces have been design in line with Part M to include:

- Manifestation to glazed screens and doors
- Entrance doors with minimum clear opening of 1m
- Out of hours intercom set at wheelchair height
- External and internal lighting will offer transition between spaces to avoid disparity in visibility
- Internal finishes will avoid highly reflective surfaces and provide appropriate slip resistance
- Reception desk will have dropped section for wheelchair users and be in full view of the entrance doors, to ensure visitors are easily visible and staff can provide assistance as required

Ground Floor Social Space

Located beside the main reception is the large open plan social space, designed to be accessible to all. Lift access is provided up to the additional amenity areas at Mezzanine level via the central core. All furnishings and fittings throughout the spaces shall be Part M compliant.

Vertical Circulation

The configuration of lifts and staircases provides a consistent layout at all levels, including Ground Floor. This will ensure residents and visitors can navigate the building successfully and simply. The main core has two lifts with one serving as a fire fighting lift. All lifts will comply with Part M with suitable dimensions and facilities for those with sensory disabilities. Entrance thresholds to all lift and stair cores are designed as level access without the need for steps or ramps.

Horizontal Circulation

The buildings floor levels are logically arranged, with short corridors to provide easy visibility of circulation cores. Natural light and ventilation also contribute to an environment that shall be easily understood and pleasant to navigate.

All Lobbies provide turning circles of 1500mm wide, with any doors opening onto corridors being recessed. All additional circulation areas shall be Part M compliant.

Décor will ensure walls, floors and doors are easily distinguished and highly reflective surfaces will be avoided to provide clear and comfortable wayfinding.

Accessible Room Provision

All residential units have been designed to comply with Part M requirements, with 5% (27 bedrooms) of the total provision being designated as fully accessible in line with Part M4, however only a small number will be installed at construction phase. The remaining units, and all 'One-Bed' rooms, have been designed in a manner that would allow easy adaptation into a Part M compliant accessible room should a further provision be required in the future

Cycle Parking

Secure internal secure storage for bicycles has been designed in line with the Cambridge Cycle Parking Guide, providing an allocation of 141 spaces. These are with accessed from the building entrance at Lower Ground Floor which will be fitted access control systems to ensure entry by residents only.

Fusion Students also offer a bike rental scheme, enabling residents to have accessed to full maintained and serviced bikes throughout the year. All users will be inducted and trained ahead of usage.

Emergency Escape

The fire strategy for the building is developed to ensure the safe escape of people, including those with disabilities. Vertical escape will be by either the fire fighting lift or stairs. A full Fire Strategy and plan will be prepared by a specialist consultant, as well as further consideration being given to the following:

- An escape procedure that includes the best practice in respect of evacuating disabled people
- Safe areas of refuge to be provided at all levels accessible by wheelchair users, with communication facilities to enable contact with the fire controlling authority in line with BS9991.
- Management strategy to include training of staff to assist in the safe evacuation of disabled people

CORSTORPHINE +WRIGHT ARCHITECTS

5.2 Management & Maintenance

BUILDING MANAGEMENT

Fusion Students take pride in being a Developer/Operator and aspire to create communities that can provide the best experience for all of their occupants.

As part of this they develop a building management strategy for each scheme, which include the following:

- Buildings are managed by in-house specialist management teams based on site 24 hours a day and can be contacted at all times.
- Contact details for the management team are also made available to local residents to ensure that there is open communication if/where needed.
- Schemes are designed to be car free and students agree to help maintain this as part of their lease.
- Access into the building is monitored by the access control system, which records the unique electronic fob of each occupant when used.
- Shared Amenity Spaces are be managed by the management team, who will supervise the use of facilities and ensure the appropriate professional is attained to manage the landscaped amenities within an arranged management programme.
- Postal deliveries are managed in accordance with Secured by Design principles. Post is collected at the main reception and stored in a secure room accessed by staff and agreed operatives only.

The safety of the residents is of the utmost importance and has been considered as part of the design process. The scheme has been developed in accordance with Secured by Design principles.

The following key issues have been considered:

- The Ground Floor layout has been designed to offer a good level of passive surveillance and a high level of active frontage to overlook the street.
- Access control systems will be provided to communal entrances, lobbies, lifts and into vertical circulation cores
- CCTV will be provided at critical entry points and shared amenity spaces.

Further information can be found in the Building Management Strategy that accompanies this application

BUILDING MAINTENANCE

A detailed Maintenance and Access Strategy will be developed during the detailed design phase of the project and will provide access strategies for the following activities:

- Cleaning of Facade and Cladding
- Cleaning of Curtain Walling & Windows
- Replacement of Glazing and Cladding
- Inspection and Certification facade and access equipment

Maintenance Activities

A direct access strategy has also been employed for all plant and roof areas, ensuring that these can be reached from within the building, to allow for inspection without the need acquire additional access machinery.

Material Selection

The main material utilised across the façades is an A1 rated metal panel cladding system. This will need to be inspected and cleaned once a year.

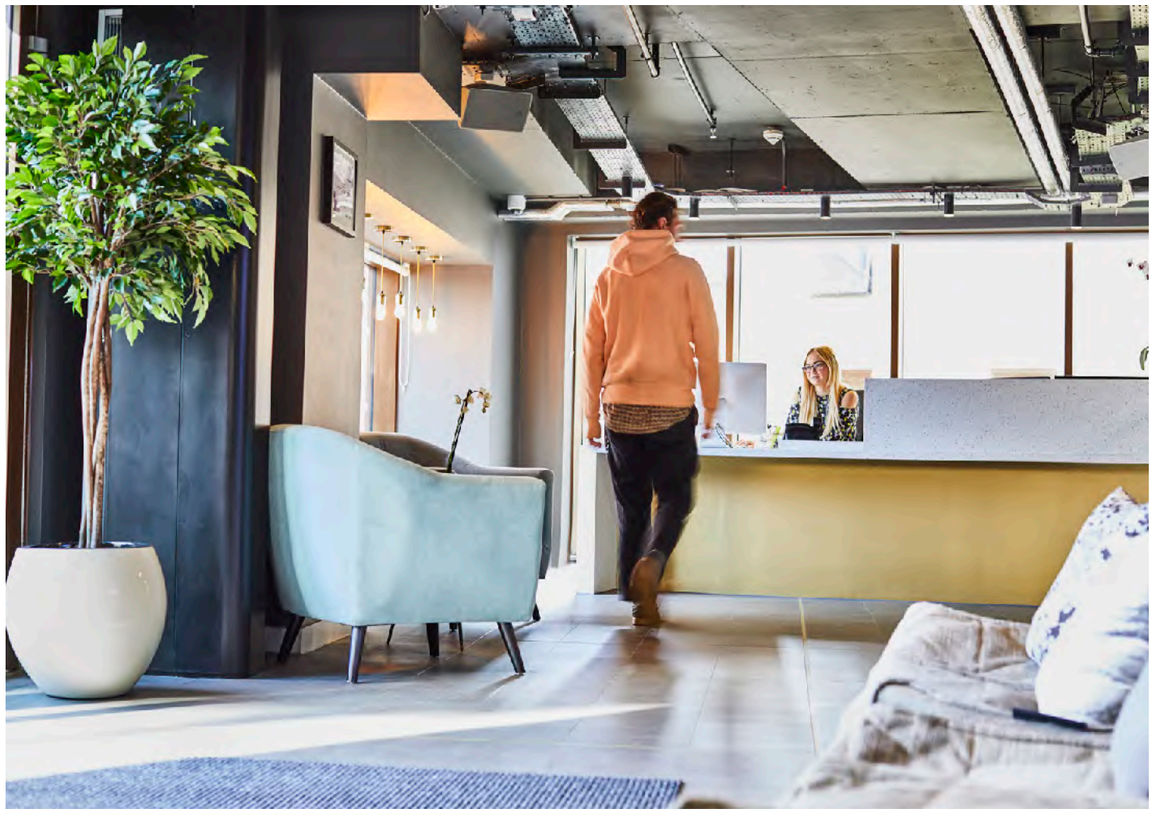
Windows will be cleaned every three to six months at a suitable time of day and with prior warning to residents.

Access At Height

Abseiling access will be provided for façade maintenance and will be developed in conjunction with the appointed Principal Designer and relevant safety consultants and industry specialists.

Times of Access

In developing the access strategy, consideration shall be given to the impact of maintenance activities on residents. In particular, access requirements to residential accommodation and transport of glass if internally replaced. Where possible building maintenance will be undertaken during off-peak times of the academic timetable in order to reduce any negative impact on the student experience.



5.3 Maintaining a Healthy Living Environment

A FOCUS ON WELLBEING

Moving to a new city, making new friends, and starting a new journey of education can all be daunting experiences; Fusion Students recognises this and understands that Students can often be vulnerable.

This is in part due to the age group which the majority of students fall into and in part because many of them will never have lived away from home before and had to manage their time and finances independently. For many international students it may be their first time in a foreign country and their understanding of the language and culture may be difficult for them to settle into. Whilst most will not have issues with these things, some students unfortunately will.

The staff in all of Fusion Student's developments are trained to recognise when members of their buildings community may be struggling, and if they suspect that a tenant may be finding it hard to adjust, they strive to work closely with the University student services to ensure that the correct support can be provided.

In addition, Fusion buildings provide a great wellbeing network along with tools to support the tenants with their wellbeing and mental health. All of our staff are trained on Mental health awareness and have procedures for guidance on recognising struggling Students.

Some examples of current initiatives are:

- Mental Health Portal: This portal has a progressive base of in-app conversations covering thoughts, feelings, bodily effects and behaviours. It can create new tailored conversations based on specific challenges for example Recreational use of substances, authority complexes or resident confirmability on-site
- On Site Doctors Service: Buildings have a dedicated Doctors treatment room on site and work with a local doctor surgery to have provide consultancy service for our students in the building.
- Wellbeing Blogs: Fusion offer virtual blogs and Tips on Mind and Health

COMMUNITY INITIATIVES

A key part of the Fusion Students approach is to ensure that every one of their residents feels like part of a community, both within the building, and throughout the surrounding area.

A number of initiatives are held across each scheme to improve social interaction and also to help integrate residents into the City they live in.

These include:

- In-House Social Events: Fusion create specific events and activities as part of their ongoing community program, including cooking and art classes, motivational speakers, money management classes.
- Grab & Go Breakfast: Offering free Grab & Go Breakfast on weekdays.
- Complimentary Services: Providing free hair cuts, beauty services and other amenities to raise awareness of local trades and businesses.
- Working with Community Group: Fusion have existing relationships with a number of community groups, sports teams and initiatives, who enable the residents to give back to their surrounding community.
- Bike Hire: Providing free Bike hire to all residents. This is based on a 5% Bicycle / Tenant ratio to start, however the quantity of Bikes that held on site will be increased depending on the uptake by Students. Safety and Maintenance Checks are conducted before and after each bike is used and all Bikes are serviced professionally on a regular basis.
- Sustainability Awareness: Promoting recycling and re-use thought all aspects of the building, including talks, seminars, information about the facilities on offer within the building and how to reduce your carbon footprint.



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Appendix 2: Appeal Decision (Appeal Ref: APP/A5270/W/21/3268157 51-56 Manor Road and 53-55 Drayton Green Road, West Ealing, London W13 0LJ

The Planning Inspectorate

Appeal Decision

Inquiry opened on 13 July 2021
Site visit made on 21 July 2021

by Paul Griffiths BSc(Hons) BArch IHBC

an Inspector appointed by the Secretary of State

Decision date: 29 October 2021

Appeal Ref: APP/A5270/W/21/3268157
51-56 Manor Road and 53-55 Drayton Green Road, West Ealing, London W13 0LJ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Southern Grove West Ealing Ltd and Metropolitan Thames Valley Housing against the decision of the Council of the London Borough of Ealing.
- The application Ref.202231FUL, dated 29 May 2020, was refused by notice dated 23 December 2020.
- The development proposed was described as 'redevelopment of the site to demolish existing buildings and to provide a building over basement and part 12 and part 19 storeys comprising 2 units at ground floor in either Use Classes A1, A2, A3, D1 or D2; 144 flats over part mezzanine, and 1st to 19th floors (100% affordable); bike and bin stores; sub-station; ancillary space; private and community amenity space; and alterations to highways'.

Preliminary Matters

1. Owing to the continuing pandemic, the Inquiry was conducted on a 'virtual' basis, using PINS' Teams platform. It opened on 13 July and closed on 23 July 2021. I am grateful to all parties for the positive way in which they approached the 'virtual' event.

2. As well as the main parties, the Inquiry was assisted by a Rule 6(6) Party: Stop the Towers[1] who were represented and participated fully. Most of the Inquiry evidence was dealt with in the traditional manner, with cross-examination, but aspects relating to living conditions, and cycle and 'Blue Badge' parking, were dealt with through discussion in a 'round table' format.

3. I carried out an unaccompanied site visit in advance of the Inquiry[2] when I was able to familiarise myself with the site and its surroundings. In addition, I carried out an accompanied site visit on 21 July 2021, following an itinerary helpfully agreed between the main parties and passed to me at the site visit[3].

4. The description of the development proposed in the header above comes from the original application form. As set out in the Statement of Common Ground agreed between the appellant and the Council[4], this was amended by the Council, with the agreement of the (then) applicant to read 'construction of a

[1] Referred to hereafter as STT
[2] On 5 July 2021
[3] ID33
[4] Referred to hereafter as SoCG (STT were able to provide comments on the document)

building with a basement level, part double-height ground floor with part mezzanine floor and 18 and 12 floors above with roof plant and communal roof garden to accommodate two flexible-use units at ground floor (A1/A2/A3/D1 or D2 Use Classes) and 144 residential units (100% affordable) on the upper floors (mezzanine to 18th floor) with associated cycle and bin stores, substation, private and communal amenity space and alterations to the highway (following demolition of existing buildings on the site)'. I have proceeded on the basis of this agreed description.

5. In the course of the Inquiry, the latest (July 2021) version of the National Planning Policy Framework[5] was published by the (then) Ministry of Housing Communities and Local Government. The parties were able to address changes from the previous document in the course of the Inquiry[6]. I have of course used the latest version of the Framework in reaching my decision.

Decision

6. The appeal is allowed and planning permission is granted for the construction of a building with a basement level, part double-height ground floor with part mezzanine floor and 18 and 12 floors above with roof plant and communal roof garden to accommodate two flexible-use units at ground floor (A1/A2/A3/D1 or D2 Use Classes) and 144 residential units (100% affordable) on the upper floors (mezzanine to 18th floor) with associated cycle and bin stores, substation, private and communal amenity space and alterations to the highway (following demolition of existing buildings on the site) at 51-56 Manor Road and 53-55 Drayton Green Road, West Ealing, London W13 0LJ in accordance with the terms of the application Ref.202231FUL, dated 29 May 2020, subject to the conditions listed at Annex A to this decision.

Application for Costs

7. A written application for costs was made by the appellant against the Council at the Inquiry[7]. The Council's response, and subsequent comments from the appellant, were dealt with through written submissions after the Inquiry closed[8]. The application for costs is the subject of a separate Decision.

Main Issues

8. These are (1) the effect of the proposal on the character and appearance of the area (including design, and any impact on the setting and thereby the significance of heritage assets); and (2) whether the affordable housing proposed is acceptable. There are other issues too that can be bracketed under 'other matters' notably whether the proposal would provide an acceptable standard of accommodation for its residents; its effect on existing residents of the area; the approach to cycle parking; and the situation in relation to 'Blue Badge' parking spaces.

9. Underlying all that, is the need to follow the correct approach to decision-making in the light of the Council's acceptance[9] that it cannot demonstrate a five-year supply of deliverable housing sites.

[5] Referred to hereafter as the Framework
[6] ID21, ID24, ID25 and ID26
[7] ID28
[8] ID34 and ID35
[9] ID1 and elsewhere

Reasons

Character and Appearance

10. An analysis of the effect of the proposal on character and appearance ought to start with an analysis of the area within which the appeal site lies. The area to the north of the railway is dominated by streets of relatively low-rise, traditional housing. Some of this housing is particularly attractive, notably that within the St Stephens Conservation Area to the north of the appeal site.

11. However, the area around the point where The Avenue, Drayton Road, Argyle Road, and Manor Road join and cross the railway, and lead into Drayton Green Road, is more commercial in nature, and of a manifestly different character. This area contains the appeal site, and some non-designated heritage assets that reflect its largely non-residential character – Nos.4-24 The Avenue (which have shops and the like at ground floor level), the Drayton Court Hotel, and the Royal Mail Sorting Office. The area also contains buildings of significant size, notably the Waitrose Supermarket (off Alexandria Road), Luminosity Court (5-9 storeys), Sinclair House (4-7 storeys), Dominion House (6-12 storeys, or thereabouts), and the new, and rather smaller, West Ealing (Crossrail) Station.

12. In that context, the appeal site itself, which contains an assortment of (mostly) single-storey buildings, of poor quality, appears chronically under-used. That is especially so when one considers that it lies within the defined Ealing Town Centre, a Metropolitan Centre designated by the London Plan[10]. That potential for development is recognised by the inclusion of the appeal site in Site Allocation EAL 12 *West Ealing Crossrail Station*, part of the Ealing Development Sites Development Plan Document 2013[11] as a mixed-use development appropriate to the town centre, and compatible with the functioning of the Crossrail station.

13. EDSDPD Allocation EAL 12 sets out that the height and massing of development on this (allocated) site should both respond to the adjacent Crossrail station and to the bulk of the buildings featured at this intersection. Its bulk, scale and design should be sympathetic to the adjacent residential area, seek to enhance the setting of the locally listed sorting office, and seek to complement rather than compete with the appearance of the new Crossrail station. Further, the appeal site has a PTAL rating of 4, which will rise to 5 when Crossrail (eventually) comes into operation. Unsurprisingly, against that overall background, no-one questions the principle of development on the appeal site.

14. That leads on to the form that re-development ought to take. All agree that the proposal would undoubtedly be a tall building. It is correct to note that EDSDPD Site Allocation EAL 12 does not explicitly state that the site is suitable for a tall building. However, reflective of Chapter 11 of the Framework, and paragraph 119 in particular, LP Policy GG2 says that to create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must, in summary, enable the development of brownfield land particularly on sites within and on the edge of town centres, as well as utilising small sites; prioritise sites which are well-connected by existing or planned public transport; promote higher density development in locations that

[10] Referred to hereafter as LP
[11] Referred to hereafter as EDSDPD

are well-connected to jobs, services, infrastructure and amenities by public transport, walking, and cycling; apply a design-led approach to determining the optimum development capacity of sites; and understand what is valued about particular places and use that as a catalyst for growth, renewal, and place-making. Allied to that, LP Policy D3 looks towards the optimisation of site capacity through the design-led approach. It says, put very simply, that all development must be designed to make the best use of land in a way that is contextually appropriate.

15. In that overall context, one of the main questions informing a proper analysis of the impact of the tall building proposed is whether it optimises, rather than maximises, the obvious potential of the appeal site. There are other questions to address too. These are best expressed by LP Policy D9: Tall Buildings.

16. First of all, the policy deals with the principle of 'Locations'. We are told that Boroughs should determine if there are locations where tall buildings may be an appropriate form of development and that any such locations and appropriate tall building heights should be identified on maps in Development Plans. Tall buildings, we are told, should only be developed in locations that are identified as suitable in Development Plans.

17. The policy then goes on to deal with 'Impacts' and says that schemes should address firstly visual impacts notably the views of buildings from different distances. In long-range views, attention needs to be paid to the top of the building – it should make a positive contribution to the existing and emerging skyline and not adversely affect local or strategic views. In mid-range views, attention should be paid to the form and proportions of the building. It should make a positive contribution to the local townscape in terms of legibility, proportions, and materiality. In immediate views, attention should be paid to the base of the building. It should have a direct relationship with the street, maintaining the pedestrian scale, character and vitality of the street. Where the edges of the site are adjacent to (of relevance in this case) buildings of significantly lower height, there should be an appropriate transition in scale between the tall building and its surrounding context.

18. LP Policy D9 then sets out that whether part of a group or stand-alone, tall buildings should reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding. Architectural quality and materials should be of an exemplary standard to ensure that the appearance and architectural integrity of the building is maintained through its lifespan. Proposals should take account of, and avoid harm to, the significance of London's heritage assets and their settings. The buildings should positively contribute to the character of the area. In many ways, this approach follows the path of the Framework, and Chapter 12 (Achieving Well-Designed Places) in particular and the references therein to the National Design Guide, and National Model Design Code.

19. In assessing those 'Impacts', there was discussion at the Inquiry about the 'landmark' quality of the building, and points were made that the area does not need such a landmark. To my mind, that is to approach the question from the wrong direction. The starting point for assessment of a tall building proposal like this one is, put simply, whether the site is worthy of the gesture.

20. Here, the site lies at the confluence of a number of roads, at the point where they cross the railway. It is directly adjacent to what will become West Ealing

Crossrail Station, an important commuter hub, in an immediate area where recently introduced buildings like the Waitrose Supermarket, Luminosity Court, Sinclair House, and Dominion House, with others to follow to the east of Dominion House, have a much greater footprint and height than buildings that prevailed in the area historically. It is clear from the aerial photographs in the evidence of the appellant, and from what I saw during my site visit, particularly from the Jacob's Ladder footbridge over the railway (to the west of the appeal site), that a spine of taller development is evolving along the path of the railway. The proposal would be seen as another part of that spine. Against that background, I take the view that a tall building on the appeal site would not look out of place. The site is clearly worthy of the gesture.

21. There is the question then to address about the height of the building. The proposal before me is not as high as was originally proposed[12]. The submitted visual material demonstrates that in longer and mid-range views, the building proposed would not appear as an alien insertion into the townscape; rather it would act as an effective marker of an important nodal point. In close-up views, the impact would be greater, of course, but even in View 10 (taken from Argyle Road)[13] it would appear logical, as an indicator of the transition from buildings of lower size and height to the north of the appeal site, to the more intensive uses, and buildings of greater size and height, around the node or hub formed by the meeting of the roads, their crossing of the railway, and the station.

22. The detailed design of the building would be an important brake on its impact in longer-, mid-, and immediate views. It would be a large building of course but it would have a clear base (which would have an active frontage that responds well to the street pattern), middle, and top. Moreover, the proportional arrangement of the facades, with vertical and horizontal bands, the use of brickwork of different colours, and the size of the openings, would give it a human scale. This banding also serves to balance out vertical and horizontal emphases so that its height is not accentuated by the elevational treatment. The junction between the taller and shorter elements has been skilfully composed and the step between them would allow a reasonable relationship to be formed with the adjoining Crossrail Station, itself an attractive, modern insertion into the area. To my mind, so long as the materials used are of the high quality proposed, a matter that can be dealt with by condition, the building would be an exemplary piece of design that would make a positive contribution to the area.

23. The concept of 'beauty' warrants attention too given the stress placed on it by STT in questions and in closing. There is I believe something of a tension between identifying a building as an exemplary piece of design which is an objective finding based on established architectural principles, and adorning a building with the epithet 'beautiful', which is a subjective one. To my mind, my finding that the building would attain a very high (or exemplary) standard of design is sufficient to justify a conclusion that the proposal does not fall foul of Government advice on the subject in the Framework, the National Design Guide, and the National Model Design Code.

[12] It was reduced in height after a consultation process
[13] The view highlighted by the Council as that where visual impact would be at its greatest

24. Concern has been expressed about the impact of the scheme on the setting and thereby the significance of various heritage assets. As far as the St Stephens Conservation Area, a designated heritage asset, is concerned, there would be filtered views of the proposal along the Avenue[14], and I am sure the proposal would be seen from other places in the conservation area too. However, it is not correct to equate visibility with harm.

25. The tall building proposed would very clearly be located well beyond the conservation area, marking a different area entirely. Its visual presence would change the setting of the conservation area, but it would have no harmful impact on its significance.

26. The identified non-designated heritage assets Nos.4-24 The Avenue, the Drayton Court Hotel, and the Royal Mail Sorting Office derive some of their significance from their setting in an area that is commercial in nature, unlike the residential areas that surround it. The proposal would serve to underline that difference and, in that way, notwithstanding the differences in height, would not detract from their settings or their significance.

27. Taking all those points together, I am of the firm view that the scheme would meet the requirements of LP Policy D9 in terms of its 'Impacts'. Moreover, and for the same reasons, I consider that the proposal optimises, rather than maximises, the potential of the appeal site, and in that way, it complies with LP Policy GG2. The design is of a standard that meets the requirements of LP Policy D3.

28. There is no doubt that the proposal would bring a significant change to the area. There is an understandable reluctance from local residents to accept the nature and extent of the change proposed. Linked to that, in terms of the 'Locations' element of LP Policy D9, the site is not identified as a suitable one for a tall building in the Development Plan. The idea that proceeding with the proposal without offering the community the opportunity to address that question through an examination process would be harmful stands alongside the many complaints I have heard and read about what is perceived to be a lack of consultation by the appellant.

29. I return to this matter below but would observe at this stage that the appeal site is, as I have set out, chronically under-used. In the light of the very much heightened housing requirement set out for the London Borough of Ealing in the LP, and the Council's failing performance in relation to those targets[15], best use really does have to be made of this site. The suggestion[16] that development on the site should be limited to 10 storeys, is simply untenable when, as I have found above, much, much more can be accommodated without any harmful impact on the character or appearance of the area.

Affordable Housing

30. As I have alluded to above, the Council accepts that it cannot demonstrate a five-year supply of deliverable housing sites (with the appropriate buffer).

[14] View 6
[15] The Council accepts that it cannot demonstrate a five-year supply of deliverable housing sites
[16] Made on behalf of the Council in evidence and taken up by STT

31. Moreover, it accepts that the level of need for affordable housing, and historic shortfalls in provision set out in the appellant's evidence. In short, the Council is delivering, at best, 40% of its objectively assessed need for affordable housing. Like the rest of the capital, the need for affordable housing in the London Borough of Ealing is acute.

32. All of the one hundred and forty-four units in the proposal would be affordable homes (that is 100% of the scheme) as defined in the LP, and the Framework. Fifty (35%) would be London Living Rent and ninety-four (65%) would be London Shared Ownership.

33. The Council, as it must, recognises that the provision of one hundred and forty-four affordable homes would be a benefit that attracts significant weight, but takes the view that the benefit would be even greater if the scheme included units in the London Affordable Rent tenure.

34. Be that as it may, the evidence shows that there are tens of thousands of Ealing households in need of intermediate tenure affordable housing. There is no provision in local or national policy or guidance that justifies ranking one form of affordable housing need over another. Indeed, Planning Practice Guidance makes clear that all households whose needs are not met by the market and who are eligible for one or more of the types of affordable housing specified in the Glossary to the Framework are in affordable housing need.

35. On that basis, the significant weight to be attached to the benefits of the proposal in this regard are in no way diluted by the forms of tenure offered. The proposal is in very clear accordance with LP Policy H5.

36. As it contains 100% affordable housing, the proposal was, initially at least, dealt with under the Fast Track Route set out in LP Policy H5. Criterion D says that developments which provide 75% or more affordable housing may follow the Fast Track Route where the tenure mix is acceptable to the borough or the Mayor where relevant. The purpose of this route is to incentivise schemes that contain a significant amount of affordable housing.

37. Much time was spent discussing this matter at the Inquiry, but it suffices for me to observe that there is nothing particularly 'fast track' about a process where Officers agree with the tenure mix at pre-application stage, only for Council Members to deem it unacceptable when the time comes for them to make a decision. If the Fast Track Route is really meant to work in that way, then to my mind, the incentive it offers is diluted somewhat.

Other Matters

38. A series of concerns have been expressed about the acceptability of the living conditions that prospective residents of the development would experience.

39. In particular, questions have been raised about heating/cooling given the orientation of some of the units. However, the appellant has set out the manner in which these issues would be addressed, and it is sufficient, in my view, to leave this matter to conditions.

40. The layout of the various flats has been carefully considered to ensure reasonable levels of privacy, and adequate daylighting. There are a number of single aspect units in the scheme, but most (90%) are south facing. Given the nature of the site, and its east-west axis, I do not regard this as a significant

drawback of the scheme especially when issues around heating/cooling have been carefully considered.

41. Potential difficulties with noise transmission between adjoining residential units, and between residential and commercial units, and from plant, or outside noise sources like the railway, or aircraft can be dealt with through appropriately worded conditions.

42. In terms of access to outside space, each of the units would have a balcony or winter gardens[17]. These would be large enough (five square metres or more) to comply with the requirements of LP Policy D6, and Policy 7D of the Ealing Development Management DPD[18].

43. There would also be a communal garden, with play-space, on the roof of the lower element of the building which would be a useful resource for residents. The play-space would be large enough at 254 square metres to accord with the requirements of LP Policy S4. Notwithstanding that, in order to properly comply with DMDPD Policy 7D, which would require 2,160 square metres of communal garden, the appellant has agreed to make a financial contribution to improve existing parks in the vicinity. DMDPD Policy 7D allows for such a route and as such, the policy is complied with.

44. On top of all that, the evidence shows that that the proposal would have no unacceptable impact on the living conditions of existing residents of the area through loss of sunlight or daylight, visual impact, overshadowing, overlooking and resultant loss of privacy, or anything else.

45. There was a good deal of discussion about cycle parking at the Inquiry. The appellant is willing to accept a condition that sets out cycle parking requirements that accord with LP Policy T5 and London Cycle Design Standards. That, to my mind, is sufficient to ensure that cycle parking would be dealt with in an appropriate manner.

46. Issues were raised too about 'Blue Badge' parking spaces. According to the SoCG, LP Policies T6.1 and T6.5 would require at least five 'Blue Badge' parking bays to be provided from the outset, with passive provision for a further ten spaces. The proposal falls some way short of this level of provision with one specific 'Blue Badge' space being provided adjacent to the building alongside two other parking bays, and a service and delivery bay.

47. Disability is a protected characteristic and I recognise, bearing in mind the provisions of the Equality Act 2010, and my duties relative to s.149[19], that this is a very important matter. However, the proposal is put forward as being 'car free' (with a prohibition on permits for the surrounding CPZ) which is laudable, and it is directly adjacent to a Crossrail Station which has step-free access.

48. In that context, I do not believe that the lack of 'Blue Badge' parking spaces need necessarily act as a deterrent to anyone with disabilities who might wish to occupy one of the units. Moreover, the provision for a financial contribution to the Council in the sum of £10,000, to allow for the provision of further 'Blue Badge' spaces in the Unilateral Undertaking[20] (that I deal with below), would

[17] Winter gardens would principally be located on the upper levels of the building
[18] Referred to hereafter as EDMDPD
[19] The Public Sector Equality Duty (PSED)
[20] Referred to hereafter as UU

allow for the provision of such a space for any prospective occupier with disabilities who needs one. I consider that this satisfactorily addresses any potential inequality.

49. With all that in mind, and cognisant of my PSED, I do not consider the failure to accord with LP Policies T6.1 and T6.5 in this regard as determinative.

Conclusions

50. The proposal would deliver one hundred and forty-four units of much-needed affordable housing in a tall building of exemplary design that would have no harmful impact on the character or appearance of the area, or the setting and thereby the significance of heritage assets. On that basis, it would optimise rather than maximise the use of the site. Moreover, it would provide reasonable living conditions for its occupiers, and have no detrimental impact on the living conditions of existing residents of the area.

51. As a consequence, there would be clear compliance with LP Policies H5, D3, GG2, and the 'Impact' element of D9.

52. That said, there would be failure to accord with LP Policies T6.1 and T6.5 in relation to 'Blue Badge' parking spaces, and the 'Locations' element of LP Policy D9. In relation to the former, as I have set out above, the failure to accord is not determinative as alternative provision to address this matter has been made.

53. On the latter point, I would observe that bearing in mind the significant uplift from previous figures in the housing targets referred to in LP Policy H1, and the urgent need to provide new housing in the capital, it would seem to me rather obtuse to wait for the boroughs to allocate sites for tall buildings, a process that might well take years and years, before permitting a predominantly residential tall building of exemplary, and contextually appropriate, design.

54. On that basis, my judgment is that the proposal accords with the development plan read as a whole and there are no material considerations of sufficient weight to justify a decision contrary to its provisions.

55. For the sake of completeness, it is helpful to rehearse an alternative approach to decision-making. If I were to conclude that the failure to accord with LP Policies T6.1 and T6.5 in relation to 'Blue Badge' parking spaces, and the 'Locations' element of LP Policy D9 meant the proposal failed to accord with the development plan read as a whole, then other material considerations would come into play.

56. Most significant amongst those material considerations would be the Framework. The Council acknowledges that it cannot demonstrate a five-year supply of deliverable housing sites so, as all agree, the 'tilted' balance in paragraph 11 d) would apply; planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework considered as a whole.

57. It seems to me plain that in this scenario, the harmful impacts in relation to the failure to accord with LP Policies T6.1 and T6.5 in relation to 'Blue Badge' parking spaces (cognisant of the PSED), and the loss of opportunity for local people to take part in an examination process that considered the allocation of

the site for a tall (or another form of) building, would be clearly outweighed by the benefits of providing one hundred and forty-four units of affordable housing in a tall building of exemplary design that would have no harmful impact on the character or appearance of the area, or the setting and thereby the significance of heritage assets.

58. Whichever way one approaches the conclusion, the result is the same. Planning permission should be granted for the proposal.

Conditions and the Obligation

59. Discussions between the appellant and the Council around the conditions the Council would favour in the event that the appeal was allowed, and planning permission was granted, took place before and during the Inquiry[21]. This facilitated a 'round table' discussion involving all parties, including third parties, and I have considered the various conditions in the light of that discussion, and advice in paragraph 56 of the Framework.

60. This explains that planning conditions should be kept to a minimum and only imposed where they are necessary; relevant to planning and to the development to be permitted; enforceable; precise; and reasonable in all other respects. It continues to the effect that, of relevance, conditions that are required to be discharged before development commences should be avoided, unless there is clear justification. Footnote 25 sets out that sections 100ZA(4-6) of the Town and Country Planning Act 1990 will require the applicant's[22] written agreement to the terms of a pre-commencement condition, unless prescribed circumstances apply. In that regard, I have treated the inclusion of pre-commencement conditions in a list agreed by the appellant as conferring that written agreement.

61. In producing a final list in Annex A, I have made a number of minor changes to the drafting, notably to remove references to outside bodies like Network Rail, Thames Water, and the Lead Local Flood Authority. If in dealing with and discharging the relevant conditions, the Council needs to discuss them with outside bodies then it can do so without the requirement being set out in the condition concerned.

62. In the first instance, a condition is necessary to deal with commencement as is another to set out the approved plans.

63. Demolition of the existing buildings and structures on the site, and the construction of the proposal, are likely to be complex processes that have the potential to cause disturbance to local residents, and potentially, lead to difficulties with the operation of the railway adjacent. On that basis, conditions are required to secure method statements and management plans for both processes. On top of that, another is needed to deal with air quality and dust management, and yet another to cover the use of non-road mobile machinery. I have deleted elements of the suggested conditions in order to avoid needless repetition.

64. In relation to existing air quality in the vicinity of the site, it is necessary to apply a condition to address ventilation of the residential units. Uncertainty

[21] ID13, ID22 and ID27
[22] And I take that to include appellants

about historic uses of the site mean that it is necessary to attach conditions to deal with the potential for contamination of the land.

65. Surface water drainage is a matter that needs to be addressed by condition, as is fire safety. A whole series of conditions have been suggested to deal with various aspects relating to noise. Given the locational character of the site, and the sensitivity of the residential use, all are reasonable impositions.

66. As set out above, the design of the development proposed is an important point in its favour. In order to ensure that the design quality depicted on the various drawings and visualisations is brought to fruition, it is important that the materials used are of the requisite quality. On that basis, a condition requiring details and/or samples of the materials proposed for external surfaces to be submitted for the approval of the Council is essential.

67. Given the size of the development, and its location, deliveries and servicing need to be managed in a way that does not cause disruption to the highway, or local residents. To that end, notwithstanding material submitted with the application, a Delivery and Servicing Management Plan needs to be agreed with the Council before occupation.

68. Cycle parking was the subject of discussion (see above) and reflective of the matters raised, it is necessary to apply a condition requiring the provision of the requisite number of cycle (including larger cycle) spaces, as well as the cycle lift, that meet the relevant standards, before occupation. Notwithstanding details submitted with the application and given the car-free nature of the development, a condition is required to secure the submission and operation of a revised Travel Plan.

69. As disruption might result if arrangements are not properly followed, a condition needs to be applied to ensure that the refuse and recycling storage provision for the proposal, and the collection arrangements, are put in place before the development is occupied, and operated thereafter in accordance with those details.

70. Given the nature of the proposal, with provisions for landscape at around the base of the building, and at the level of the roof garden and play space, a landscaping condition requiring the submission of details for approval is a necessity. The condition as agreed refers to planting taking place 'within the first planting season following the commencement of the development'. Given the nature of the development, that would be very difficult to achieve. As a result, I have amended the suggested condition to require the submission of a timetable for approval.

71. Like any tall building, the potential impact of the wind microclimate needs to be effectively managed. To that end, conditions are required to address this issue at ground floor (street) level, at the level of the roof garden, on balconies, and in winter gardens.

72. As touched on above, the proposal includes a good deal of glazing and in that context, issues may well arise in relation to overheating and cooling. In that context, a condition is essential to ensure the measures set out in the submitted report by MLM Consulting Engineers are incorporated.

73. Given the need to manage the energy performance of the building and reduce as far as possible its carbon footprint in use, conditions are necessary to deal

with these matters and to monitor performance once the building is in use. However, to avoid duplication with the UU, part a) of suggested condition 30 needs to be removed.

74. Similarly, conditions are needed to deal with sustainable design and construction, the whole-life-cycle carbon assessment of the development, and (a repeat of the reference in suggested condition 29 which I have removed to avoid repetition) the safeguarding of a future connection to any District Heat Network.

75. It is necessary to ensure that lifts (passenger and cycle) are installed and operational before residential occupation and retained as such thereafter through a condition. Conditions are also necessary to set out the number of Accessible Units to be provided, and the number of Wheelchair Units.

76. External lighting has the potential to cause issues for nearby residents, so a condition has to be applied to ensure it is installed and operated in line with relevant guidance.

77. The hours of opening of the flexible-use units proposed at ground floor level need to be controlled by condition. The daily opening hours suggested (0730 to 2200) seem to me realistic. A condition to protect these units from subdivision or any change in use through permitted development rights is a reasonable imposition.

78. Any water network upgrades made necessary by the development need to be dealt with by condition. However, the condition suggested needs adjustment to make clear that approval of any matters required to be approved are within the ambit of the local planning authority. Any liaison with Thames Water necessary for discharging the condition would be a matter for the local planning authority. I reach similar conclusions in relation to the suggested condition that deals with the boundary between the development and Network Rail property.

79. Linked to that relationship with Network Rail, it is necessary to apply a condition to ensure opportunities for objects to fall from the building on to the railway are restricted as far as possible. On top of that, the nature of the development is such that there is the possibility of glare from it to affect train drivers. It seems to me that this matter has been addressed in the appellant's (August 2020) report on Reflected Solar Glare so there is no need to require the submission of fresh details. The condition simply needs to ensure that the development is carried out in accordance with the report.

80. A condition is needed to ensure the proposal achieves 'Secured by Design' accreditation. I also asked some questions about detailed design of the proposal. On reflection, it seems to me that the conditions requiring development to be carried out in accordance with the approved plans, alongside the one requiring samples of materials, offers sufficient comfort. A condition requiring a written statement relating to the 'design intent' (suggested condition 45) is unnecessary in this context.

81. A completed UU was submitted in the course of the Inquiry and was the subject of discussion, informed by a CIL Compliance Schedule very helpfully prepared by the Council. Mirroring the requirements of Regulation 122(2) of the CIL Regulations 2010, paragraph 57 of the Framework says that planning obligations must only be sought where they are: (a) necessary to make the

development acceptable in planning terms; (b) directly related to the development; and (c) fairly and reasonably related in scale and kind to the development.

82. The UU contains a number of Obligations relating to an education infrastructure financial contribution (£425,000); a healthcare infrastructure financial contribution (£120,000) ; a pedestrian and cycling infrastructure and route improvements contribution (a total of £190,000); a traffic calming measures contribution (£30,000); CPZ contribution (£20,000) and a restriction on parking permits; a Blue Badge parking bays contribution (£10,000); car club membership; TfL (bus priority measures) contribution (£144,000); Travel Plan monitoring (£3,000); parks and open space contribution (£125,000); employment and skills contribution (£16,500); carbon offset contribution (£149,133); renewable energy monitoring (£8,477); air quality improvement measures contribution (£15,000); affordable housing and an early-stage viability review; a local employment and training plan with opportunities for three apprenticeships (including an Apprentice and Local Labour Scheme Contribution of £16,500); and various highway matters including the on-street loading bay, three street trees, and visitor cycle parking on the highway (via a s.278 agreement).

83. It is clear from the Council's CIL Compliance Schedule that the various Obligations have a proper policy basis and use credible multipliers to arrive at the levels of financial contribution. The appellant accepts in the SoCG that these Obligations should be imposed in the event planning permission is granted for the scheme. On my analysis, all the Obligations are necessary to make the development acceptable in planning terms, are directly related to the development, and are fairly and reasonably related in scale and kind to the development. As such, they all meet the requirements of paragraph 57 of the Framework, and Regulation 122(2).

Final Conclusion

84. For the reasons given above I conclude that the appeal should be allowed.

Paul Griffiths

INSPECTOR

APPEARANCES

FOR THE LOCAL PLANNING AUTHORITY

Katherine Olley of Counsel	Instructed by the Council of the London Borough of Ealing
She called[23]	Michael Lowndes Senior Director, Lichfields

FOR STOP THE TOWERS (STT)

Nicholas Grant of Counsel	Instructed by STT
He called	Andrew Colvin[24]

FOR THE APPELLANT

Christopher Katkowski QC and Zack Simons of Counsel	Instructed by Jade Chalmers of Howard Kennedy LLP
They called[25]	Stephen Levrant Principal, Heritage Architecture Ltd
	Dr Chris Miele Senior Partner, Montagu Evans LLP
	Claire Dickinson Founding Director, Quod
	Will Edmonds Partner, Montagu Evans LLP

INTERESTED PERSONS

James Murray MP	Member of Parliament for Ealing North
Councillor Linda Burke	Council Member for Cleveland Ward
Dr Gerald Power	The Draytons Community Association
Justine Sullivan	Local Resident, Member of the Draytons Community Association, and Co-Chair of STT
Will French	Chair of Save Ealing Centre
Martin Gorst	Ealing Cycling Campaign
Peter Mynors	Ealing Cycling Campaign

[23] Katie Crosbie and Alison Luff (Council Officers both) took part in the discussions about conditions and the various obligations
[24] Recorded as having been called given the active part he took across the proceedings
[25] Matt Sealby (Operations Director, Sweco UK Ltd., Joseph John Ellis (Senior Director, RPS), Jeff Stokes (Director of DMWR Architects), and Jade Chalmers (Howard Kennedy LLP) took part in the various 'round table' sessions

INQUIRY DOCUMENTS

ID1 Council's Note on Housing Land Supply

ID2 Appearances for the appellant

ID3 Opening for the appellant

ID4 Opening for STT

ID5 Opening for the Council

ID6 Ms Sullivan's Note

ID7 Dr Power's Note

ID8 Note from Mr French (1)

ID9 Information of 'Blue Badge' applications

ID10 Ealing Cycling Club (ECC) Submissions

ID11 List of Definitions (Council)

ID12 Information on AMR

ID13 Draft condition 44

ID14 Note on density (appellant)

ID15 Note from Mr French (2)

ID16 ECC Note on draft condition 22

ID17 Affordable Housing Tables (appellant)

ID18 Response to ID15 from Mr Edmonds (appellant) (19/07/21)

ID19 Response to ID6 (appellant) (20/07/21)

ID20 Council's Maps and Tables (20/07/21)

ID21 NPPF (July 2021) Track Changes Version

ID22 Suggested Conditions v.2 (amended conditions 13, 22 and 28)

ID23 Committee Report and Minutes of Meeting relating to Perceval House

ID24 Appellant's Notes on July 2021 NPPF

ID25 Council's Note on July 2021 NPPF

ID26 STT's Note on July 2021 NPPF

ID27 Suggested Conditions v.3 (amended condition 22)

ID28 Appellant's Application for Costs

ID29 Closing (with authorities) by STT

ID30 Closing by the Council (with attachment)

ID31 Closing by the appellant

ID32 Completed Unilateral Undertaking

ID33 Site Visit Itinerary

ID34 Council's response to the appellant's application for costs

ID35 Appellant's response to ID34

Annex A: Schedule of Conditions

1) The development hereby permitted shall begin not later than three years from the date of this decision.

2) The development hereby approved shall be carried out in accordance with the following approved plans: 3545-PL-100 Rev A (Site Location Plan); 3545-PL-101 Rev A (Block Plan); 3545-PL-102 Rev A (Site Location & Ownership Plan); 3545-PL-103 Rev / (Existing Elevations); 3545-PL-104 Rev A (Existing Sections); 3545-PL-105 Rev B (Proposed Site Plan); 3545-PL-106 Rev B (Proposed Basement Plan); 3545-PL-107 Rev C (Proposed Ground Floor Plan); 3545-PL-108 Rev A (Proposed Mezzanine Floor Plan); 3545-PL-109 Rev A (Proposed 1st -12th Floor Plan); 3545-PL-110 Rev A (Proposed 13th Floor Plan); 3545-PL-111 Rev A (Proposed 14th &15th Floor Plan); 3545-PL-112 Rev A (Proposed 16th -18th Floor Plan); 3545-PL-113 Rev / (Proposed Roof Plan); 3545-PL-114 Rev B (Proposed North Elevation); 3545-PL-115 Rev B (Proposed South Elevation); 3545-PL-116 Rev B (Proposed East & West Elevation); and 3545-PL-117 Rev / (Proposed Sections AA & BB).

3) Prior to the commencement of demolition, a detailed site demolition method statement and management plan shall be submitted to and approved in writing by the local planning authority. The submission shall specifically consider a joint approach with the construction of any approved development on the adjoining site to minimise highways and amenity impacts of this busy location. The submitted details shall include the following: (a) the number of on-site construction workers and details of the transport options and parking facilities for them; (b) details of working hours and all associated activities audible beyond the site boundary restricted to 0800-1800hrs Mondays to Fridays and 0800-1300 Saturdays; (c) anticipated route, number, frequency and size of vehicles entering/exiting the site per day; (d) delivery times, locations and booking system (which is to be staggered to avoid morning and afternoon school-run peak periods); (e) route and location of site access for construction traffic and associated signage; (f) management of consolidated or re-timed trips; (g) details of noise and vibration mitigation measures and monitoring arrangements for noise and vibration by suitably qualified noise specialists. Noise and vibration mitigation measures must accord with the Mayor's 'Best Practice Guidance' and Approved CoP BS 5228-1 and -2:2009+A1:2014; (h) details of site security, temporary lighting and the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate; (i) secure, off-street loading and drop-off facilities; (j) wheel washing provisions; (k) vehicle manoeuvring and turning, including swept path diagrams to demonstrate how construction vehicles will access the site and be able to turn into and emerge from the site in forward gear and including details of any temporary vehicle access points; (l) details as to the location(s) for storage of materials, plant and construction debris and contractors' welfare facilities and offices; (m) procedures for on-site contractors to deal with complaints from members of the public; (n) measures to consult cyclists, disabled people and the local schools with regard to delivery times and necessary diversions; (o) details of all pedestrian and cyclist diversions; (p) a commitment to be part of Considerate Constructors Scheme; (q) confirmation of use of TfL's

Freight Operator Recognition Scheme (FORS) or similar; (r) submission of evidence of the condition of the highway prior to-demolition and a commitment to make good any damages caused during demolition; (s) details of parking restrictions which may need to be implemented during demolition work; and (v) resident prior notification arrangements of when any heavy machinery work will be undertaken on site. Prior to the commencement of any demolition work, all sensitive properties surrounding the site shall be notified in writing of the nature and duration of the works to be undertaken, and the name and address of a responsible person to whom enquiries/complaints should be directed. These details shall also be displayed at regular intervals around the site construction compound. The development shall be carried out strictly in accordance with the details so approved. Any areas to be used for the storage of building materials or other site activities outside of the relevant phase of the development shall be returned to the original condition immediately following the practical completion of the works. Such details shall be implemented, and phasing agreed in writing, prior to the commencement of works on site and thereafter retained for the duration of the works.

4) Prior to the commencement of development, a detailed site construction method statement and management plan shall be submitted to and approved in writing by the local planning authority. The submitted details shall include the following: (a) the number of on-site construction workers and details of the transport options and parking facilities for them; (b) details of working hours and all associated activities audible beyond the site boundary restricted to 0800-1800hrs Mondays to Fridays, 0800-1300 Saturdays; (c) anticipated route, number, frequency and size of vehicles entering/exiting the site per day; (d) delivery times, locations and booking system (which is to be staggered to avoid morning and afternoon school-run peak periods); (e) route and location of site access for construction traffic and associated signage; (f) management of consolidated or re-timed trips; (g) details of noise and vibration mitigation measures and monitoring arrangements for noise and vibration by suitably qualified noise specialists. Noise and vibration mitigation measures must accord with the Mayor's 'Best Practice Guidance' and Approved CoP BS 5228-1 and -2:2009+A1:2014; (h) details of site security, temporary lighting and the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate; (i) secure, off-street loading and drop-off facilities; (j) wheel washing provisions; (k) vehicle manoeuvring and turning, including swept path diagrams to demonstrate how construction vehicles will access the site and be able to turn into and emerge from the site in forward gear and including details of any temporary vehicle access points; (l) details as to the location(s) for storage of materials, plant and construction debris and contractors' welfare facilities and offices; (m) procedures for on-site contractors to deal with complaints from members of the public; (n) measures to consult cyclists, disabled people and the local schools with regard to delivery times and necessary diversions; (o) details of all pedestrian and cyclist diversions; (p) a commitment to be part of Considerate Constructors Scheme; (q) confirmation of use of TfL's Freight Operator Recognition Scheme (FORS) or similar; (r) the submission of evidence of the condition of the highway prior to-

demolition and a commitment to make good any damages caused during demolition; (s) details of parking restrictions which may need to be implemented during demolition work; and (v) resident prior notification arrangements of when any heavy machinery work will be undertaken on site. Prior to the commencement of any construction work, all sensitive properties surrounding the site shall be notified in writing of the nature and duration of the works to be undertaken, and the name and address of a responsible person to whom enquiries / complaints should be directed. These details shall also be displayed at regular intervals around the site construction compound. The development shall be carried out strictly in accordance with the details so approved. Any areas to be used for the storage of building materials or other site activities outside of the relevant phase of the development shall be returned to the original condition immediately following the practical completion of the works. Such details shall be implemented, and phasing agreed in writing, prior to the commencement of works on site and thereafter retained for the duration of the works.

5) Before the development is commenced (including demolition and site clearance), an Air Quality and Dust Management Plan (AQDMP) that includes an Air Quality (Dust) Risk Assessment shall be produced in accordance with current guidance 'The Control of Dust and Emissions during Construction and Demolition' SPG (GLA July 2014), for the existing site and the proposed development. A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the local planning authority prior to the commencement of any works on the site. Development shall be carried out in accordance with the approved details.

6) All Non-Road Mobile Machinery (NRMM) to be used in the development site shall meet as a minimum the Stage IIIB emission criteria of Directive 97/68/EC and its subsequent amendments, unless it can be demonstrated that Stage IIIB equipment is not available. An inventory of all NRMM shall be registered on the NRMM register at https://nrmm.london/user-nrmm/register. All NRMM shall be regularly serviced, and service logs kept on site for inspection. Records shall be kept on site detailing proof of emissions standards for all equipment.

7) Prior to the commencement of the superstructure works, details of the installation in the dwellings of a filtered fresh air ventilation system capable of mitigating elevated concentrations of nitrogen oxides and particulate matter in the external air shall be submitted to and approved by the local planning authority. The details to be submitted shall include the arrangements for continuously maintaining the operational efficiency of the system. The ventilation system shall be completed in accordance with the submitted details prior to occupation and retained as such thereafter.

8) Prior to the commencement of any works on site (other than demolition and site clearance) and based on an approved conceptual site model (contained within an approved desk study phase 1 report IDOM /Merebrook report DS21741-18-254 Rev02 2020), the site and any previously inaccessible ground shall be investigated. The site conceptual model shall be amended based on the findings of the intrusive site investigation and the risks to identified receptors updated. This

assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. The findings of the site investigation and proposed remedial options shall be submitted to the local planning authority for approval in writing prior to any remedial works and/or any development works commencing.

9) A detailed remediation scheme to bring the site to a condition suitable for the intended use shall be submitted to and subject to the approval in writing of the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, other than that required to carry out remediation works.

10) Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the local planning authority. The verification report submitted shall be in accordance with the latest Environment Agency guidance and industry best practice.

11) Prior to commencement of the development hereby approved (excluding demolition and site clearance) a detailed surface water drainage design (including relevant specifications), and a maintenance plan, shall be submitted and approved in writing by the local planning authority (in consultation with the Lead Local Flood Authority). The development shall be carried out strictly in accordance with the approved detailed drainage scheme.

12) The development shall be implemented in accordance with the Fire Safety Statement (Rev 07) prepared by MLM Group, dated 18 September 2020.

13) Prior to the commencement of the superstructure works a noise assessment having regard to the mitigation recommendations in the report entitled 'Noise and Vibration Impact Assessment prepared by MLM, dated April 2020 (Revision 2)' (according to the assessment standard of the Council's interim SPG10) shall be submitted to the local planning authority for approval in writing, of external noise levels from transport and industrial/commercial/cultural sources (including reflected and re-radiated noise where appropriate). Details shall include the sound insulation of the building envelope including glazing specifications (laboratory tested including frames, seals and any integral ventilators, approved in accordance with BS EN ISO 10140-2:2010) and of acoustically attenuated mechanical ventilation and cooling as necessary (with air intake from the cleanest aspect of the building and details of self-noise) to achieve internal room- and (if provided) external amenity noise standards in accordance with the standards of SPG10 and internal noise criteria of BS8233:2014. A post installation sound assessment shall be carried out where required to confirm compliance with the Council's assessment standard and noise criteria. Details of the post installation test shall be submitted for the Council's approval before the premises are occupied and additional steps shall be taken as

necessary to minimise noise. Details of best practicable mitigation measures shall also be submitted for external amenity spaces to achieve these criteria. Approved details shall be implemented prior to occupation of the development and retained as such thereafter.

14) The site is within the worst mode aircraft 1-day noise contour predicted for 2016 (60 dB). Prior to commencement of the superstructure works, details shall be submitted for approval by the local planning authority in writing, for the insulation of the building envelope, with windows shut and other means of ventilation provided, which will achieve the internal criteria for sensitive rooms, as specified in Supplementary Planning Guidance 10. The details should also include the provision of alternative means of ventilation in accordance with authority's criteria. The works shall be completed before occupation and permanently retained thereafter.

15) Prior to commencement of the superstructure works, details shall be submitted to the local planning authority for approval in writing, of an enhanced sound insulation value of at least 5dB above the maximum Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/uses in adjoining dwellings/areas, namely, any kitchen/living/dining/bathroom adjoining the bedroom of a separate dwelling. The assessment and mitigation measures shall be based on standards of the Council's SPG10. Approved details shall be implemented prior to occupation of the development and permanently retained thereafter.

16) Prior to commencement of the superstructure works, details shall be submitted to the local planning authority for approval in writing, of an enhanced sound insulation value of at least 10dB above the Building Regulations value for residential use, of the floor/ceiling/walls separating lifts and other communal facilities and areas (eg bin stores, bike stores, etc) from dwellings. Details shall include the installation method and materials of separating structures and, where necessary, additional mitigation measures and the resulting sound insulation value and internal sound level. The assessment and mitigation measures shall be based on standards of the Council's SPG10 and internal noise criteria of BS8233:2014. Approved details shall be implemented prior to occupation of the development and retained as such thereafter.

17) Prior to commencement of the superstructure works, details shall be submitted to the local planning authority for approval in writing, of the sound insulation value of the floor/ceiling/walls separating plant rooms and other non-residential parts of the development from dwellings. Details shall demonstrate that the sound insulation value is enhanced by at least 15dB above the Building Regulations value for residential use (as appropriate) and that, where necessary, additional mitigation measures are implemented to contain non-residential noise. The assessment and mitigation measures shall be based on standards of the Council's SPG10 and the criteria of BS8233:2014. Approved details shall be implemented prior to occupation of the development and retained as such thereafter.

18) The individual and combined external sound level emitted from plant, machinery or equipment at the development site shall be lower than the lowest existing background sound level by at least 10dBA, as measured

at/calculated to the nearest and/or most affected noise sensitive premises at the development site and at surrounding premises. The assessment shall be made in accordance with BS4142:2014, with all machinery operating together at maximum capacity. A post-installation sound assessment shall be carried out to confirm compliance with the noise criteria and any additional steps required to mitigate noise shall be taken, as necessary. Approved details shall be implemented prior to occupation and permanently retained thereafter.

19) Prior to use, machinery, plant or equipment/extraction/ventilation system and ducting at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

20) Prior to commencement of the superstructure works details of the materials to be used for the external surfaces of the development shall be submitted to and approved in writing by the local planning authority. This condition shall apply notwithstanding any indications as to these matters which have been given in this application. Development shall be carried out only in accordance with the approved details and retained as such thereafter.

21) Notwithstanding the submitted Framework Delivery and Servicing Management Plan, a detailed Delivery and Servicing Management Plan shall be submitted to and approved in writing by the local planning authority prior to first occupation of any part of the development. The development shall be operated in accordance with the approved Delivery and Servicing Management Plan thereafter.

22) At least 249 long stay secure and sheltered cycle parking spaces shall be provided in full accordance with the standards and specifications of the London Cycle Design Standards (LCDS), including at least 13 larger bike spaces. All the cycle parking, and the dedicated LCDS compliant cycle lift, shall be available for use prior to first occupation of the residential development, and retained as such thereafter.

23) Notwithstanding the submitted Framework Travel Plan, a revised and detailed Travel Plan shall be submitted to and approved in writing by the local planning authority before first occupation of any part of the development. The Travel Plan shall include an increased modal split target for cycle trips and for public transport trips. The Travel Plan shall be prepared in accordance with the TfL Travel Plan Guidance and the Council's Sustainable Transport for New Development SPD in use at the time of its preparation. The development shall be carried out in accordance with the approved Travel Plan.

24) The approved refuse and recycling storage provision and collection arrangements shall be put in place prior to the first occupation of the relevant use to which the store(s) serves and retained thereafter.

25) Notwithstanding the submitted information full details of hard and soft landscaping, roof garden and boundary treatments shall be submitted to and approved in writing by the local planning authority prior to first occupation. These details shall address and include (but not be limited to): (i) hard and soft landscaping works at ground level within the red-lined application site boundaries - these details shall ensure that the design is coordinated with any approved development on the adjoining

Crossrail site and highways land and include planting and soft landscaping, hardscape, cycling parking, and any other equipment including planters and furniture - details of hardscape, boundary treatment and furniture palette to include not just material and height but also specifications, and colour schemes; (ii) the boundary treatment along the Network Rail boundary should include a trespass-proof fence; the details and location of this boundary treatment needs to be agreed with Network Rail prior to submission of the detail application to the local planning authority; (iii) details of play equipment and play areas on the roof garden, showing a range of play items and play experience offered for the relevant age ranges, and also safety surfacing and barriers; (iv) the roof garden shall have a non-climbable barrier of 2.4m and any climbing aids (eg trees and furniture) need to be secured away from this barrier to prevent the risk of objects falling onto the adjacent tracks and railway platform; (v) details of a planting palette and species; (vi) details of a Landscape Management Plan to cover a minimum period of 5 years from the implementation of final planting; (vii) a full planting schedule of tree sizes, species, number of trees and locations; (viii) Details of the green roof construction and specification, together with a maintenance schedule; and (ix) submitted details should be accompanied by plans, elevations, sections, a materials schedule/samples, and other relevant specifications. The approved details of the hard landscaping, boundary treatments and play spaces shall be implemented prior to first occupation and retained thereafter. The play spaces and play equipment shall be accessible to all residents of the development. The soft landscaping details shall be laid out and planted in accordance with a timetable first submitted to and approved in writing by the local planning authority. Any trees or plants which die within 5 years of planting, are removed, or become seriously damaged or diseased shall be replaced with others of the same size and species and in the same positions within the next planting season.

26) Prior to commencement of the superstructure works, details of mitigation measures to ensure that the wind microclimate conditions of the street level entrances and pedestrian routes, would have measured comfort levels appropriate to the intended use shall be submitted to and approved in writing by the local planning authority. The approved measures shall be implemented prior to first occupation of the residential element of the development and retained thereafter.

27) Prior to first occupation of the residential part of the development details shall be submitted of mitigation measures to ensure that the wind microclimate conditions of the roof garden would have measured comfort levels that are suitable for recreation and sitting out. The approved measures for the roof garden shall be implemented prior to first occupation of the residential element of the development and retained as such thereafter. The mitigation measures for the balconies and winter gardens detailed in the Environmental Wind Study Rev 2 prepared by SLR Consulting (dated April 2020) shall be implemented prior to first occupation of the residential element of the development and retained as such thereafter.

28) The development shall incorporate the overheating and cooling measures in line with the relevant CIBSE TM49 and/or TM52 guidance and detailed

in the Dynamic Overheating Assessment submitted by MLM Consulting Engineers in September 2020.

29) A. Prior to the commencement of superstructure works the applicant shall submit for the approval of the local planning authority a detailed roof plan and accompanying report detailing the deployment of the maximum amount of PV technically possible. If the incorporation of PV is not technically possible then the report should explain in detail why not. B. Prior to first occupation the development shall implement and maintain, and in the case of energy generation equipment confirm as operational, the approved measures to achieve an overall reduction in regulated CO_2 emissions of at least 35% over Building Regulations Part L 2013. These CO_2 savings shall be achieved through the Lean, Clean, Green Energy Hierarchy as detailed in the approved Energy Statement prepared by MLM Consulting Engineers September 2020 including: (i) passive design measures to achieve an annual reduction of at least 10% in regulated carbon dioxide (CO_2) emissions over BR Part L 2013 for the residential development, and at least 15%, over Part L 2013 for the non-residential space: (ii) renewable energy equipment comprising Air Source Heat Pump(s) to achieve an annual reduction of at least 20% in regulated carbon dioxide (CO_2) emissions over Part L 2013; and (iii) heat and electric meters installed to monitor the carbon efficiency (COP) of the heat pump(s) including the heat generation and the combined parasitic loads of the heat pumps. C. Prior to commencement of construction details of the specifications, design and layout of the proposed heat pump system(s) and associated monitoring devices required to identify their efficiency (COP) shall be submitted to and approved in writing by the local planning authority. D. Prior to construction completion details of the installed renewable/low-carbon energy equipment shall be submitted to the local planning authority for approval. The details shall include the exact Heat Pump thermal kilowatt output, heat output pipe diameter(s), parasitic load supply schematics, monthly energy demand profile, and/or the exact kW capacity of PV arrays. The name and contact details of the heat pump and/or PV installation contractor(s), and if different, the commissioning electrical contractor, should be submitted to the Council along with copies of all relevant commissioning documentation. The development shall be implemented only in accordance with the approved details. E. All boilers to serve the energy requirements of the development detailed in the approved energy strategy should be specified with NOx emissions (g/m²) that are compliant with or better than the ultra-low NOx (g/m²) benchmarks as set out at Appendix 5 of the Mayor's Sustainable Design and Construction SPG. F. Within three months of the occupation/first use of the development the relevant Energy Performance Certificate (EPC) and detailed SAP Worksheets showing clearly the TER and DER, and/or the Display Energy Certificates (DEC's), accompanying Advisory Reports and detailed BRUKL modelling output reports showing clearly the TER and BER from the 'as built stage' following completion of the development, shall be submitted to, and approved by, the local planning authority in order to confirm compliance with the energy efficiency measures detailed in the approved Energy Strategy. The development shall be carried out strictly in accordance with the approved details.

30) In order to allow for post-construction energy monitoring, the developer shall upon final construction of the development, or relevant phases of the development, and prior to occupation, submit to the Council proof of a contractual arrangement with a certified contractor that provides for the ongoing, commissioning, maintenance, and repair of the renewable/low-carbon energy equipment for a period of three years from the point that the building is occupied and the equipment fully operational.

31) Prior to completion the sustainability measures detailed in the approved Sustainability Statement prepared by MLM Consulting Engineers (dated May 2020) shall be implemented and thereafter retained. The measures shall meet the requirements of local and regional planning policies and be in line with the Mayor's Sustainable Design and Construction SPG. The development shall be constructed in line with the approved energy and sustainability measures.

32) Before the development commences, a Whole Life Cycle (WLC) Carbon Assessment that demonstrates compliance with the GLA Guidance on how to calculate and reduce whole life-cycle carbon emissions to fully capture the development's carbon impact shall be submitted to and approved in writing by the local planning authority. Development shall be carried out and operated in accordance with the approved details.

33) Prior to commencement of the superstructure works details demonstrating how the plantroom layout in the basement would facilitate future connection to an offsite District Heat Network (DHN) shall be submitted to and approved in writing by the local planning authority. The approved and safeguarded floor area and connection point shall be made available for future connection to an off-site network at least three months before the DHN becomes operational.

34) The passenger and cycle lifts shall be installed and operational prior to the first residential occupation of the development and retained as such thereafter.

35) One hundred and twenty-nine (129) of the approved residential dwellings shall be designed and constructed to meet Approved Document M (Volume 1: Dwellings), Part M4(2) (Accessible and Adaptable Dwellings) of Building Regulations 2015, or other such relevant technical requirements in use at the time of the construction of the development.

36) Fifteen (15) of the approved residential dwellings shall be designed and constructed to meet Approved Document M (Volume 1: Dwellings), Part M4(3) (Wheelchair User Dwellings) of Building Regulations 2015, or other such relevant technical standards in use at the time of the construction of the development.

37) External artificial lighting at the development shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the Institution of Lighting Professionals in the 'Guidance Notes for The Reduction of Light Pollution 2011'. Lighting should be minimised, and glare and sky glow should be prevented by correctly using, locating, aiming, and shielding luminaires, in accordance with the Guidance Notes.

38) The hours of business use for the ground floor flexible-use commercial units (A1 or A2 or A3 or D1 or D2 Use Classes) hereby approved shall be restricted to the period 0730 – 2200 hours each day.

39) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any subsequent order revoking and re-enacting that Order with or without modifications), the ground floor commercial units shall not be subdivided and shall only be used for A1 or A2 or A3 or D1 or D2 Use Class activities and not for any other use.

40) No properties shall be occupied until confirmation has been provided to the local planning authority that either: (i) all water network upgrades required to accommodate the additional flows to serve the development have been completed; or (ii) a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

41) No development shall take place (including demolition) until details of the new boundary treatment between the site and the property of Network Rail adjacent have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

42) All balconies on the eastern tip of the building shall have glazed screening that is fixed in place to prevent opportunities for objects to fall on to or towards the railway. All windows and winter gardens that open on the southern façade of the building shall be fixed with bottom-hung inward opening windows as shown on the approved plans.

43) The development must achieve Secured by Design accreditation prior to first occupation.

44) External materials including glazing shall be fully compliant with the principles in the submitted report entitled 'Reflected Solar Glare' (12 August 2020) and be retained as such thereafter.

Appendix 3: Extract from the Planning and Tall Building Statement provided in support of the application for 2-4 Chester Road

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2-4 Chester Road, Manchester

Planning and Tall Building Statement

September 2016

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1 Introduction

Introduction

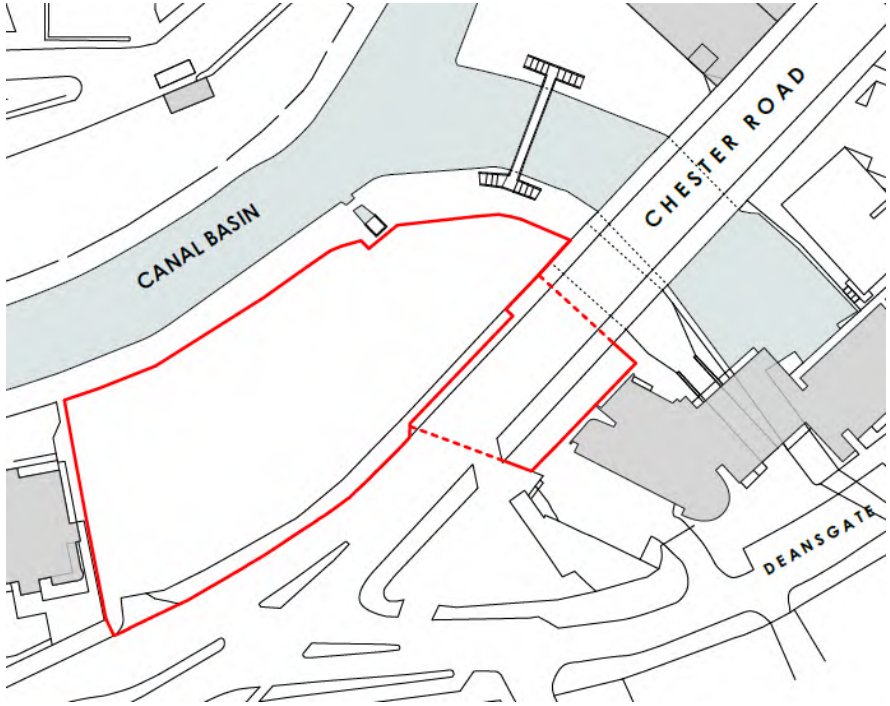
1.1 This Planning and Tall Building Statement (the "Statement") accompanies an application for full Planning Permission, submitted to Manchester City Council (MCC) on behalf of Castlefield Developments (Manchester) Ltd (the "Applicant"), in respect of the redevelopment of 2-4 Chester Road in Manchester City Centre for the construction of two residential buildings and ancillary amenity facilities for residents including a swimming pool, landscaped terrace and gym.

1.2 The purpose of this Statement is twofold; to present the proposals in their local urban context and assess the extent to which they are considered to be appropriate in relation to relevant Guidance and Policy criteria, namely: Historic England's Advice Note 4 *Tall Buildings;* and, Manchester City Council's Core Strategy Policy EN2 which sets out criteria for assessing tall building proposals. Secondly, this Statement provides details regarding the wider surrounding context and how the proposals relate to both national and local planning policy, as well as identifying the site specific issues which have been considered in the assessment of the proposals.

1.3 The site has been vacant and cleared for approximately nine years following the demolition of the Quay Bar. The site is currently underutilised and in need of regeneration to enable the site to realise its full potential as a key contributor to the city centre economy.

1.4 It covers an area of 0.37 ha and is bounded by the Bridgewater Canal to the north, Chester Road to the south, and Castlegate apartments to the west (refer to Figure 1.1).

Figure 1.1 – Site Location Plan



1.5 The site is located in the Castlefield Basin within the south west of the city centre, and forms an important part of the entry sequence into the city centre from South Manchester. The site is also in close proximity to adjoining regeneration initiatives at St John's, Water Street, Great Jackson Street and Hulme.

1.6 The proposals provide a remarkable opportunity to deliver a very high quality residential development that will add value to the city centre's housing offer and secure the high quality regeneration of this site in a way that enhances the character and appearance of the Castlefield Conservation Area.

The Proposals

1.7 The proposed development comprises the following elements:

- 188 high quality residential apartments.
- Mix of one, two and three bed apartments that meet or exceed the nationally described space standards for apartments in accordance with Manchester's Draft Residential Quality Guidance.
- Ancillary amenity facilities for residents including, a gym, swimming pool, lounge, meeting rooms and landscaped terrace.
- Two new pedestrian connections between Chester Road and the Castlefield Basin and improved public realm along Chester Road.
- Basement car parking.
- Secure cycle parking.

1.8 The description of development as described in the planning application form is as follows:

"Construction of two residential buildings including ancillary amenity facilities for residents including a gym, landscaped terrace and swimming pool, new public realm and landscaping including two new pedestrian connections to the Castlefield Basin from Chester Road, basement car parking and related highway, access, servicing and associated works."

1.9 A detailed description of the proposals is provided in Chapter 4 of this Statement and within the Design and Access Statement.

1.10 The site's suitability for a landmark residential development has previously been tested through the planning process. In December 2003 Planning Permission was granted for a scheme which comprised a 12 and 10 storey development comprising 97 flats and basement car parking (Ref: 069206/FO/2003/C3). Pre-application consultation also took place on a subsequent scheme for a 9-19 storey residential development which was supported in principle – further details are provided in Section 3.

1.11 The proposed use for residential led development very much complements the City's identified need for new homes and accelerated delivery. The City anticipates that over the next decade (2015-2025) a minimum of 25,000 homes will be required across the City (Residential Growth Strategy (2016)). Manchester City Council acknowledge that that there is a need to deliver new residential development in the city centre to satisfy the demand that has built during the economic downturn as new residential development activity subsided and Manchester's population has continued to grow (growth that is projected to continue into the future).

1.12 There is an important link between economic growth, regeneration and the provision of new residential development. As Manchester moves into its next phase of economic growth, further provision in the city centre is required to fuel and complement the significant economic growth of the City. The form of product is very much one that has been identified as part of the solution.

1.13 The site is located within an existing residential neighbourhood forming part of the Castlefield Basin which is a heritage attraction in its own right and offers a variety of bars and restaurants which are popular with the local community and the general public. The site also benefits from close proximity to public transport, employment opportunities and the amenities and facilities offered by the city centre, including the variety of civic, cultural and leisure facilities. Together, these attributes will make a very popular residential location.

Key Benefits

1.14 The proposals will deliver significant benefits, including:

- The redevelopment of a key strategic site that is one of last remaining development plots in the Castlefield Basin. It will transform an unsightly plot that has been hoarded for 9 years in an established residential neighbourhood.

3 Site and Surroundings

Site Description

3.1 The site covers an area of 0.37 ha and is bounded by the Bridgewater Canal to the north, Chester Road to the south, and Castlegate apartments to the west (refer to Figure 1.1).

3.2 The site is vacant and cleared with some building rubble remaining and is hoarded by close boarded fencing to prevent access into the site. It was previously partially occupied by Quay Bar until this building was demolished in 2007. The site has been cleared and vacant since this time.

3.3 The southern and eastern boundaries are defined by a brick wall and three boarded up arches sit below Chester Road and link through to Old Deansgate.

3.4 The site has some pockets of scrub and two groups of trees within the site boundary. The trees are graded as Category C or to be removed (Category U). There are also two rows of street trees along the canal edge outside the site boundary which will be retained as part of the proposal.

3.5 The main point of access into the site is taken from Chester Road, however, as the site is currently hoarded, this access is not currently utilised.

3.6 The site is an unsightly, underutilised, brownfield site that currently detracts from the character and appearance of the Castlefield Conservation Area.

3.7 The site is located within the Castlefield Basin, an established residential neighbourhood with numerous bars and restaurants frequented by the local community as well as being a draw for the general public.

3.8 The Castlefield area is also adjacent to a number of priority regeneration areas - St John's, Water Street and Great Jackson Street.

3.9 The Site has an excellent location on the south side of the city centre, being near to the transport hubs of Deansgate train station, and the Deansgate/Castlefield Metrolink station. It is also within walking distance to the services and facilities offered by Manchester City Centre.

Environmental Designations

Heritage

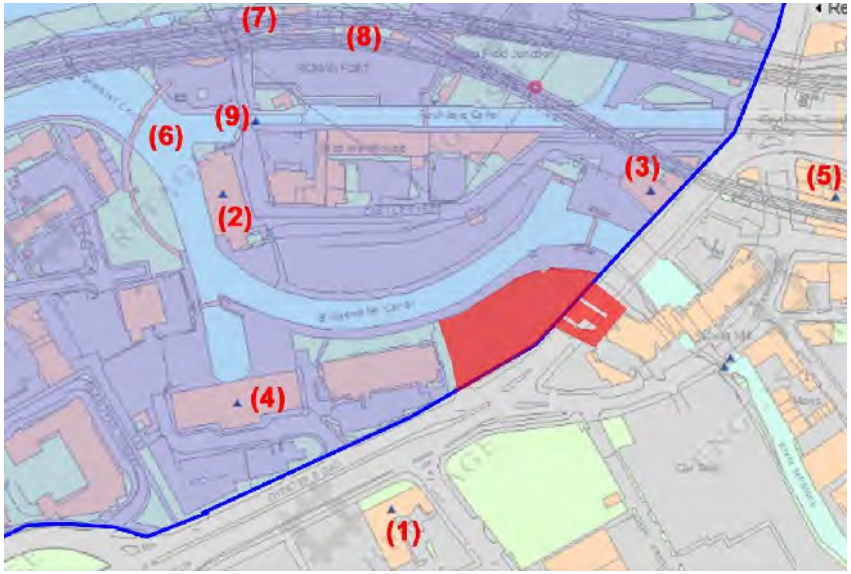
3.10 The site is located within the Castlefield Conservation Area.

3.11 There are 9 listed buildings and one Scheduled Ancient Monument within a 250m radius of the site:

- Bridgewater Canal Offices, Grade II
- Merchant's Warehouse, Castle Street (west side), Grade II
- Deansgate Chapel Offices (former congregational chapel), Grade II
- Middle Warehouse, Grade II
- Knott Mill Station, Whitworth Street West, Grade II
- Bridgewater Canal, Canal Basin at Potato Wharf, Potato Wharf (east side), Grade II
- Castlefield railway viaduct from Manchester Central to Dawson St, Grade II
- Manchester South Junction and Altrincham Railway, Grade II
- Rochdale canal lock number 92 and Castle Street Bridge, Grade II

3.12 A plan identifying the Listed Buildings and Conservation Area boundary is provided at Figure 3.1.

Figure 3.1 - Illustrates the location of the Listed Buildings within 250 m of the site (shaded red). The Castlefield Conservation Area is shaded in blue.

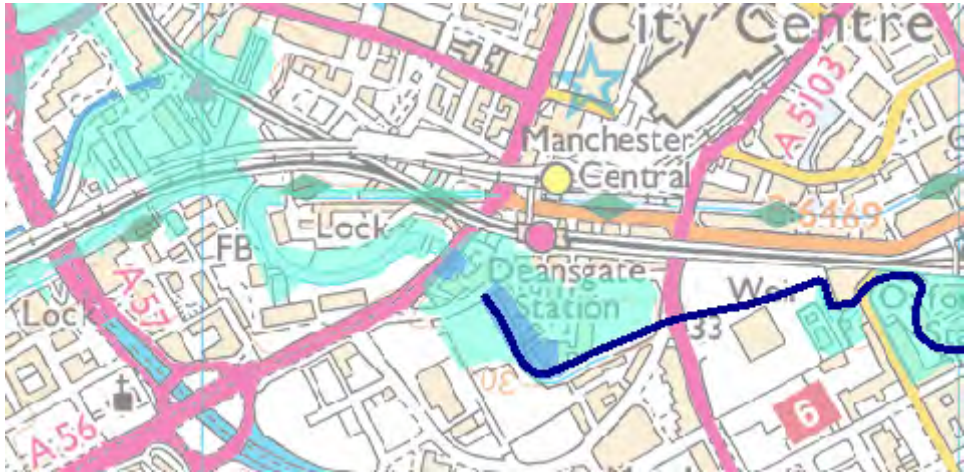


3.13 A detailed description of these heritage assets is provided within Chapter 7 Built Heritage of the Environmental Statement (ES) and the Heritage Statement appended to the ES submitted in support of this application.

Flooding

3.14 Based on the Environment Agency's Flood Map, the site is located within Flood Zone 1, and is within close proximity to the Bridgewater Canal which lies within Flood Zone 2 (refer to Figure 3.2). Further information is contained within the Drainage and Flood Risk Strategy.

Figure 3.2 – Extract from the Environment Agency's Flood Map



Ecology

3.15 The site is not located within a statutory or non-statutory nature conservation site and no record of protected or notable species have been found at the site.

Transport and Accessibility

3.16 The site is located in a highly accessible location within Manchester City Centre and benefits from excellent public transport links.

3.17 The Metrolink route and the Deansgate Castlefield Metrolink stop lie just 0.2 miles to the north of the site providing access to a range of destinations across Greater Manchester. Oxford Road and Deansgate train stations and major bus corridors are all within walking distance. The site is within easy access of the City's Inner Ring Road which connects with key arterial routes leading to the strategic motorway network.

3.18 Manchester Airport, the City's international gateway is within easy reach, as are the City's main rail and motorway connections. There is major committed investment in public transport infrastructure coming forward

which will serve to further enhance the accessibility of this area and the city centre as a whole, providing an important foundation and opportunity for its further, accelerated economic growth during the next cycle.

3.19 The site's accessibility will be further strengthened by committed investments in public transport, including:

- The site is located within a 10 minute walk from the Oxford Road bus corridor, which will benefit from the Cross City Bus Priority Package works. These works will enable more people to enjoy faster, more punctual and more reliable bus services from a wider area across Greater Manchester, to and from Manchester and through the heart of the city centre.
- Second City Crossing - an expanded Metrolink network will deliver new and enhanced connections across the City.
- HS2 – strengthening connectivity from Birmingham to Manchester.

3.20 Major investment in Deansgate / Castlefield Metrolink and Deansgate Station is now complete offering a significantly improved gateway into this part of the city centre.

Planning History

3.21 A planning history search for the site has been undertaken using Manchester City Council's Public Access system.

3.22 The site has been the subject of a number of development proposals for residential and residential-led mixed use schemes.

3.23 In December 2003, permission was granted on the site adjacent to Quay Bar (before it was demolished) for a scheme which comprised a 12 and 10 storey development comprising 97 flats and basement car parking (069206/FO/2003/C3).

3.24 Following the demolition of Quay Bar, a new scheme was worked up for the whole site which comprised three new buildings ranging from 9-19 storeys in height. A series of pre-application meetings took place with Manchester City Council and Historic England who supported the scheme in principle which included a proposed tall building on the northern edge of the site.

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No party other than Castlefield Developments (Manchester) Ltd [the applicant] is entitled to rely on the report for any purpose whatsoever and thus we accept no liability to any other party who is shown or gains access to this document.

The information contained within this report is provided to assist Castlefield Developments (Manchester) Ltd [the applicant] with this Planning Application. The report makes use of a range of third party data sources. Whilst every reasonable care has been taken in compiling this report, Deloitte LLP cannot guarantee its accuracy.

Appendix 4: Supporting DAS to the 34 Great Jackson Street scheme

Park Place: Great Jackson Street, Manchester
Design+**Access** Statement

Rev. P2 03/2021



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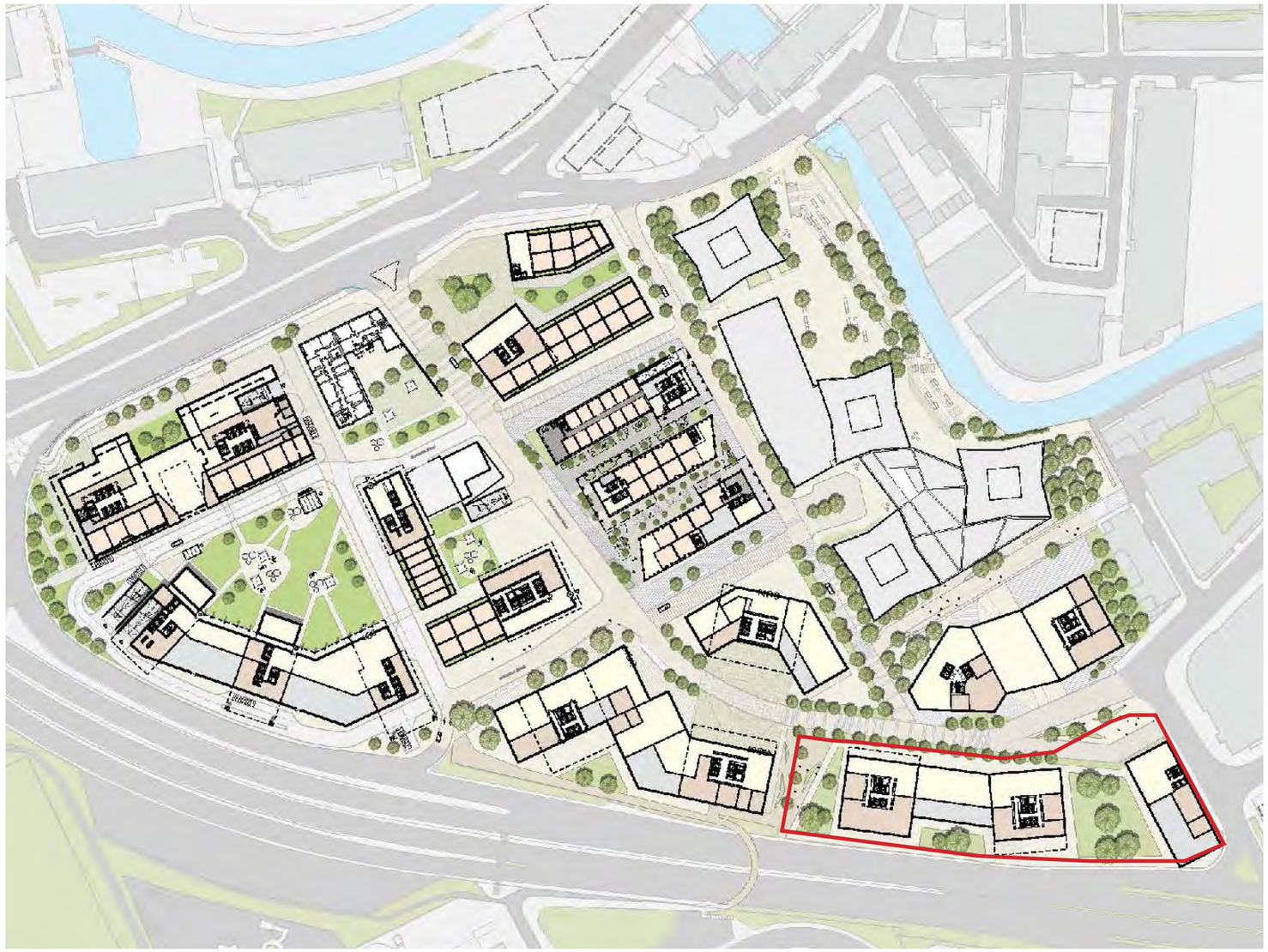

ANCOATS
NORTHERN QUARTER
PICCADILLY GARDENS
SPINNINGFIELDS
CIVIC QUARTER
PICCADILLY STATION
THE GAY VILLAGE
MANCHESTER CENTRAL
CASTLEFIELD BASIN
GREAT JACKSON STREET SRF
PARK PLACE
FIRST STREET
OXFORD ROAD CORRIDOR
HULME PARK
REDBRICKS



Model of Great Jackson Street SRF with Park Place (Plot G) proposals

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Proposed Great Jackson Street Development, taken from the 'Great Jackson Street Strategic Regeneration Framework' document produced by Deloitte and Simpson Haugh + Partners

Framework proposal for Park Place, (Plot G)

Introduction

1.0

Statement

1.1

This Design and Access Statement accompanies an application for full Planning Permission, submitted to Manchester City Council (MCC) on behalf of Great Jackson St Estates Ltd (the "Applicant"), for the development of land within the Great Jackson Street Strategic Regeneration Framework bound by Great Jackson Street, City Road East, Garwood Street and the Mancunian Way in the South West part of Manchester City Centre for predominantly residential uses.

Project Team

1.2

The Applicant has collated a comprehensive design team to ensure the proposals submitted for planning approval are fully considered, coordinated and deliverable.

Architect	Hodder + Partners
Structural Engineer	Civic Engineering
M&E Engineer	Clancy Consulting
Landscape Architect	Layer
Fire Engineer	JGA
Heritage Consultant	Heritage Architecture
Planning Consultant	Deloitte Real Estate
Traffic Consultant	Curtins
Ecologist	Urban Green
Arboriculturalist	Bowland Tree Consultancy
Townscape Visual Impact	Chris Burnett Associates
CGI	Ambiente
Sustainability	Element Sustainability
Air Quality	Ensafe
Acoustic Consultant	Sandy Brown
Wind Consultant	Urban Microclimate
Cost Consultant	Edmund Shipway
Daylight and Sunlight	AA Projects
Crime Impact Assessment	Wardell Armstrong
TV and Signal Impact	GTech
Aircraft Safety	Pager Power
Viability	Gerald Eve

Consultations

1.3

The design team have had three consultations with Head of Development for Manchester, David Roscoe, to introduce the design and run through the key drivers and attributes of the scheme.

At the second consultation the quantum of apartments was discussed in relation to anticipated costs for a required sewer diversion, at this meeting it was agreed that the overall number of apartments would increase from the SRF figure of 580 to 620.

A public consultation was also held on 3rd April 2019 between 2 and 7pm at Innside Hotel, First Street.

At the third consultation with Manchester City Council in May 2020, site conctraints and viability issues were further discussed with options to increase the development density to help address substantially higher than expected site abnormal costs.

The amended scheme was presented to Deansgate ward councillors at a virtual meeting on 10 November 2020.



1. Great Marlborough Street



2 Motel One



3. Cambridge Street



4. Water Street

Introduction

Architectural Commission

1.4

Hodder + Partners was approached by Great Jackson St Estates Ltd in order to attain a scheme that was driven by architectural intent and material quality, setting a quality precedent for the future schemes within the Great Jackson Street Strategic Regeneration Framework to follow. The aims of the project were to:

+ Use the desired principles set out within the Great Jackson Street SRF to develop a residential - led scheme to enhance the area.

+ Facilitate greater connectivity across the Great Jackson Street area to serve routes between Hulme and the city centre.

Relevant Experience

1.5

+ Motel One, Manchester
  Value: £16m
  Date: 2014
  Description: Hodder + Partners won an architectural competition organized by Olympian Homes in November 2011 to design a 330 bed hotel with bar and breakfast facilities for Motel One, a German hotel operator with a philosophy to provide a high quality hotel product at an affordable price.

+ Great Marlborough Street, Manchester
  Value: £28.5m
  Date: 2012
  Awards: RIBA North West Award 2013 and MSA Award for Large Scale Residential Development 2013
  Description: Great Marlborough Street is a 37 storey tower for 540 postgraduate, mature and international students adjacent to the Higher Education Precinct in the city of Manchester.

+ Cambridge Street, Manchester
  Value: Undisclosed
  Date: 2017
  Description: Residential Development comprising 282 apartments with ground floor commercial uses split between two blocks, stepping from 28 to 21 storeys above ground at their highest points.

+ Water Street, Manchester
  Value: Undisclosed
  Date: 2017
  Description: Residential development consisting of 301 apartments, reaching 26 storeys above ground and stepping down to 6 storeys to in response to adjacent Vie Building



Existing view from Hulme Park

Introduction

Proposal

1.6

The proposed, residential led, mixed use development provides the following:

- 1037 studios, one, two and three-bed apartments, townhouses and duplexes (Use Class C3);
- One commercial / social infrastructure unit comprising 180 sq. m. (GIA) of floorspace (Use Class E);
- 236 car parking spaces arranged across ground level and 3 basement car park levels, including 17 spaces for the disabled;
- 1040 internal cycle spaces with additional spaces within the external landscaping;
- Residential amenity space and external roof top gardens.

The residential element of the scheme is split between two buildings of 56 storeys that are separated by landscaped public realm. Townhouses, commercial space, residential amenity, car parking and plant are located across ground, first and basement floor levels.

The site is located within the city centre fringe and is within 15 minutes walking distance of the city core, Deansgate and Oxford Road Station. It is therefore ideally located for residents to use public transport, cycle or walk, which supports the shift towards more sustainable forms of transport and active travel.



3D view of the indicative Great Jackson Street Development, taken from the 'Great Jackson Street Strategic Development Framework' Document produced by Deloitte and Simpson Haugh + Partners

Framework proposal for Park Place, (Plot G)

Relevant Planning Policy

Planning policy which has been considered as part of the preparation of the planning application, including a review of national and local planning policies as well as other relevant guidance, where appropriate.

In this case, the Development Plan comprises:

+ Manchester Core Strategy.
+ Manchester Unitary Development Plan Saved Policies.

In addition, at the national level and City Regional level, the National Planning Policy Framework, March 2012 ("NPPF"), associated National Planning Policy Guidance 2014 ("NPPG"), and Greater Manchester Growth Strategy represent important further material considerations.

National Planning Policy

The Government is committed to a plan-led system of development control, which was given statutory force by Section 38(6) of the 2004 Planning and Compulsory Purchase Act. Where an adopted or approved development plan contains relevant policies, Section 38(6) requires that an application for planning permission or an appeal shall be determined in accordance with the plan, unless material considerations indicate otherwise.

In Manchester, the relevant development plan is the Core Strategy Development Plan Document 2012-2027 (the "Core Strategy") adopted in July 2012, saved policies from the Manchester Unitary Development Plan (UDP), adopted in July 1995.

National Planning Policy Framework (NPPF)

The NPPF articulates the priorities of the Plan for Growth within planning policy. The NPPF introduces a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up to date Development Plan. Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.



Proposed view from Hulme Park

Introduction

Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

+ making it easier for jobs to be created in cities, towns and villages;

+ moving from a net loss of bio-diversity to achieving net gains for nature;

+ replacing poor design with better design;

+ improving the conditions in which people live, work, travel and take leisure; and, widening the choice of high quality homes.

The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.

The NPPF also places emphasis on the importance of pre-application engagement with the Local Planning Authority and local community, which will help to resolve any issues and deliver more positive outcomes.

Local Planning Policy

Manchester Local Development Framework

The Local Development Framework (LDF) is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester.

Core Strategy

The Manchester Core Strategy was adopted in July 2012 and is the key, overarching DPD within the LDF. The Core Strategy has replaced significant elements of the Manchester UDP as the document that sets out the long term strategic policies for Manchester's future development and forms the framework against which, planning applications will be assessed.
The document covers a period of 15 years and outlines the Council's vision for Manchester to 2027 along with the planning policies which will be used to deliver that vision. Relevant policies are summarised within the Planning and Tall Building Statement.

Introduction

Application Documents

1.8

This Design and Access Statement should be read in conjunction with the following supporting documents submitted as part of this application:

+ Planning application form, certificates and notice schedule prepared by Hodder + Partners
+ Location Plan prepared by Hodder + Partners
+ Redline Site Plan (1:1250) prepared by Hodder + Partners
+ Drawing Schedule prepared by Hodder + Partners
+ Existing and proposed plans, section and elevations prepared by Hodder and Partners
+ Design and Access Statement prepared by Hodder + Partners
+ Landscaping Design Strategy prepared by Layer
+ Planning Statement
  Including:
  - Tall Buildings Statement
  - Consultation Statement
  prepared by Deloitte
+ Heritage Statement prepared by Stephen Levrant Heritage Architecture
+ Transport Statement and Framework Travel Plan prepared by Curtins
+ Ventilation Strategy prepared by Clancy Consulting
+ Energy Statement prepared by Clancy Consulting
+ Crime Impact Assessment prepared by Wardell Armstrong
+ Phase 1 Geo-environmental Assessment prepared by Delta Simons
+ TV and Radio Signal Reception Survey prepared by GTech
+ Broadband Connectivity Assessment prepared by GTech
+ Flood Risk Assessment and Drainage Statement prepared by Civic Engineers
+ Ecological Survey (Phase 1) prepared by Urban Green

+ Residential Management Strategy prepared by Hodder + Partners (included in this statement)
+ Waste Management Strategy prepared by Curtins
+ Acoustic Statement prepared by Sandy Brown
+ Viability Assessment prepared by Gerald Eve
+ Tree Survey and Arboricultural Impact Assessment prepared by Bowland Tree Consultancy
+ Environmental Standards Statement prepared by Element Sustainability
+ Aircraft Safety Report prepared by Pager Power
+ Environmental Impact Assessment prepared by Deloitte, including:
+ Air Quality Assessment prepared by Ensafe
+ Construction Management Plan prepared by Edmund Shipway
+ Wind Micro-climate Study prepared by Urban Microclimate
+ Daylight and Sunlight Statement prepared by AA Projects
+ Townscape Visual Impact Assessment prepared by Chris Burnett Associates

1.9 Report Structure

The remainder of this Statement is structured as follows:

+ Section 2 – provides an assessment of the application site characteristics and surrounding area and explains how the design of the proposals has evolved including a consideration of the alternatives.
+ Section 3 – provides a description of the proposed development in relation to its design, including a description of the preferred solution in relation to use, amount, layout, scale, appearance, key views and landscaping.
+ Section 4 – considers site access, including the policy context, vehicular access, and inclusive access.
+ Section 5 – provides a residential management strategy.
+ Section 6 – provides an overview of the commercial / social infrastructure space and indicative operating strategy.
+ Section 7 – contains a copy of all the architectural drawings



Aerial Photo of Site
source: Google Earth

Site Context

2.0

Site Location

2.1

The site area is approximately 0.6 hectares, it is located to the south west of Manchester City Centre and is bounded by the Mancunian Way to the south, Great Jackson Street to the north, Garwood Street to the east and a footpath connecting Great Jackson Street and the Hulme footbridge to the west.

The Great Jackson Street Masterplan is adjacent to the City's Inner Ring Road which connects with key arterial routes leading to the strategic motorway network, and is within walking distance of the city centre and Deansgate Station for connections to the extensive bus and Metrolink service in the city.

Site Description

The proposed site comprises two industrial sheds with car parking in between. The site is currently used for short stay car parking. The immediate context is undergoing significant urban renewal, with the Deansgate Square development to the north, Crown Street development to the west and, just outside the SRF area, a student residential development to the east.

Site Context

Urban Design Analysis

2.2

Topography

The application site has a level difference of approximately 1.75 metres from the low point at north west boundary corner to the south west boundary corner, providing a gradual, constant gradient.

Surrounding Land Uses

The immediate context of the Great Jackson Street Masterplan area is predominantly industrial units, vacant land used as surface car parking and sites under development including Crown Street, River Street and Deansgate Square. To the north east of the site there is a cluster of mid-rise residential developments completed in the last 15 years.

1 - City South
The site's closest neighbour is a 5 - 8 storey apartment building arranged as a courtyard block. To the North of this are a number of similar scale residential buildings. All are around 15 - 20 years old.

2 - Deansgate Square
This residential-led development of 4 towers of between 40 and 67 storeys was granted planning permission in 2016 and is currently under construction.

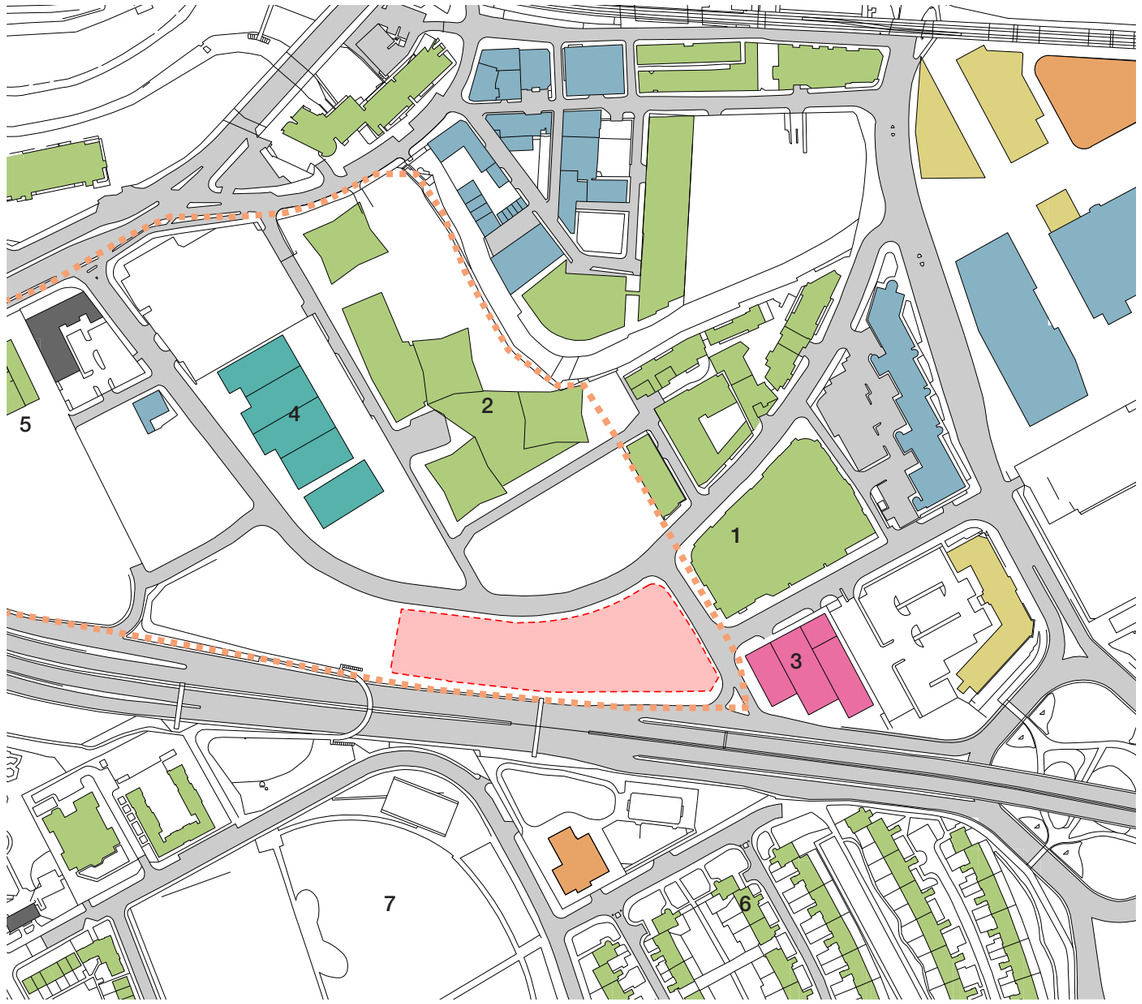
3 - River Street
Student accommodation of up to 32 storeys currently under construction.

4 - Plot E
Permission has just been granted for the demolition of these industrial buildings and erection of 3 residential towers of 18, 26 and 32 storeys.

5 - Crown Street
This residential-led development of 21 and 51 storeys is currently under construction. Phase 2 of the Crown Street development was granted planning permission in 2020.

6 - Hulme Red Bricks
Three streets of 3 storey high masionettes dating back to the 1940s.

7 - Hulme Park
29 acre park established in 2000 during the regeneration of Hulme.



Land use diagram

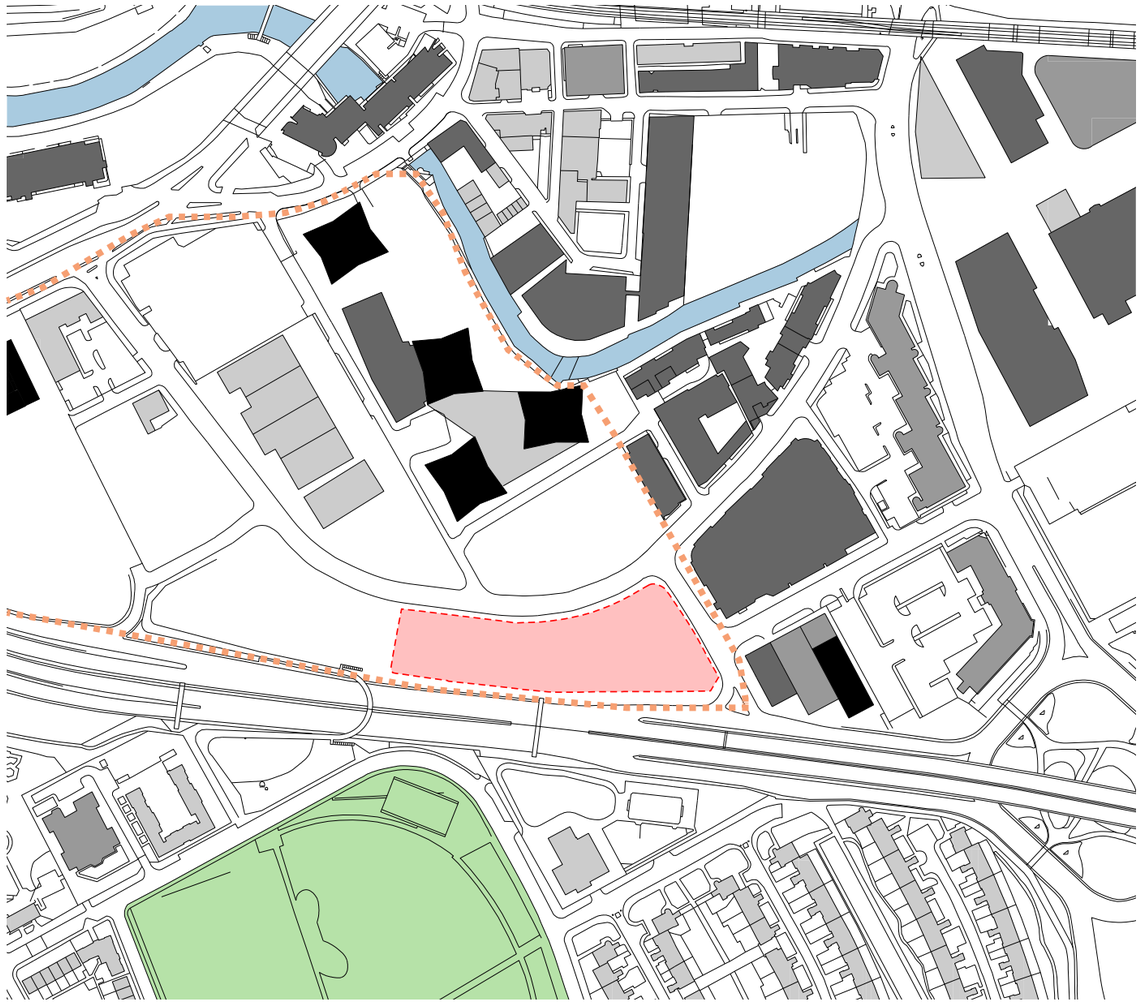
Subject Site
Public
Hotel / Leisure
Residential
Student Residential
Offices
Industrial
Derelict
SRF Boundary

Site Context

2.2 continued

Height
The site was generally surrounded by low level industrial buildings and empty sites used for surface car parking until construction started on the Deansgate Square, Crown Street and River Street developments. The proposed development described within this document has a podium height of 6 storeys with 2 towers of 56 storeys, plus roof-top plant. These heights are taller than the SRF however they are equivalent to those of neighbouring approved schemes and are driven by viability issues arising from abnormal costs associated with the site were not known about at the time the SRF was developed.

Urban Grain
The urban grain of the area has been carved up a number of times, primarily due to the creation of the Mancunian Way when Great Jackson Street was diverted to form an arc by connecting with City Road East. The proposed development seeks to respond to this arc to reinforce the distinctive character of the road.



Building Height Diagram

Site Context

Streetscape and Built Form

As an area in flux it would be hard to define any dominant architectural styles. The nearby mid-rise residential properties are largely brick clad with large aluminium framed windows, some areas of metal cladding and some areas of render.
By contrast the developments currently under construction (Deansgate Square, Crown Street, River Street and Plot E) are generally much higher rise and largely fully glazed.

Open Spaces

The area is currently dominated by areas of open space, mainly open car parks and compounds for the construction sites as opposed to landscaped spaces for local residents. The Great Jackson Street Masterplan seeks to create a series of linked landscaped spaces to define routes through the area. Located adjacent to the Hulme link bridge, the west side of Plot G will form a key pedestrian entry point into the area.


01



02


03



04


05

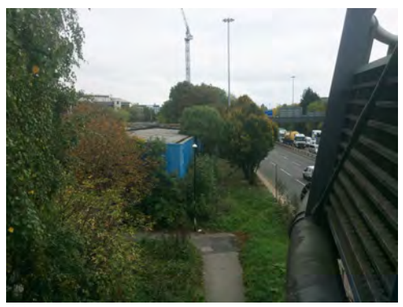

06


07

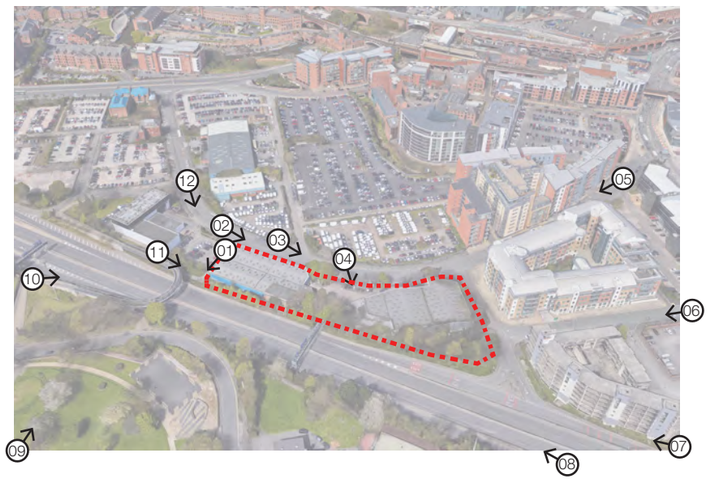

08


09


10


11


12



Site Context + Design Evolution

Historic Environment + Site History

2.2 continued

Located to the south of Knott Mill, the nearest Conservation Area to the site is Castlefield. However the site is separated from this by the A56 and the rest of the SRF.

Bounded to the South by the Mancunian Way, the site is situated at the very edge of the city's Southern fringe, adjacent to Hulme.

From the early 19th century the site was a densely developed residential neighbourhood of terraced housing, pubs, schools and industry. The area was almost totally cleared of all buildings in the mid 20th Century to facilitate the construction of the Mancunian Way. As a result of this, the urban grain is highly fragmented.



- Castlefield Conservation Area
- St John Street Conservation Area
- Deansgate Conservation Area
- St Anne's Square Conservation Area
- Albert Square Conservation Area
- St Peter's Square Conservation Area
- George Street Conservation Area
- Whitworth Street Conservation Area
- Upper King Street Conservation Area

Conservation Areas

Site Context + Design Evolution

Site History

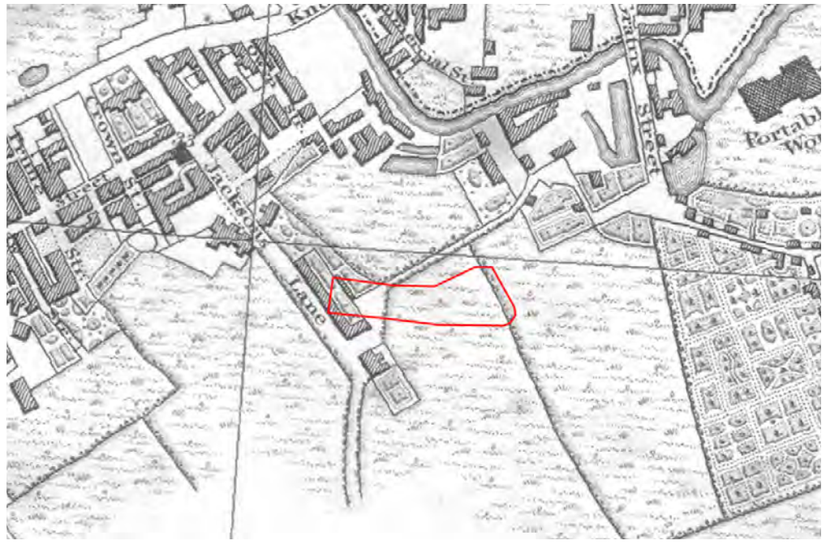
The site is located within the historic district of Hulme. The area was predominantly used for farming up until the 18th Century. During the Industrial Revolution (the latter part of the 18th century) the area underwent rapid urbanisation and massive population growth.

The demand for housing resulted in slum conditions; terraces and back to backs which were continually inhabited into the mid 20th Century.

The area also saw considerable growth of industrial sites around the canal basin, and later, the railways. With the decline of industry in the 1950s, the area fell into dereliction.

Large scale slum clearances in the 1950s saw most of the housing stock in the immediate area demolished. The area containing the site was cleared during this period.

Great Jackson Street, River Street and City Road, which all crossed the site, were realigned during the 1960s as part of the construction of the Mancunian Way.



1824



1848



1900

Site Context + Design Evolution

2.2 continued

Few buildings and streets from earlier than the later part of the 20th Century exist within the immediate context of the site.

The Castlefield Conservation Area, the largest in Manchester, is located to the north of the site, seperated by the Great Jackson Street SRF masterplan area.

Within the Great Jackson Street SRF, only the Grade II listed Bridgewater Canal Offices have survived the 20th Century slum clearances. The building is currently derelict awaiting redevelopment as part of the Crown Street development.



1927 - View along Great Jackson Street



1940 - River Street School



1922 - Aerial view looking south towards Hulme with City Road and Great Jackson Street in the foreground

Site Context + Design Evolution

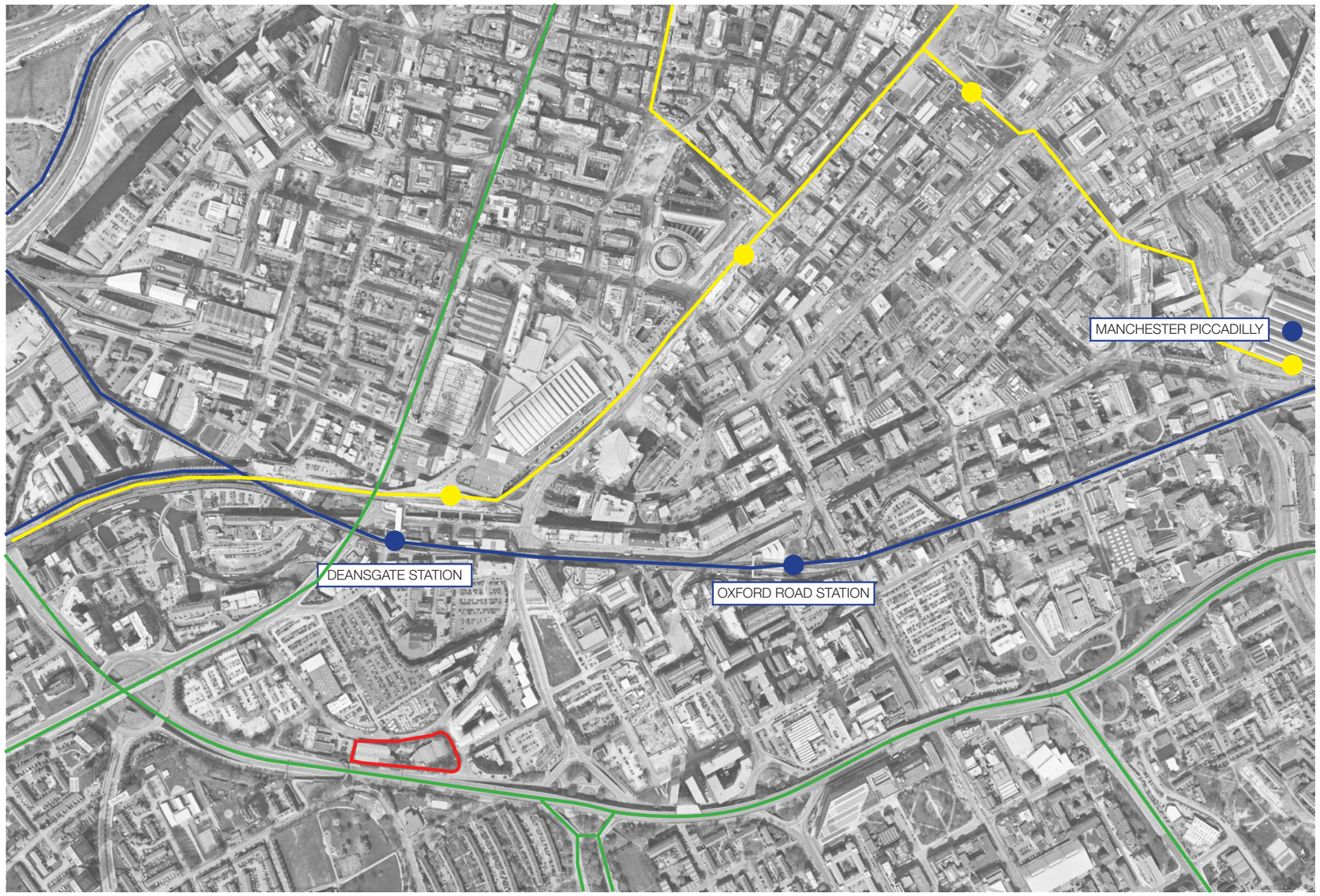
Transport + Accessibility

Vehicular
The site lies along the Mancunian Way (A57(M)) which forms the inner ring road around the city core as well as providing linkages to routes to Leeds and Liverpool.

Rail
The closest railway station to the site is Deansgate which is around 600m away, whilst Oxford Road Station is a little further, approximately 1km away. These stations provide regular connections to Manchester's main station, Piccadilly, as well as links to Liverpool, Preston, Warrington and Wigan.

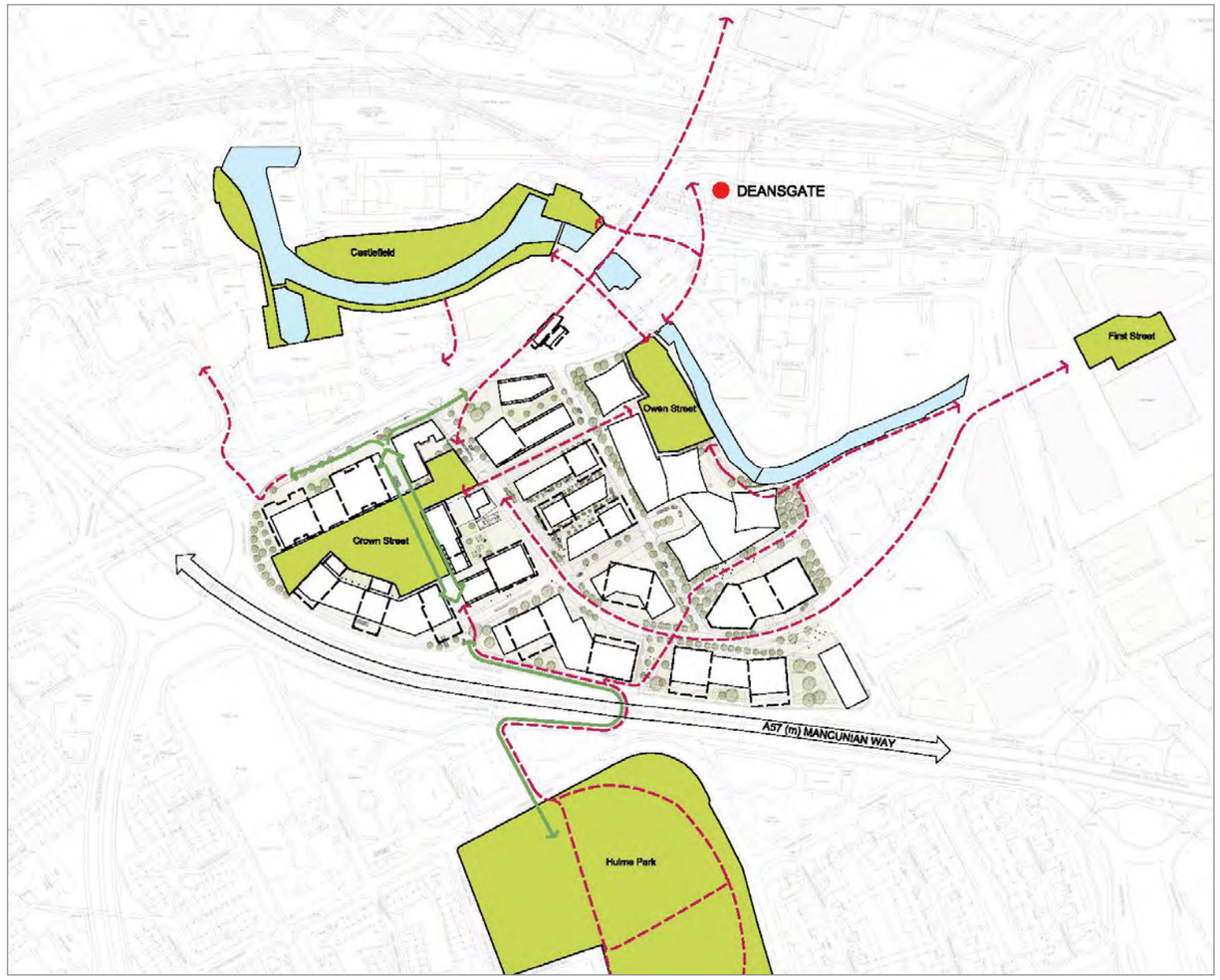
Metrolink
The Metrolink network within the city has been subject to substantial investment and continues to grow to reach the outskirts of the city centre and beyond. The nearest stop to the site is Deansgate-Castlefield which runs 10 trams per hour at peak time (5 per hour at off peak) to Ashton-under-Lyne, Altrincham, Bury, Piccadilly, East Didsbury, Eccles, MediaCity:UK, Rochdale, Victoria and Manchester Airport.

Bus
The nearest bus stop is 350m from the site on Medlock Street which runs services to Whalley Range, Chorlton, Hulme, Stretford, Davyhulme and Flixton. More bus stops are available on Whitworth Street West opposite Deansgate Railway Station which connect to Old Trafford, Trafford Park, the Trafford Centre and Partington.



Transport + Accessibility

Rail
Metrolink
Major Road



Pedestrian and Cycle Connectivity Diagram taken from Great Jackson Street SRF prepared by Simpson Haugh & Partners.

Site Context + Design Evolution

2.2 continued

Cycling

Cyclists can use Hulme footbridge to cross the Mancunian Way from the city centre to South Manchester.

Cycle lanes exist along Chester Road and cyclists can also use the Bridgewater Canal tow path to travel west from the city centre.

Greater Manchester's Bee Network is a vision to make Greater Manchester an easier place to get around by foot or by bike with the aim of becoming the first city-region in the UK to have a fully joined-up walking and cycling network covering 1,800 miles. The site and framework provide a blank canvas for future cycle and walking infrastructure and enhanced linkages into the city centre.

Pedestrians

Hulme footbridge provides a key route for pedestrian journeys from South Manchester into the city centre. The bridge provides the only connection across the Mancunian Way between Medlock Street Junction to the east and Deansgate Interchange to the west.

Once within the area covered by the SRF pedestrians continue their journeys along Great Jackson Street to Castlefield Basin and Deansgate or along City Road East to Home and First Street. Although temporarily stopped up whilst Deansgate Square is under construction, Owen Street will provide another route between the site and the city centre.

The current route from the Hulme footbridge staircase adjacent to the site to Great Jackson Street is down an overgrown and neglected passage between an industrial shed and hoarding.

Great Jackson Street Strategic Regeneration Framework 2.3

The application site is one of 8 sites that make up the Strategic Regeneration Framework for the Great Jackson Street area of Manchester. The Framework aims to “build upon the positive momentum established through the delivery of Renaker’s Owen Street development to create a high quality residential led neighbourhood at a key point of entry to the city centre” and “to create a vibrant, safe, secure and sustainable community.”

First endorsed by the council in 2007, the latest update was adopted in March 2018. The stated aims of the latest framework masterplan are to;

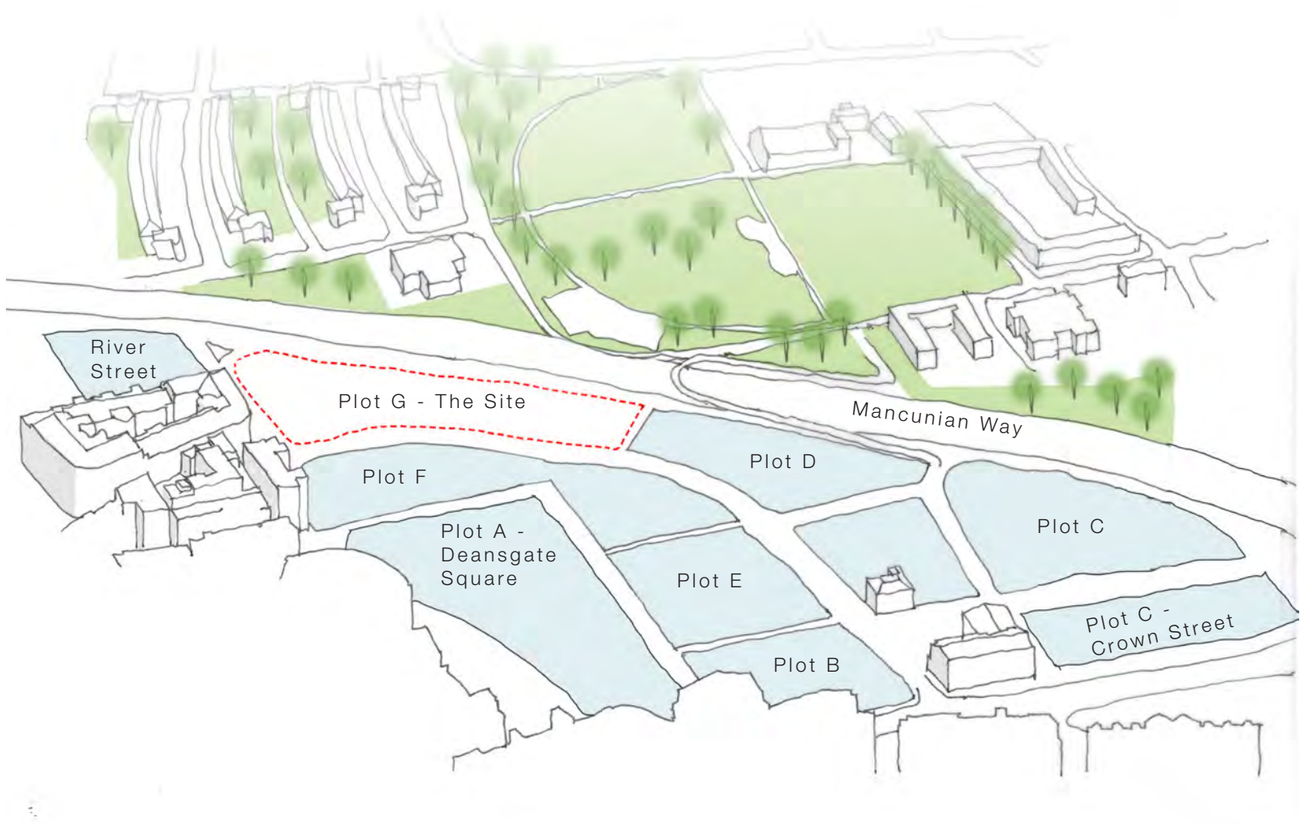
+ regenerate an under utilised part of the city centre to create a new residential led neighbourhood of choice.

+ introduce a scale and form of development appropriate to the gateway location.

+ deliver a major new public space adjacent to the River Medlock, and create further public spaces within the Framework area for people to relax, play in and enjoy.

+ create landscaped routes connecting to, and interacting with, the River Medlock and Manchester’s wider green and blue infrastructure network, including Hulme Park.

+ higher density development to deliver a successful and sustainable neighbourhood community.



Great Jackson Street Strategic Framework - Plots



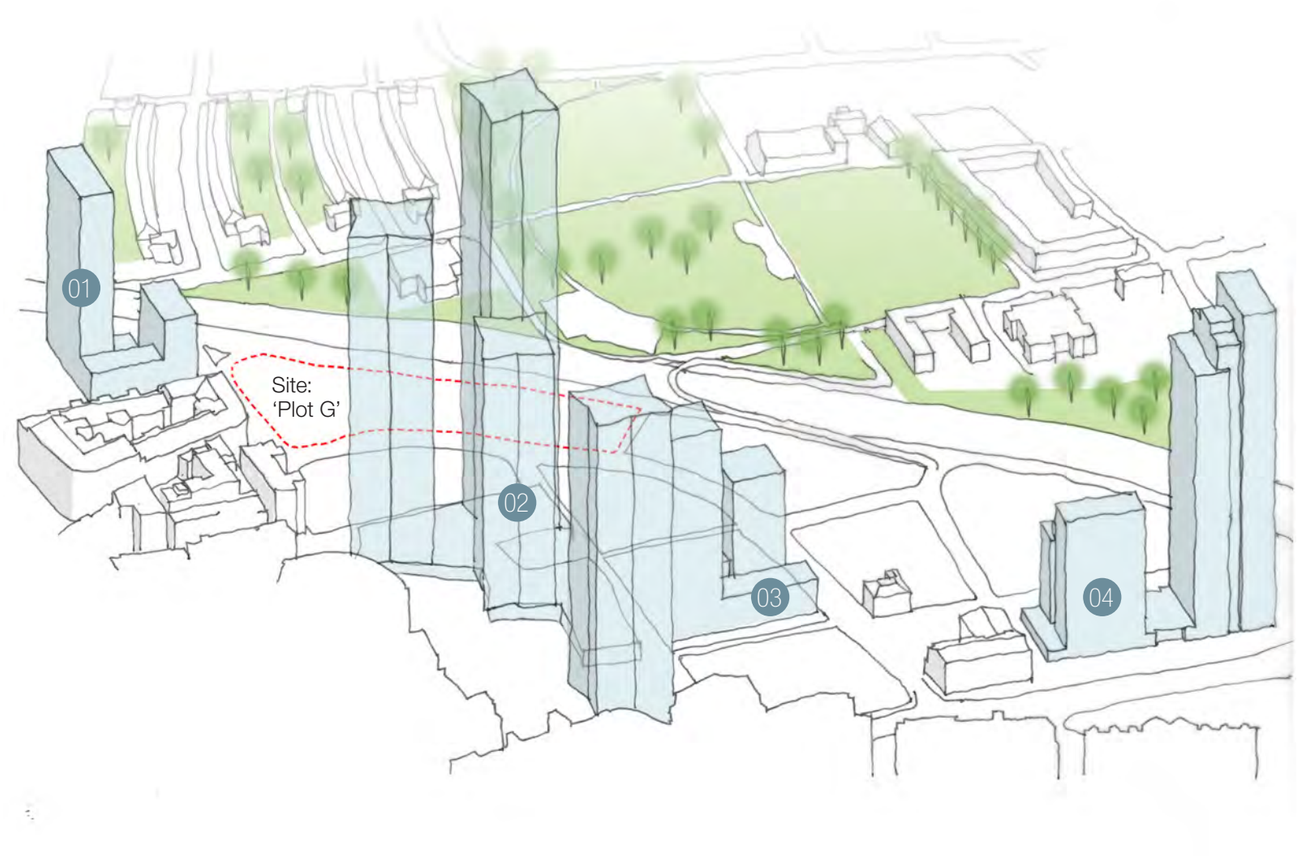
View of the SRF proposals

Site Context + Design Evolution

Great Jackson Street Strategic Regeneration Framework **2.3 continued**

Three of the Framework plots have planning approved schemes, two of which are under construction.

Whilst not part of the Framework, the student accommodation scheme currently under construction on River Street will have a significant impact on the context of Plot G.





1 - River Street Student Accommodation
- Under Construction



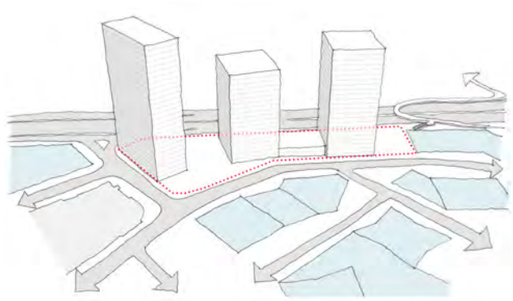
2 - Deansgate Square
- Under Construction

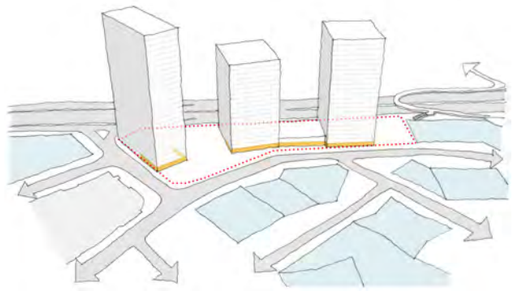


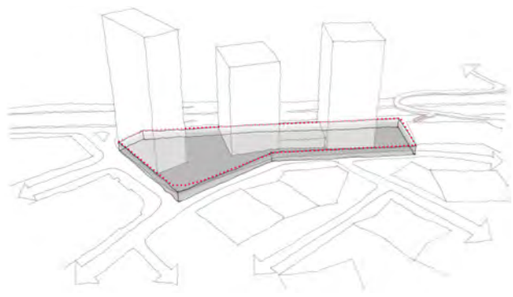
3 - Plot E
- Recommended for Approval

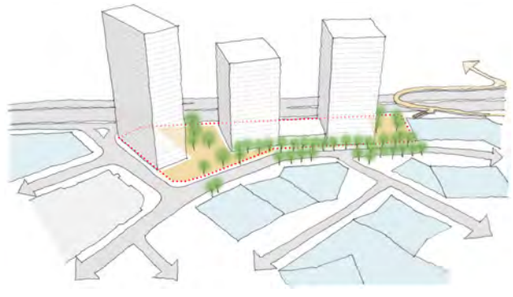


4 - Plot C
- Under Construction







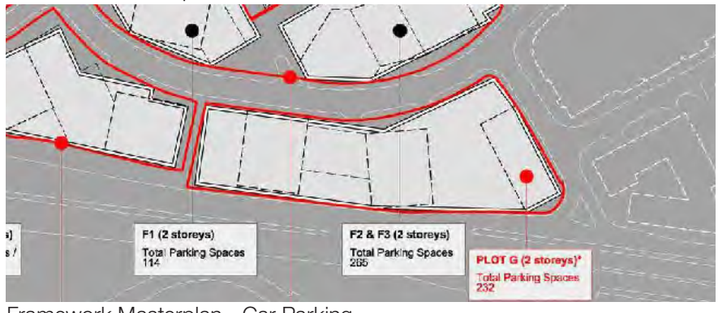




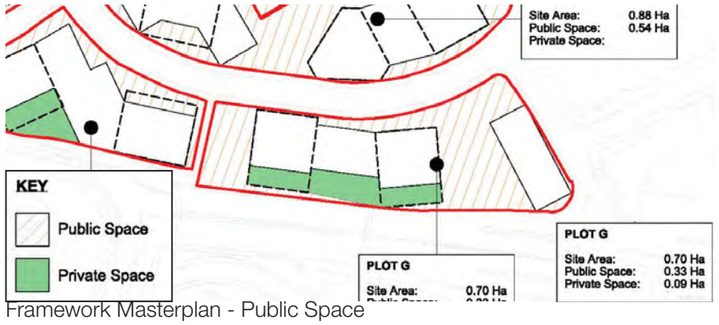
Framework Masterplan - Upper Level



Framework Masterplan - Ground Level



Framework Masterplan - Car Parking



Framework Masterplan - Public Space

Site Context + Design Evolution

Analysis of the Framework Design 2.4

Massing and Quantum

The Framework proposal for Park Place, (Plot G) consists of 580 apartments across 3 buildings between 19 and 27 storeys. The lower two buildings are connected by a 2 storey podium.

Active Frontage

Within the Framework, commercial space is proposed along Great Jackson Street at the base of each building and within the podium. Residential lobbies and amenities are accessed off public spaces to the west of the site, between the towers and off Garwood Street. Plant and servicing is proposed facing the Mancunian Way.

Car Parking

The Framework masterplan proposes 2 storeys of basement car parking across the whole site, to accommodate 232 parking spaces (40 percent).

Public Space

The Framework masterplan allocates 47% of the area of the site at ground level for public space. A large square at the base of the Mancunian Way footbridge stair is wholly within Plot G's site boundary.

The tallest building is set back from Great Jackson Street to allow for a widening of the pavement.

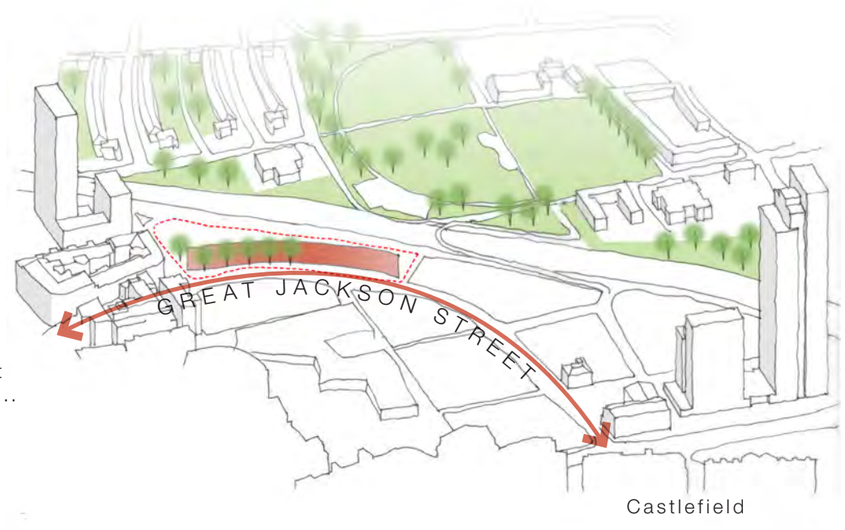
A ground level public space is proposed between the tallest building and the two linked by a podium. This space directly faces the Mancunian Way.

Conceptual Approach

Reinforcing the Street Edge

Great Jackson Street sweeps through the centre of the masterplan, connecting First Street and Castlefield.

By reinforcing the street edge, there is an opportunity to give emphasis to the street pattern with is sweeping curve. By strengthening the distinctive layout of the street, this will engender the locality with a sense of place and identity.





The Royal Crescent, Bath





Cambridge Street, Manchester
Hodder and Partners

Street & City Scale

The podium blocks on Great Jackson Street form a scale relationship with the existing neighbouring residential buildings to the east of the site on City Road East.

The scale of these blocks relates better to the street providing a human and civic character at street level.

The towers instead relate to the city scale, which is explored in depth in the townscape and visualisation study.





Active frontage examples

Active Frontage

2.5 continued

Townhouses, residential entrances and amenity and commercial space occupy the majority of the ground level creating active frontage to Great Jackson Street and Garwood Street, as well as the newly created public spaces.



Mancunian Way

Great Jackson Street

01 Town houses - Raised Ground Floor

02 Apartments

03 Car park

04 Podium Level Courtyard - Screened from the Mancunian Way.

05 Defensible Zone to Townhouses - Raised with step access

06 Podium level reinforces the arc of the street



Three towers option (SRF arrangement)



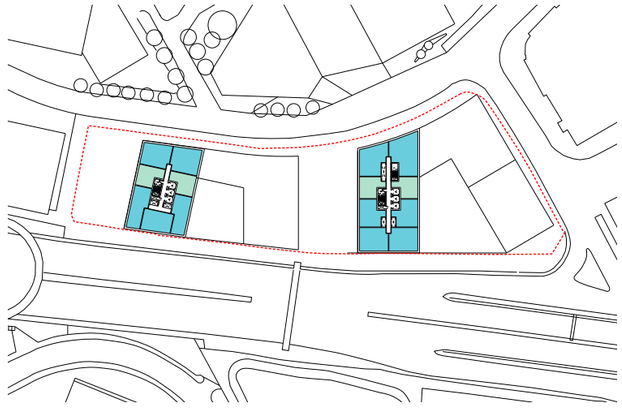


Two ‘eastern’ towers option





Two ‘western’ towers option



Massing Options

The design team tested a range of massing options against the SRF proposal and within the existing and emerging context.

After testing three towers as per SRF proposal, the design team settled on two taller towers allowed for greater distance between the towers, a more elegant profile and greater light penetration into the SRF masterplan area.

This arrangement establishes a clear typological relationship with the adjacent River Street development; a city block composed of a tower adjacent to the Mancunian Way and street-facing lower blocks of varied height establishing scale relationships with the immediate context.

Each city block has a corresponding public space, to the west of each tower.

The two tower option was tested with the towers on the east side of the city blocks, however this created an overbearing scale along Garwood Street.

With the towers located to the west side of each city block, the development steps down along Great Jackson Street to create a more balanced scale relationship with the existing residential developments along City Road East.

The two western tower option was developed as the preferred option.

Massing Options

The adjacent views illustrate how the design approach compares with the indicative SRF proposals.



View 1
SRF massing



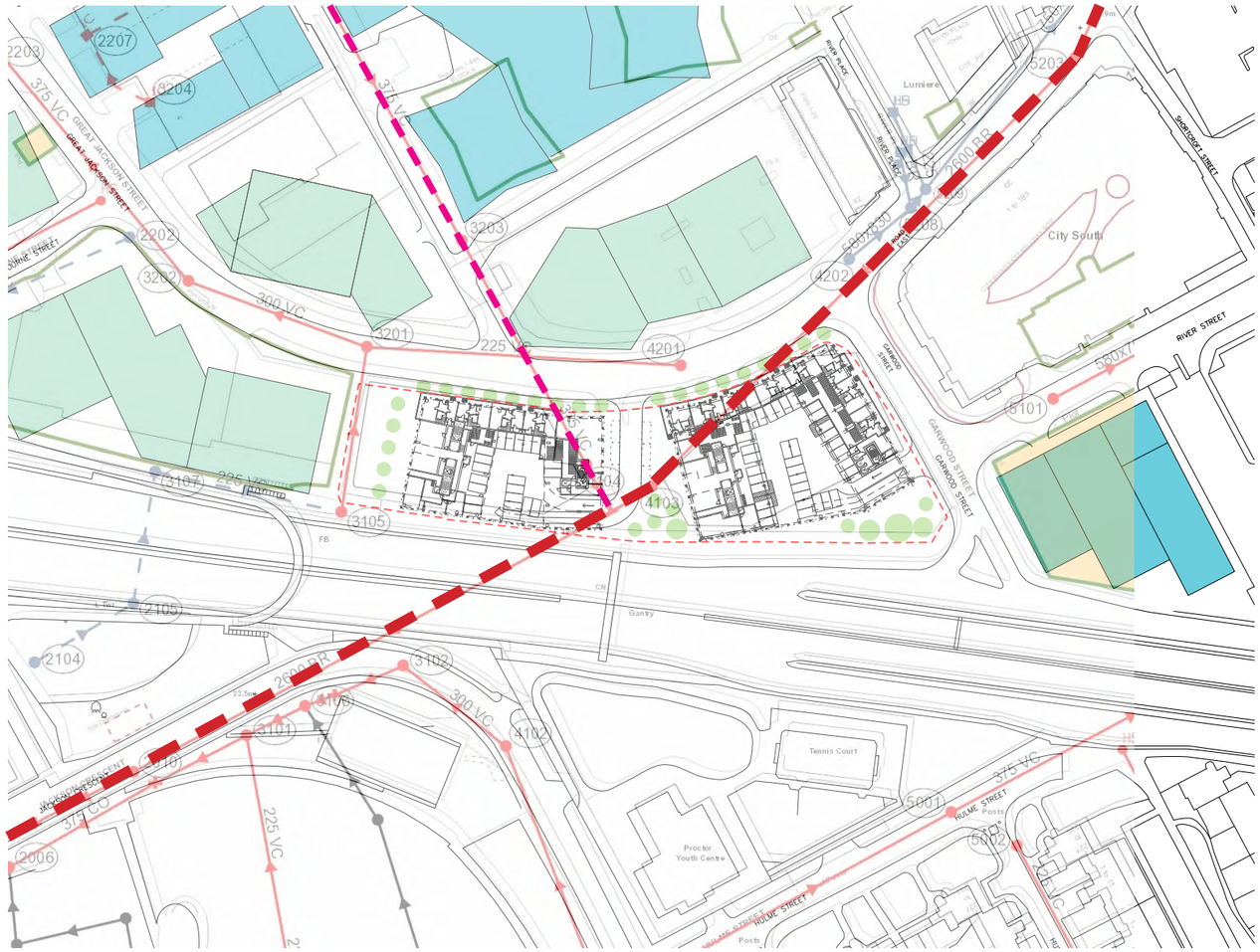
View 1
Two 'western' towers option



View 2
SRF massing



View 2
Two 'western' towers option



Initial ground floor plan with existing sewers overlaid

2.6m diameter brick sewer

375 mm diameter vitrified clay sewer

Site Context + Design Evolution

2.5 continued

Below Ground Utilities

Following development of the two western tower massing option, utilities surveys revealed the presence of various below ground services including two below ground sewers, a gas main and mains electrical cable beneath the site. Proposals were put in place to divert the electrics and gas main however the sewer is less straightforward.

It is understood that United Utilities would not be averse to a build-over agreement for the smaller diameter foul sewer that runs beneath Owen Street, however this is not the case for the larger 2.6 m diameter, 10 m deep, brick built Victorian sewer that runs through the middle of the site along what was once New City Road before City Road and Great Jackson Street were re-aligned to make way for the construction of the Mancunian Way during the 1960's. The larger sewer is understood to be a key strategic asset for United Utilities and cannot be built-over.

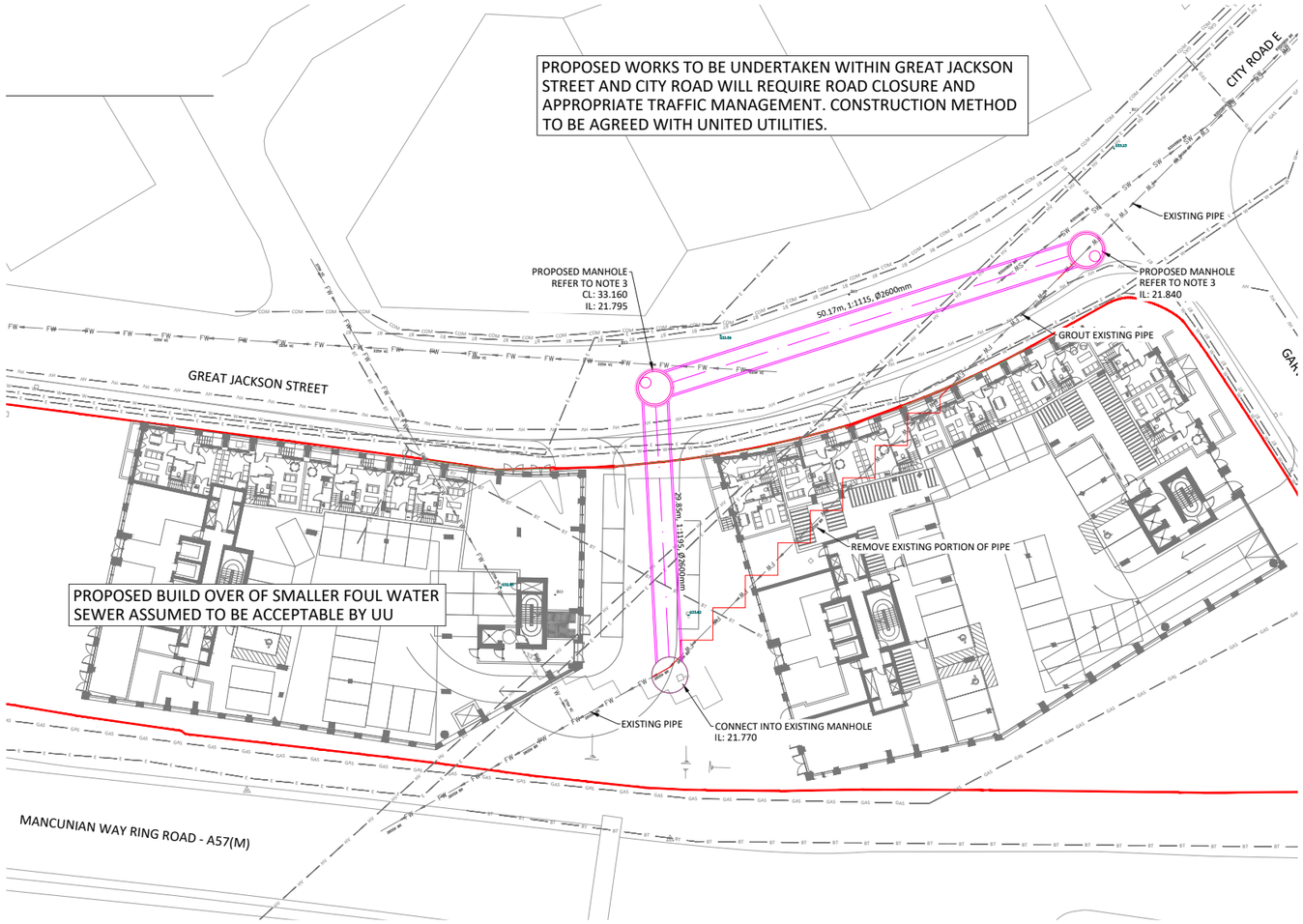
Sewer Options

The only options potentially acceptable for United Utilities would be to alter the footprint of the development to altogether avoid the easement and no-build zone to either side of the existing sewer, or to alternatively agree a suitable diversion.

Whilst the footprint of the two storey podium to the western block can be adapted around the sewer easement relatively easily, this is less straighforward with the eastern block. The sewer easement, together with the easement around the gas main, leaves just a small triangular parcel of developable land against Garwood Street. This effectively sterilises the eastern part of the site, meaning that the sewer must be diverted if the eastern half of the site is to be developed.

Sewer diversion

In late 2019, a proposal to divert the sewer was discussedand agreed in principle with United Utilities. The proposal included the connection of a new leg of the sewer to an existing manhole in the proposed access road between the two blocks, which connects to another leg in Great Jackson Street, which links back to the existing sewer via a new manhole in Great Jackson Street. The existing sewer that runs beneath the eastern tower would be removed as part of the basement construction works.



Proposed sewer diversion



2020 massing amendments
Simple extrusion of 2019 scheme



2020 massing amendments
Wider footprint towers

Site Context + Design Evolution

2.5 continued

Viability Assessment

The cost of the proposed sewer diversion is substantial, both in terms of time and money. United Utilities has suggested that given the scale, location and complexity of the work, it could take 18-24 months to design and tender the work, and then a similar amount of time to construct it, at a cost of circa £10 million.

The existing sewer effectively blights this part of the Great Jackson Street Strategic Regeneration Framework by rendering Plot G, as outlined in the SRF, unviable.

Massing Amendments

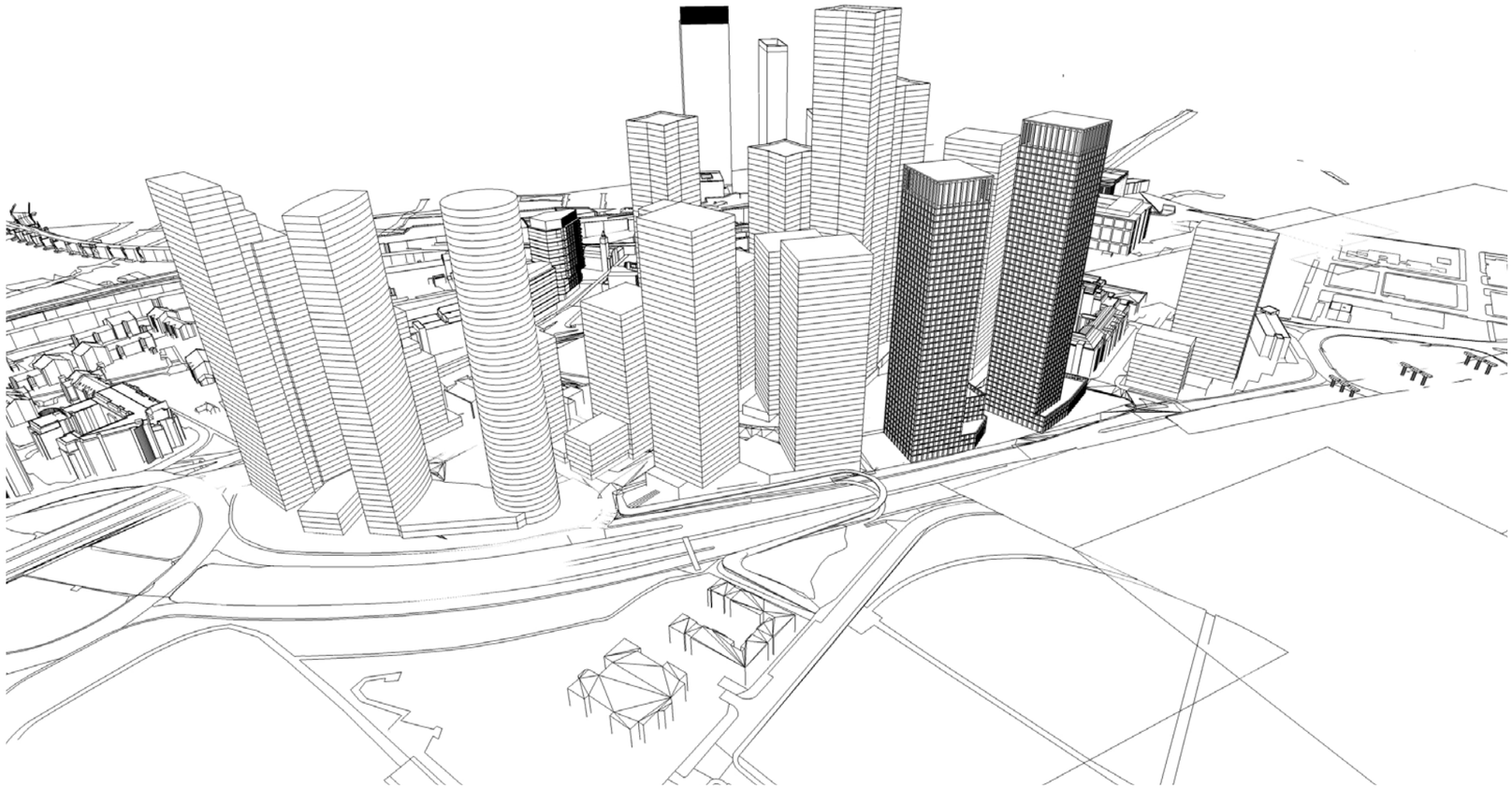
To address the viability issues presented by the significant site abnormal costs, the original massing has been reviewed to look at opportunities to increase the density of the development in an attempt to balance the costs of the abnormals.

Various massing options have been explored to increase the number of dwellings, including a simple extrusion of the original single stair scheme as well as alternative options with a wider tower footprint to accommodate a second fire escape stair, an additional lift, as well as increases in the number of apartments per floor to help reduce the overall height increases of the towers.

The principle of increasing the height and density of the proposals was discussed with Manchester City Council in May 2020, who were broadly supportive if the adjustments make the scheme viable and deliverable.

Following this meeting, the proposals that have been developed are an amalgamation of the illustrated options. The key principles of the original proposals however have been retained, including:

- reinforcing the street edge;
- maximising active street frontage;
- similar massing with two towers to the western side of each block.



Sketch view of the developing scheme looking north east towards Deansgate Square
SRF proposals for neighbouring sites illustrated to show how the arrangement maximises daylight and view penetration into the SRF area.

Proposed Design 3.0

Use 3.1

The scheme proposes the following use:

Residential (Class C3)
Commercial / Social Infrastructure (Class: E)

Amount 3.2

The proposal is for a residential development of 1,037 dwellings, consisting of 2 studios, 342 one bedroom, 620 two bedroom, 62 three bedroom apartments and 11 townhouses. At ground floor and first floor the 11 townhouses and a 180m^2 commercial / social infrastructure unit to the Great Jackson Street facade of each block activate the street. 117 apartments, (11% of the total), are designated as wheelchair adaptable so have larger bathrooms, bedrooms, kitchens, living areas and storage, which allows them to be easily converted to wheelchair access in the future. To the south of each block, facing the Mancunian Way, is two storeys of podium incorporating refuse and cycle storage, plant space with car parking at ground level. Further parking and plant space is provided in a 3 storey basement with a total of 236 car parking spaces (22 percent) and 1,040 internal cycle spaces with additional cycle storage facilities located within the landscaping. 17 parking spaces (7% of the total number of spaces) are accessible to enhanced access standards with a 1200mm space to both sides of the parking space. Water tanks are located in basements for sprinklers, fire fighting and domestic services. Electrical plant rooms are distributed between basement, ground and first floor levels. Air source heat pumps, photovoltaics and smoke ventilation plant are located at roof level with a roof top enclosure contained below the top of the tower parapet providing shelter for equipment that cannot be located externally.

The gross area for the development, including all plant and car-parking facilities is 113,496m^2 . The accommodation is split between two blocks separated by a landscaped courtyard. Each block is formed from a 2 / 6 storey podium section and a 56 storey tower.

The overall scale of each block was initially dictated by site density guidance within the Great Jackson Street Strategic Regeneration Framework. These densities however were unviable when the full extent of site abnormal costs were taken into account. The density of the viable scheme increases from 829 to 1,481 units per hectare, which is broadly equivalent to the density proposed for the neighbouring site (Plot D) in the Strategic Regeneration Framework.

The articulation of the podium heights respond directly to the scale of existing buildings along City Road East and Garwood Street. This stepped massing provides interest from the street level views around the site and also provides the opportunity for shared amenity space through landscaped roof gardens at Level 02 and Level 06.



Level 04 - 06 Plan

Proposed Design

3.3 continued

Layout: Levels 03 - 06

All apartments in each block are served by a central corridor accessed from the central core within both towers, which contains four lifts and two fire stairs. A third fire escape stair is provided in each podium block that reduces the fire escape distances in the podium corridor, as well as providing alternative means of escape from the level 7 roof gardens.

The one bed apartment (Type 1c) in the podium of each block is designed to be wheelchair adaptable to Approved Document M4 (category 3) standards. Wherever possible Design for Access 2 has been followed and an analysis of compliance with DFA2 accompanies the application.

Likewise from level 3 upwards, the 2 bed apartment (Type 2g) in the SW corner of each block has been designed to be wheelchair adaptable, following the same principles. All other dwellings meet Approved Document M4 (Category 1 and 2) requirements.



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DO NOT SCALE
Work to annotated dimensions only.
Read drawing in conjunction with relevant specification, Structural Engineers' and Services Engineers' drawings.
Confirm all dimensions before commencement of any work on site or fabrication.

revisions + notes:

P1	07.08.20	additional podium floor introduced to allow for communal amenity areas at levels 2 /7.
P2	15.10.20	Wind mitigation structures added and general updates to co-ordinate with consultants' planning reports.
P3	17.11.20	Ground level landscape updated.
P4	01.03.21	Wheelchair adaptable apartments indicated. Plans revised to alter mix.

NORTH

0 10m 20m 30m

client: GREAT JACKSON STREET ESTATES

date: 07 AUGUST 2020

project: PLOT G, GREAT JACKSON STREET MANCHESTER

scale: 1:250 @A1 1:500 @A3

drawn by: TG

title: LEVEL 4–6 PLAN (EVEN FLOORS)

drawing number: L(—)004

status: PLANNING

job number: 0619

revision: P4

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Appendix 5: Fire Safety Engineering - Residential Development Deansgate Manchester – Fusion Students. 18th February 2022

Our Ref: FSE2016 – Residential Development Deansgate – Fusion 18.02.22

Fusion Manchester Devco Ltd
Fusion Studio
The Green
Letchmore Heath
Watford
WD25 8ER

18th February 2022

Dear Sir / Madam,

Fire Safety Engineering - Residential Development Deansgate Manchester – Fusion Students.

Further to our discussion regarding the proximity of the site boundary to the proposed development and composition of the external wall construction, we have outlined the premise of the design below.

As noted in our Overview Report an analysis of boundary conditions was assessed preplanning assessing the most onerous instances for boundary separation using the guidance in BR187 [2nd Edition].

BR187 [External fire spread: building separation and boundary distances [2nd Edition] is cited in Approved Document B as the design guidance to be utilised on larger developments and is seen as the primary design guidance to demonstrate compliance with the Building Regulations 2010.

The calculations undertaken under the process defined in BR187 are based on the closest elevations to the boundary and the largest un-compartmented radiating panel, taking onto account all active and passive fire protection in place i.e., compartmentation and automatic water fire suppression systems.

The calculations noted that the north-eastern boundary elevation including glazing will be provided with a level of protection where is abuts the adjacent site; this has been noted and included in the proposals as noted below.

- Where the elevation is within 1000mm of the adjacent boundary the compartment elevation including the glazing will be fire rated from both sides to achieve 120 minutes fire resistance as noted in Approved Document B Section 13.
- Where the boundary is in excess of 1000mm a percentage allowance of unprotected area is allowed and has been calculated based on the passive separation and active systems.

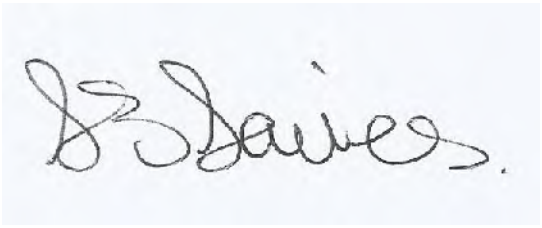
The proposed calculations and the fire safety strategy report satisfies the performance requirements of the Building Regulations 2010 Schedule 1 Part B Fire Safety.

In relation to the composition of the external wall construction this was reviewed as part of the Overview Fire strategy Report and noted that the external surfaces and all through wall systems will be in in accordance with Section 18 of BS9991 and the revised Regulation 7 to The Building Regulations. These statutory guidance documents note that all materials in the external wall make up are required to be Class A2 or better when tested in accordance with BSEN 13501. [Subject to the noted exclusions in The Building Regulations and Regulation 7]

Fusion student however have requested that all of the primary products within the composition of the external wall construction will be to an A1 standard when tested against BSEN 13501; this is in excess of the minimum A2 standard for a building of this height as noted in the Building Regulations.

If you require any further information, please do not hesitate to contact me.

Regards



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Company Number: **1186251**