

05 May 2020

Planning Department
Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

F.A.O Jennifer Atkinson

Dear Jennifer,

Viadux, Albion Street, Manchester – Application for Minor-Material Amendments to Planning Permission (Ref: 115871/FO/2017)

Please find enclosed an application made under Section 73 of the Town and Country Planning Act 1990 in order to make a Minor-Material Amendment ("MMA") to Planning Permission 115871/FO/2017 at land at the former Bauer Millett site in Manchester City Centre. The Applicant is Ask Central Ltd.

Ask Central Ltd is a joint venture comprising Ask Real Estate (who secured the original consents), Salboy and Domis. The joint venture brings together the complementary expertise of the partners, who each have an excellent track record delivering heritage-led regeneration, commercial and residential development, and complex construction projects in the Regional Centre.

The project architect, Simpson Haugh & Partners (SHP) has been retained by the Applicant to develop the detailed design of the first phase of development – the approved 40-storey residential tower. This has been undertaken by the team in consultation with specialist contractors and suppliers to ensure that the development meets the aspirations of the applicant and the high standard approved by the Council in 2017.

Through this process of detailed design, a number of minor material amendments are proposed to the approved development. These will result in an enhanced development that will deliver transformational regeneration of this strategic site and create a new entry sequence into the city centre when arriving from the Deansgate Transport Hub.

The Site

The Application Site comprises the eastern-most section of the Grade II Listed Castlefield Viaduct. It is bounded by the Grade II* Manchester Central Conference Centre to the north, Albion Street to the east, the rear service courtyard to Beetham Tower to the west, and Deansgate Castlefield tram stop and Deansgate Locks to the south.

Planning History & Background

On 27 July 2017 Planning Permission Ref. 115871/FO/2017 was granted 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."

On the same date, Listed Building Consent was granted at the site (115872/LO/2017) for the following description of development:

"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."

The Planning Permission was lawfully implemented on 26 March 2020.

Scope of Application

This application seeks planning approval for amendments to the approved plans, which will result in a development that is not substantively different to the development granted planning permission by Manchester City Council in July 2017.

A concurrent application for Listed Building Consent has also been submitted under separate cover in order to reflect the amended proposals.

Pre-application Consultation

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

In respect of this application, pre-application consultation took place with Local Planning Authority on 23 March 2020 initially and then on 29 March 2020. Officers were supportive of the principle of the changes proposed and it was agreed that they should be progressed as an MMA to the planning permission.

Details of the proposed amendments have been sent to local Ward Councillors and Historic England.

Description of Development

The proposed Description of Development is:

"Variation of conditions 2, 3, 21, 24, 25, 29, 30, 31, 32, 36 and 38 attached to planning permission ref 115871/FO/2017 (as amended by planning permission ref 126604/NMC/2020)."

Minor Material Amendments to the Approved Development

The siting of the development remains unchanged from that which was approved by the City Council on 27 July 2017, with minor changes proposed to height and massing. All changes relate to Phase 1 of the development – the residential tower and associated works.

In the context of the approved scheme on the site, the principle of the development of the design and scale proposed is clearly established. The proposed changes are summarised below and detailed within the enclosed document prepared by Simpson Haugh & Partners.

Phasing Plan

Changes are required to include works to the bridge over Great Bridgewater Street and slightly extend the amount of podium above the Manchester Central service yard within Phase 01 of the scheme.

Changes to Massing and Footprint of Building

Through a process of detailed design input, the proposed floor to floor height across the building have been reduced from 3.05 metres to 3 metres, while the floor to floor height at Level 02 (Residential Amenity) has been increased from 3 metres to 4 metres. In addition, the depth of transfer structure has also been reduced. Overall, the building has been reduced by 2.51 metres. Internal Floor to ceiling heights within the apartments are unchanged.

In terms of footprint, typical floor Gross Internal Area (GIA) has been reduced from 883 sqm (9,505 sq ft) to 877 sqm (9,443 sq ft). There are reductions of 6 sqm (62 sq ft) per floor. This does not affect the internal space within apartments, which remain all compliant with Nationally Described Space Standards.

Structural Approach and Interventions

The structural approach to the residential tower has changed. The approved principle is retained: columns penetrate the listed arches to set the foundations of the building in the ground below; however, the detailed methodology for this has evolved.

Following the grant of planning permission, the Applicant engaged specialist heritage structural engineers, Renaissance, to develop the detailed structural design of the building. Renaissance has worked closely with SHP and the project heritage consultants, Heritage Architecture, to develop a solution which is more sensitive to the listed arches.

The evolved strategy replaces the approved 9no. 1.6m diameter circular columns with 12no. slender columns to support the building above. Whilst this involves more penetrations, these are smaller and rectangular in section allowing a simpler and less invasive penetration detail. The revised strategy will both better protect the integrity of the arches and is considered a more sensitive solution.

The detail of the new frontages to be opened-up onto Great Bridgewater Street, which will activate the street and provide views into the listed arches, has also developed in order to ensure the structural integrity of the viaduct.

The approved development includes removal of two sections of the bridge over Great Bridgewater Street. The revised proposals slightly reduce the amount of bridge to be removed.

The revised structural approach and interventions have been reviewed by Heritage Architecture who conclude that they do not lead to any increased adverse impact upon the heritage assets within the site and overall are a more sensitive solution in comparison to that which was originally approved.

Ground Floor Layout

The ground floor of the residential element has been reconfigured to enlarge and enhance the residents' lobby and amenity space. Cycle parking is retained at 1:1 provision (375 spaces) but re-located within the footprint of the building.

The number of car parking spaces is reduced from 36 to 2 spaces, reflecting the site's unparalleled connectivity by sustainable modes of transport and directly contributing to the objectives of Manchester's Climate Change Framework. The 2 spaces will be available for disabled users. Technical notes prepared by Vectos consider these changes in relation to the approved Waste Management, Transport Assessment and Travel Plan documents.

Upper Floor Layout and Accommodation Mix

The total number of apartments remains unchanged at 375. The 3-bed apartments on each floor are replaced with 2-bed apartments. This change is driven by detailed market analysis by Salboy, who have extensive experience marketing apartments for sale and rent within the Regional Centre. The layout of the residential floorplans is constrained by the structural requirements of building over the listed viaduct. It is intended that the apartments will be sold to owner-occupiers and, in Salboy's experience, the 3-bed apartments in the approved layout will be extremely difficult to sell. The proposed apartment mix delivers a viable mix that meets market demand and contributes to a sustainable mix of apartment sizes, typologies and tenures in this part of the city centre.

At Level 01, an enlarged residential lobby is accessed via a repositioned entrance door. The change in apartment mix has resulted in a small reduction in weekly waste generation from 57,461 Litres per week to 55,770 litres per week, leading to a reduction from just over 52 bin lifts per week to 50 bin lifts per week. The residential bin store has been reconfigured and provides 12 bins rather than 10. This will be serviced by 5 weekly refuse collections, as per the approved development.

At Level 02, the residents' amenity area is reconfigured to provide a gym overlooking the podium, which is slightly extended in Phase 01.

At roof level, there is a change from a centrally positioned to perimeter track mounted BMU.

Residential Tower Elevation

The residential upper floor materiality remains as per the approved drawings. The building utilises a simple palette of materials, clear glass, opaque (enamel fritted) glass, aluminium panel vents and aluminium fins to articulate the façade within a unitised curtain wall system.

As a result of further design development of the façade, modelling studies have identified how a redistribution of fins would improve the slenderness, verticality and appearance of the tower in distant views. This has been achieved through the addition of fins at 1500mm centres to the long elevations (East & West) from level 20 up-wards (to match the language of levels 02-19). They were previously proposed at 3000mm centres from level 20 and above.

The fins retain the level of privacy required to adjacent buildings and create shadow, depth & texture. Contextually, retaining the fins at 1500mm centres to the full west elevation also forms a stronger relationship with the Hilton Tower south elevation and blade.

To create a contrast, the fins have been omitted from level 02 upwards to the short elevations (North & South) to create a smooth, flush appearance. The variation between adjacent elevations will provide improved articulation of the tower form in distant views.

The base of the tower and connecting podium facades retains the approved design of fins arranged at 750mm centres with an emphasis on 'screening'. The composition of clear, opaque and aluminium vents (inward opening windows) has been coordinated with the apartment internal layouts. The revised composition maximises the number of clear units to the corner apartments to lighten the appearance and maximise views out.

Following updates to Part B of the Building Regulations (Fire Safety), the approved podium green living wall / trellis system between the fins and the laminated glass balustrade, are no longer permitted as part of a residential development.

The design for a series of aluminium perforate panels has therefore been developed which would complement the approved design of the ventilation panel vents (inward opening windows) to the residential tower.

The design of the perforate panels will visually screen and maintain the ventilation requirement for the service yard. The design has been extended to form the balustrades to the roof garden. The repetitive pattern or symbol for the perforated panels has been derived from an exploration of the local context. The most iconic and successful pattern was derived from the steel lattice work of Manchester Central.

Through detailed design, alternative perforation densities will be tested to secure the optimum balance between ventilation to the service yard and visual screening. This will be undertaken in consultation with the LPA and the final solution will be agreed via submission of material samples / mock-ups, to be approved by the LPA to discharge the relevant condition of the planning permission.

Energy Strategy

A revised energy strategy is proposed, which will replace the combined gas and electricity to all-electric energy system for the residential tower.

The UK government is expanding the low carbon economy and has set legally binding targets to achieve net zero Co2e by 2050. One of the key intentions of the government is to phase out heating systems that use fossil fuels in all new and existing buildings during the 2020s. The government has projected that the carbon intensity of the grid will continue to fall to below 150g CO₂e/kWh, eventually falling to 108g CO₂e/kWh by 2025.

A significant way of reducing Co2e levels in domestic dwellings is the use of electrical panel heaters. These heating systems deliver instantaneous heat at the location it is required unlike a wet system which generate high levels of heat loss. Electric heating is 100% efficient at the point of consumption.

A nationally recognised means of measuring and monitoring the move towards net zero Co2e is the use of a national calculation methodology called Standard Assessment Procedure (SAP). In July 2019, the Government issued a beta version of SAP (SAP 10). The final version is expected to be adopted by the UK Government in October 2020.

One of the key changes in SAP 10 is the methodology used to calculate Co2e factors for electricity. For the first time, SAP calculations will recognise the decarbonisation of the grid, and in broad terms will apply a carbon factor 0.233kg Co2e per kWh – in contrast to the current figure of 0.519kg Co2e per kWh.

The reduction in Co2e levels in SAP10 against SAP2012 will be approximately a 30-40% betterment on a like for like basis i.e. SAP10 Co2e factors for electricity will be approximately 30-40% below/better than SAP2012 figures.

The Ventilation Strategy has been updated by Ridge to reflect the results of the revised strategy. The report concludes that all ventilation systems shall comply with the requirements of relevant British Standards. Overall, the ventilation strategy shall support the overall well-being and safety of occupants and enhance the environment of the spaces, support low energy and carbon solutions.

Environmental Impact Assessment ("EIA") Screening

An Environmental Statement ("ES") was submitted with the application in March 2017. Due to the limited nature and scale of the changes to the approved development proposed in this application, the conclusions of the March 2017 ES are unchanged by the current proposals. As such, this letter sets out our rationale for screening out any updates to the approved ES as part of the validation process for this application. This analysis is supported by technical notes pertaining to each of the EIA technical chapters. These notes have been prepared following review of the revised proposals and construction methodology and programme.

It is noted that the previous Environmental Statement was prepared under The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended). Since the previous application was approved, more recent EIA legislation has since been made - The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Despite the change in legislation, it is not considered that this alone necessitates a resubmission of the ES as the 2017 Regulations are not fundamentally different to the 2011 Regulations. The amendments proposed do not impact upon the assessments carried in the approved ES with regards to climate change or human health.

The following commentary provides rationale for screening out updates to each technical chapter of the March 2017 ES:

Socio-Economic

There are no changes to the original reports produced by Deloitte in support of the original 2017 application. The minor nature of the changes do not impact the conclusions of EIA deliverables in the original application and so no further work is required. Changes to this chapter have therefore been screened out of the assessment.

Townscape and Visual Impact

Planit-IE has prepared a Townscape and Visual Impact Assessment (TVIA) Technical Note which seeks to understand whether the proposed minor amendments to the Viadux proposals are likely to result in a change to the assessed effects identified in the TVIA submitted in the March 2017 ES.

There are no changes to the original reports produced by Planit-IE. The minor nature of the changes will not cause any additional significant effects and, as a result, the conclusions of EIA deliverables in the original application remain the same with no further work required.

Furthermore, the reductions in height and footprint will be barely perceptible within the photomontage views and so it is not anticipated that this change will result in any additional visual effects. Slight alterations are proposed to the layout of the façade elements; however, it is unlikely that the changes would have any effect on the composition, appreciation or nature of views of the building. As such it is not anticipated that these will result in any changes to the assessed effects of the original reports. Changes to this chapter have therefore been screened out of the assessment.

Heritage Impact

Stephen Levrant Heritage Architecture (SLHA) has produced a Heritage Statement and Heritage Impact Assessment to evaluate the proposed amended development.

Whilst the revised scheme will result in the same loss of fabric overall (i.e. same direct heritage impact), the structural changes will be more beneficial to the viaduct in the long term. It is therefore considered that the current proposals will be more beneficial in comparison to the extant Planning and

Listed Building Consents. The height, massing and materiality of the proposals will, however, remain largely unchanged.

Direct heritage impacts will include removal of sections of brick piers and altering existing openings to Great Bridgewater Street to facilitate new opening into the proposed commercial units within the arches and to the cast iron bridge respectively. The residential tower above will be supported by concrete columns which in turn, will directly impact isolated sections of the listed arch. While the loss of historic fabric will result in localised instances of minor adverse impact, the main mitigation for the loss of historic fabric is to enable the creation of high-quality public realm, accessibility and permeability throughout the spaces as well as the long-term viable uses of the arches, demonstrating a beneficial heritage impact.

Therefore, despite some alteration to the fabric and character of the building, the overall impact of the revised proposals is considered to result in no instances of significant fabric loss or compromise, and would be appropriately balanced by the important heritage benefit of securing a sustainable use for the grade-II listed building. The proposed development also gives rise to significant regeneration benefits, including the bringing back into full economic use the site of an outdated and underused building within a strategic employment area and significant enhancements to the streetscape. The proposed development also enhances connectivity between the east and west. In terms of visual impact upon surrounding designated heritage assets in the wider townscape, the conclusions of the original report remain unchanged.

In conclusion, the proposed amendments to the scheme do not change the overall conclusions of the approved EIA. Changes to this chapter have therefore been screened out of the assessment.

Noise and Vibration

There are no changes to the original reports produced by Fisher Acoustics in 2017. The minor nature of the changes will not cause any additional significant effects and, as a result, the conclusions of EIA deliverables in the original application remain the same with no further work required.

It is noted that a reduction in car parking spaces would further reduce any impact arising from increased traffic flows. Further, minor change in floor heights and overall building height should have no meaningful impact on noise levels experienced across the building. Changes to this chapter have therefore been screened out of the assessment.

Daylight, Sunlight and Solar Glare Assessment

There are no changes to the original report produced by Gray Scanlan Hill in 2017. The minor nature of the changes proposed will not cause any additional significant effects and, as a result, the conclusions of EIA deliverables in the original application remain the same with no further work required.

The change in phasing will have no effect on the daylight and sunlight impact of development. The proposed marginal reduction in height and footprint of the residential tower means that its daylight & sunlight amenity impact will be no more adverse than communicated in the original Environmental Statement.

It is proposed to redistribute the vertical fins from gable to the main elevations of the tower. These fins were not modelled as part of our Technical Analysis. On that basis, the removal of the fins will have no material influence on the daylight and sunlight, overshadowing or solar glare impact of the Proposed Development as presented in the original Chapter. Changes to this chapter have therefore been screened out of the assessment.

Wind Microclimate

Architectural Aerodynamics have produced a technical note in light of the proposed amendments, concluding that there are no changes to the original reports produced by BMT Fluid Mechanics in 2017. The minor nature of the changes will not cause any additional significant effects and, as a result, the conclusions of EIA deliverables in the original application remain the same with no further work required.

When considering the amendments, it is noted that the changes to the massing of the development are minor with respect to wind and that wind conditions within and around the proposed development are not expected to materially alter from those summarised in the original wind microclimate assessment. None of the other changes are relevant to wind conditions. Changes to this chapter have therefore been screened out of the assessment.

Water Resources

Renaissance has prepared a technical note which considers the proposed minor amendments and concludes that no changes are required to the conclusions of the original reports produced by Curtins as part of the original application. The minor changes proposed will not cause any additional significant effects and so the conclusions of EIA deliverable in the original application remain the same with no further work required. Changes to this chapter have therefore been screened out of the assessment.

Traffic and Transport

Vectos has prepared a note on transport in support of the proposed amendments. The note concludes that the minor nature of the changes will not cause any additional significant effects and, as a result, the conclusions of EIA deliverables in the original application remain the same with no further work required.

Whilst the changes will not result in any additional significant effects, Vectos has considered the detail of the proposed changes with respect to traffic and transport. The proposed amendments to the scheme are explained to result in a marginal reduction in traffic flow consistent with the reduced parking provision. This marginal reduction in traffic flow will result in a marginal reduction in the environmental implications of road traffic in the area compared to the previous Environmental Assessment. There is also a marginal reduction in the accident record over time since the last assessment so as well as a marginal reduction in traffic impacts there is a marginal reduction in the road safety risk.

These amendments result in changes in traffic implications and road safety that are only marginal and would not affect the conclusions made in the original Transport and Environmental Impact Assessments. Changes to this chapter have therefore been screened out of the assessment.

Archaeology

There are no changes to the original desk-based assessment produced in 2016 or the revised Archaeology Chapter for the Environmental Statement compiled in 2019. The minor nature of the changes will not cause any additional significant effects on the below-ground archaeological resource and so the conclusions drawn in the original assessment report and Environmental Statement remain valid. Changes to this chapter have therefore been screened out of the assessment.

Television Impact

There are no changes to the Television and Telecommunications Impact Assessment produced in 2017. Pager Power has produced a technical note which concludes that the minor nature of the proposed

changes will not cause any additional significant effects. When considering the amendments, it is noted that the changes to the physical massing of the development result in a minimal reduction of building size. Reducing the physical presence of the structure would generally lead the associated impacts on television and telecommunications to either remain unchanged or decrease.

Air Quality

RPS has prepared a technical note in-light of the proposed amendments, concluding that the minor nature of the changes will not cause any additional significant effects and, as a result, the conclusions of the Air Quality chapter within the original Environmental Statement remain the same with no further work required.

Ground Conditions

Renaissance has prepared a technical note in-light of the proposed amendments. The note concludes that there are no changes to the Phase 1 Preliminary Site Assessment, Phase 2 Site Investigation Report and Ground Conditions chapter of the Environmental Impact Assessment. The minor nature of the proposed changes are explained not to cause any additional significant effects and so the conclusions of EIA deliverables of the original application remain the same with no further work required. Changes to this chapter have therefore been screened out of the assessment.

Planning Policy Framework

The Planning Policy Framework relevant to the proposed development has changed slightly since the approval of the original permission in July 2017.

The key Development Plan documents remain the 2012 Manchester Core Strategy and Saved Policies of the 2006 Manchester Unitary Development Plan.

The following documents form Material Considerations in the determination of this application. Notably, the 2012 National Planning Policy Framework has been replaced with the revised National Planning Policy Framework, which was published in February 2019. However, there have been no changes to the Framework or online Planning Policy Guidance which would affect consideration of the application. Manchester City Council planning guidance documents remain unchanged.

MCC Climate Change Framework 2020

On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. The motion declares that climate change is a serious risk to Manchester's future and committed to embedding the issue as an integral part of council decision-making – making sure that all key decisions are taken with the City's target of becoming zero-carbon by 2038 in mind. This was formally translated into changes in planning policy in March 2020 when MCC published its Climate Change Framework 2025-2025 ("the Framework"). This Framework is a high-level strategy for meeting the Council's commitment to 'play their full part' on climate change. It will need to develop over the next five years, in line with changes in policy, climate science, the Council's rate of progress on this issue, and other factors.

The Framework sets out four overarching objectives as described below: Staying within our carbon budgets, Climate adaption and resilience, Health and wellbeing and Inclusive, zero carbon and climate resilient economy. In addition, there are six Priority Actions that will focus efforts to achieve these overarching objectives. These are described below alongside consideration of how the Proposed Development supports their aspirations.

Priority Action 1 focuses on buildings, aiming to ensure that new developments do not eat into the City's limited carbon budgets and should be built and operated to zero carbon standards as much as

possible. Full details on the measures that have been considered and incorporated are set out in the Energy Strategy submitted as part of this application, but in summary they include: being designed and specified in accordance with the principles of the energy hierarchy, responding to the principle of energy efficiency and carbon dioxide emission reduction within local planning policy and minimising waste arising during construction and occupation/operation.

Priority Action 2 outlines the need for increased use of renewable energy. Throughout the design process a range of renewable and low carbon technologies have been considered for the Proposed Development; including solar hot water, photovoltaics (PV) wind, heat pumps and biomass heating. The proposed energy strategy will provide a number of benefits in terms of energy efficiency, deliverability and viability of the scheme as a whole. A move to an all-electric system will encompass benefits including giving the user individual control of the heat in each room, less risk of overheating and being more cost effective in terms of installation. Further details on the above can be found within the Energy Strategy prepared by Ridge.

Priority Actions 3 and 4 focus on Transport and Food. More specifically, a move towards an increase in walking, cycling and public transport use, as well as sustainable food purchasing and consumption at a local level.

The Proposed Development is located in a highly sustainable location within walking distance of Manchester City Centre and its wide range of employment, leisure, and retail opportunities. It is located adjacent to Deansgate Interchange which provides mainline rail access alongside access to the regional Metrolink system. It also within walking distance of Manchester Oxford Road - a key regional mainline rail station in the city. Furthermore, as a highly connected site, it is considered that residents will be able to shop for food sustainably without the need for car travel. In addition, the Site is within 500m of numerous convenience, including Tesco Express and Sainsbury's Local. All of these facilities are easily accessible by foot or cycling.

As a reflection of the highly accessible nature of the Site by modes of transport which are low impact in terms of CO₂ emissions, 375 cycle parking spaces will be provided on-site. These will provide secure spaces for residents and extensive changing facilities. Having a convenient and simple strategy for cycle use and storage will help to promote and encourage this mode of transport. Furthermore, the proposed changes include reducing the amount of car parking spaces from 36 to 2. The reduced number of spaces is likely to alleviate congestion in the area and encourage the use of public transport.

The accompanying Travel Plan Framework, prepared by Vectos and submitted in support of this application, sets out a further package of measures to reduce the transport and traffic impact of the Proposed Development.

The expectation of waste recycling facilities is addressed by Priority Action 5. The Proposed Development's Waste Management Strategy, prepared by Vectos, highlights that the provision complies with waste standards, in terms of storage, recycling and management. This will support recycling within the development.

Finally, Priority Action 6 assesses green infrastructure and nature-based solutions as a means of adapting the city to a changing climate as well as reducing CO₂ emissions. A number of landscaping and public realm measures incorporated into the proposals will enhance the ecological value of the Site, including a revised residential entrance and opening from Great Bridgewater Street. Improved public realm will encourage pedestrian access and activity at the site, reducing the need for car use and therefore assisting the city in meeting its CO₂ emission reduction targets.

In summary, it is considered that the Proposed Development supports Manchester City Council's aspirations on Climate Change and, specifically, the Council's Climate Change Framework 2020-2025.

Application Submission

This application comprises this Covering Letter and the following documentation:

- Application Form and Notice Certificates, dated 4 May 2020;
- Site Location Plan;
- Application Drawings prepared by Simpson Haugh & Partners (SHP);
- Schedule of Updated Plans prepared by SHP;
- Planning Amendments Design Document prepared by SHP;
- Updated Phasing Plan prepared by SHP, dated April 2020;
- Updated Energy Strategy Statement prepared by Ridge, dated April 2020;
- Updated Landscaping Drawings prepared by Planit, dated April 2020;
- Travel Plan Framework Technical Note prepared by Vectos, dated April 2020;
- Waste Management Strategy Technical Note prepared by Vectos, dated April 2020;
- Updated Ventilation Strategy prepared by Ridge, dated April 2020;
- Environmental Statement Technical Notes including:
 - Townscape and Visual Impact Technical Note prepared by Planit, dated April 2020;
 - Construction Management and Phasing Note prepared by Domis, dated April 2020;
 - Socio-Economic Note prepared by Deloitte Real Estate, dated April 2020;
 - Heritage Impact Technical Note prepared by Heritage Architecture, dated April 2020;
 - Noise and Vibration Technical Notes prepared by Fisher Acoustics, dated April 2020;
 - Daylight Sunlight Assessment Technical Note prepared by GreyScanlanHill, dated April 2020;
 - Wind Microclimate Technical Note prepared by Architectural Aerodynamics, dated April 2020;
 - Water Resources Technical Note prepared by Renaissance, dated April 2020;
 - Transport Technical Note prepared by Vectos, dated April 2020;
 - Archaeology Technical Note prepared by Salford Archaeology, dated April 2020;
 - Television Impact Technical Note prepared by Pager Power, dated May 2020;
 - Air Quality Technical Note prepared by RPS, dated May 2020 and
 - Ground Conditions Technical Note prepared by Renaissance, dated April 2020.

Summary and Conclusion

The Viadux site is located in the south of the City Centre, and forms an important part of the entry sequence into the City Centre from South Manchester. It provides a remarkable opportunity to deliver a very high quality mixed use residential and office development that will add value to the City Centre's housing offer and Grade A office space, and secure the high quality regeneration of this site in a way that enhances the character and appearance of the Civic Quarter Area.

Since securing planning permission, the Applicant has been working to deliver this transformational project. The joint venture between the development partners has now brought together the skills and experience to do so. The amendments are proposed for the betterment of the scheme and to address changed and evolving building regulations. They will result in an enhanced scheme to that approved.

The amendments result in a development that is substantively unchanged from the approved development on-site. They will have no effect on the character, siting or density of development. A more sensitive structural approach is proposed, which will result in less invasive interventions on the listed viaduct structure. Reduced car parking and a move to all-electric heating addresses MCC and national objectives on Climate Change. All the changes proposed in this application have been discussed and agreed in principle with the Planning Authority during pre-application consultations.

The planning policy assessment undertaken from the original application remains valid. Taking all of this into account, it can be concluded that the Proposed Development is broadly consistent with the aims and objectives of the Development Plan taken as a whole. It is further supported by the assessment of other material considerations including the NPPF and it has been demonstrated that the proposed development will deliver the overarching economic, social and overarching objectives of sustainable development as a whole. As such, the proposed amendments therefore merit the support of the local planning authority.

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 (nalcock@deloitte.co.uk / 0161 455 6787) and Andrew Cowan (acowan@deloitte.co.uk / 0161 455 8298).

Yours Sincerely,

John Cooper
Deloitte LLP

Enc.