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Dear Jennifer

Viadux, Albion Street, Manchester – Application for Listed Building Consent related to Phase 1, Viadux, Albion St, Manchester

Please find enclosed an application for Listed Building Consent for the creation of a temporary works to the Grade II Listed Castlefield Viaduct. These works are required to facilitate the installation of a tower crane within the Viadux redevelopment site in Manchester city centre. The applicant is Salboy Central Ltd ("the Applicant").

Background

The Viadux development was originally approved in 2017, under Planning Permission 115871/FO/2017. Since implementing the planning permission in March 2020, the Applicant has progressed construction of the Phase 1 works, centred around the approved 40-storey residential tower. To support this and reflect detailed design evolution, various Non-Material (NMA) and Minor-Material Amendments (MMA), together with full planning permission for a new staircase arrangement, have been approved by the planning authority. Works are progressing well contained within the viaduct arches and will soon move to construction of the residential tower that will be supported on stilts breaking through the upper deck of the Castlefield Viaduct below.

In order to construct the proposals, a tower crane is required on-site. The tower crane will form the logistical hub to the scheme and be used for over 90% of the activities at some point throughout the construction phase of the scheme.

Scope of Application

This application seeks listed building consent for:

"Listed Building Consent for temporary works to the Grade II Listed Castlefield Viaduct."

The Site

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The Viadux development is in Manchester City Centre and is bound by the Grade II* Listed former Manchester Central Railway Station (now Manchester Central Convention Centre) to the north, Albion Street to the east, the rear service courtyard to Beetham Tower to the west and the Deansgate-Castlefield Metrolink station and Deansgate Locks to the south.

Viadux is a high-profile development that will signify a key arrival point into the southern part of the City Centre. It also sits at a pivotal location in the context of the City Centre's economic growth and regeneration strategies. Viadux lies at the juncture between established commercial districts including: the Central Business District, St Peter's Square, the Conference Quarter and Spinningfields; established regeneration initiatives within the Oxford Road Corridor and First Street; and more recent regeneration areas that are gathering momentum, most notably the new city neighbourhood and centre for culture, enterprise and innovation being created at St John's, the Knott Mill masterplan area, and the emerging Great Jackson Street neighbourhood which is anchored by the near completed Deansgate Square.

A tower crane is required on-site to deliver the 40-storey residential tower forming Phase 1 of the development. The optimum location for the Tower Crane has been carefully considered and options are significantly constrained by the site's significant logistical challenges. These include the site's proximity to the Beetham Tower and Manchester Central, its position which sits above major electrical supplies for the city and the substantial structural constraints already on the podium structure. The Metrolink line lies to the south and Great Bridgewater Street is an important thoroughfare and bus corridor that would lead to major disruption to the road network throughout the 3-year construction.

Following an exhaustive options appraisal, as detailed below, the most viable option has been determined to be placing the Tower Crane to the western side of the viaduct at upper deck level, as defined by the application red-line boundary.

Planning History

Planning Permission Ref. 115871/FO/2017 was granted on 27 July 2017 for:

"Erection of a 40 storey building to form 375 residential apartments (Use Class C3a) and the erection of a 14 storey building for form offices (Use Class B1) (31,756 sqm) together with ground floor commercial space (Use Class A1, A3 or A4) (1010 sqm) with associated enclosed service yard, public realm including staircase and lift to connect with viaduct, car and le [sic] parking, landscaping and other associated works."

A Non-Material Amendment under Section 96A to the Planning Permission was approved by the Planning Authority on 26 March 2020, which altered the wording on some conditions attached to the consent.

The Planning Permission was lawfully implemented on 26 March 2020.

A Minor Material Amendment under Section 73 of the Town and Country Planning Act 1990 to this Planning Permission was granted on 20 August 2020 (Ref. 126868/JO/2020) for the following description of development:

"Variation of planning conditions 2, 3, 21, 24, 25, 29, 30, 31, 32, 36 and 38 of planning permission 115871/FO/2017 (amended by 126604/NMC/2020) to allow for a reduction in overall height of the building by 2.5 metres, changes to the number and type of structural interventions into the listed arches, modification and alteration to the bridge over Great Bridgewater Street, alterations to the ground floor

layout including enlargement of residents lobby together with re-location of the cycle store and reduction in car parking, alterations to the upper floor layout to remove 3 bedroom apartments and elevational alterations to main facade of the residential tower to modify the fin arrangement together with alteration to the podium with the introduction of perforated panels.”

Listed Building Consent (Ref. 126869/LO/2020) was granted on 20 August 2020 for all interventions to the Grade II Listed Castlefield Viaduct required to deliver the amended proposals:

“Listed Building Consent for alterations to viaduct structure including insertion of columns and circulation cores, creation of shop fronts to Great Bridgewater Street, stair case to Great Bridgewater Street and alteration and removal of cast iron ribs to Great Bridgewater Street bridge in association with the erection of a 40 storey building to form 375 residential apartments (Use Class C3a) and the erection of a 14 storey building for form offices (Use Class B1) (31,756 sqm) together with ground floor commercial space (Use Class A1, A3 or A4) (1010 sqm) with associated enclosed service yard, public realm including car and cycle parking, landscaping and other associated works”.

Full Planning Permission (127260/FO/2020) was granted pursuant to the main consent on 28 October 2020 for:

“Erection of a staircase and lift linking Great Bridgewater Street to the Castlefield Viaduct, construction of a new residential entrance on Great Bridgewater Street, lobby and amenity space within the viaduct, landscaping and associated works.”

Two further Non-Material Amendment applications (129152/NMC/2021 and 129153/NMC/2021) and a Section 19 application to the Listed Building Consent (129168/JO/2021) were approved on 04 March 2021. These applications comprised changes to make alterations to the ground floor including enlargement of the amenity area, reducing the size of the commercial floorspace, alterations to the cycle store and access, relocation and enlargement of the residents’ lounge to level 1 together with alterations to boundary treatment and enlargement of gym floor spaces to podium level together with associated alterations to public realm and elevational alterations.

Pre-application Consultation

The approved development was subject to a comprehensive process of public and stakeholder engagement, including engagement with Historic England, Places Matter design review, the Environment Agency, Greater Manchester Police, local businesses, residents, and local Ward Councillors.

The rationale and options appraisal carried out to determine the appropriate means for providing a crane on-site has been confirmed that these works may be progressed via an application for Listed Building Consent by Manchester City Council as Local Planning Authority via email correspondence on 09 April 2021.

Options Appraisal

A ‘Crane Option Study’ has been prepared by Heritage Architecture, Domis and Artal which demonstrates that various options have been considered for the placement of the Tower Crane, whilst ensuring the least harmful solution for the listed structure is pursued.

The Tower Crane location has been considered with regard to the following principal factors:

- Sensitivity to the Grade II listed Castlefield Viaduct (including the brick undercroft and arches);
- Safety for loadings on the arches and any potential detrimental effects on the arches;
- Buildability and logistics issues to ensure the crane can be positioned to service the project and operate in a safe manner for the users of the Manchester Central service yard and the general public; and
- Other constraints on location, for example the Electricity North West main sub-station location.

The detailed options appraisal, found on pages 9 and 10 of the report has assessed seven options in terms of their physical impact on the Grade II viaduct, any other location constraints and reached an assessment on their perceived temporary and operational heritage impacts.

The preferred option has been determined to be 'Option 4', whereby the Tower Crane will be located on the western section of the viaduct, through the mid span of the arch. While this will temporarily impact the Viaduct, the penetration of the arch will be through its centre and so structural intervention can be completed without any lasting effect on the arches, allowing them to be made good again. There are no other constraints for this option in terms of location.

Proposed Works

Temporary Removal Works

A methodology for the temporary removal works has been prepared by Mayo Civil Engineering to accompany this application and fully details the opening up works to facilitate the installation of the tower crane. Key aspects of the methodology are detailed below:

- Prior to commencing any demolition and dismantling works, protection is to be installed to the surrounding historic fabric.
- When removing areas of brickwork this shall be undertaken through dismantling rather than demolition that would prevent the re-use of the historic fabric.
- Cutting out of the first layer of brick will be undertaken using hand tools to remove the pointing and bedding mortar prior to prizing out the brick. Removal of brickwork will then be undertaken by hand.
- Following excavation works whereby arch brickwork will be exposed, a qualified engineer will set out the location of steel needles. Core holes will then be drilled through the brickwork in the needle locations.
- The frame will be prefabricated in a designated service yard location and then lifted by an excavator and lowered into position from above through the pre-drilled core holes.
- From a working deck below the arches, the lower steel ring will be installed with steelwork sections lifted onto the working deck by a telehandler / excavator and positioned using pallet trucks.
- Shutters will be installed around the vertical needles and grout to ensure that they are bearing onto existing brickworks.

- At service yard level above, suitable blinding will be cast above and fencing will be fixed to form a secure enclosure around the opening of the tower crane. Excavation propping will then be removed.

The accompanying Structural Statement prepared by Renaissance and submitted in support of this application confirms that the temporary works have been designed to safely accommodate the thrust forces present within the arch brickwork. Global structural analysis checks have been carried out on the arches to ensure that the load carrying capacity of the arches is not compromised by the removal of fill and brickwork proposed.

The proposed methodology is described on drawing 'VIA-REN-O-ZZ-DR-S-90040' (Page 12 of the accompanying Heritage Statement) including propping requirements, sequencing of works and providing limits on excavation works to protect the integrity of the arches. Vibration and movement monitoring works are also to be installed and monitored at all stages of the works to further safeguard the existing structures.

Reinstatement Works

Once the temporary removal works have been carried out, temporary support will be required whilst the arch is made good.

Scaffold access arrangements will be designed to protect masonry features from accidental damage, especially during the erection and striking of scaffolding. This will include the use of sheeting and temporary drainage arrangements to contain and dispose of surplus water without allowing runoff back into the masonry walls.

In advance of the reinstatement works, the scaffolding contractor will provide drawings to the project architect (SimpsonHaugh & Partners), structural engineer (Renaissance) and conservation consultant (Heritage Architecture). The drawings will indicate positions and methodology where any scaffold is to be tied back to the fabric of the building. Fixings will aim to either align with mortar joints, previous fixing holes or where repairs to cement have been undertaken.

Where it is necessary to brace the scaffolding from the building's structural frame, timber packing and hessian (minimum thickness of 25mm) is to be placed between the scaffolding and the masonry.

All vulnerable historic surfaces are to be suitably protected to prevent damage to existing internal and external finishes.

A full methodology for the reinstatement works can be found in the accompanying Method Statement prepared by Bullen Conservation and submitted as part of this application.

Heritage Impact of the Proposed Development

The Site comprises the former railway viaduct which passes over Great Bridgewater Street in Manchester City Centre. The viaduct structure and brick vaulted undercroft are Grade II listed.

The Site is not situated within a Conservation Area and due to the isolated and temporary nature of the works, it is considered that the proposals will have no impact upon the character and appearance of any nearby Conservation Areas of the setting of any listed buildings.

It has been concluded that the vaulted ceiling makes a highly positive contribution to the ability to understand and appreciate the special architectural interest of the Grade II Castlefield Viaduct which is of high heritage significance. Any proposals which would result in a degree of harm would therefore have to be weighed against the public benefits of the scheme in line with paragraph 135 of the NPPF.

The NPPF states that 'great weight' should be given to the objective of conserving listed buildings (paragraph 193), emphasising the need to avoid harm to such designated heritage assets. Given this conservation objective, any perceived harm, from demolition to visual compromise should be avoided and at least require 'clear and convincing justification'.

The tower crane is deemed essential to the logistical challenges of the already consented scheme (Ref. 126868/JO/2020). As demonstrated by the accompanying options appraisal, this option is the only viable option given the site constraints.

While the temporary works will have a moderate adverse impact on the listed structure during the construction phase, this impact will be significantly reduced during the operational phase by which time the arch will have been reinstated. The overall heritage impact of the temporary tower crane work is thus considered to be negligible adverse. The resultant difference would therefore not diminish the value of the heritage assets' significant physical fabric, their settings or significance to any appreciable degree.

It is therefore considered that the proposals would comply with the necessary tests outlined in the NPPF paragraphs 193-196 and are therefore acceptable from a heritage perspective.

Application Documentation

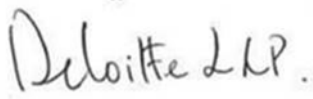
In addition to this Covering Letter and the Application Form, the application is further supported by the following documents and plans:

- Architectural drawings, prepared by SimpsonHaugh & Partners;
- Heritage Statement, prepared by Heritage Architecture;
- Conservation Strategy, prepared by Heritage Architecture;
- Crane option study, prepared by Heritage Architecture;
- Method Statement for Temporary Removal Works, prepared by Mayo Civil Engineering;
- Method Statement for Reinstatement Works, prepared by Bullen Conservation; and
- Structural Technical Note, prepared by Renaissance.

The Planning Portal reference number is PP-09859633.

We would be grateful if you could notify us of validation of the Application and please do not hesitate to contact me or my colleagues Niall Alcock (0161 455 6787 / nalcock@deloitte.co.uk) and Joe McElhone (0161 455 6994 / joemcelhone@deloitte.co.uk) if you have any queries or require further information.

Yours sincerely

A handwritten signature in dark ink that reads "Deloitte LLP." The signature is written in a cursive, slightly stylized font.

Deloitte LLP

Encs.