

Minor Amendments Supporting Document (10th February 2020)

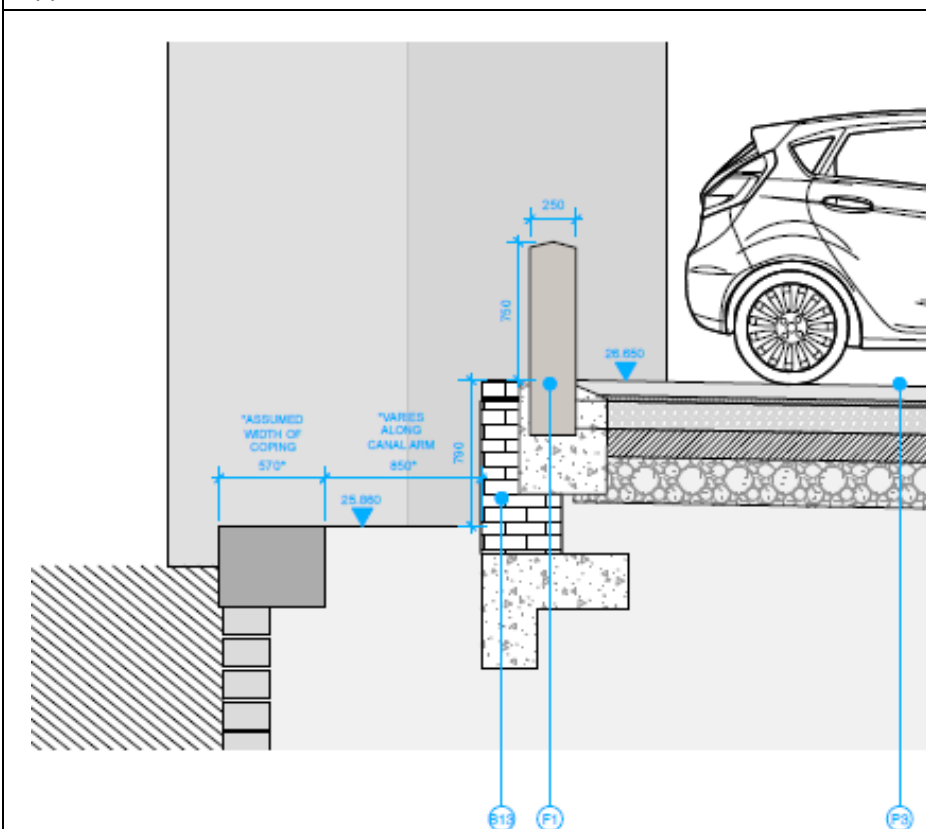
Below is a table highlighting all minor amendments proposed as part of the NMA submission, along with their previously approved drawing & number, and the proposed amended drawing & number.

Minor Amendment	Approved Drawing	Approved Drawing No.	Proposed Drawing	Proposed Drawing No
1) Car Parking An uplift in levels is proposed to the southern edge of the car park, in order to simplify the drainage strategy, omitting the need for multiple channel drains within the footprint of the viaduct as previously proposed, and instead relying on a single channel drain running parallel. The increase in levels has identified further opportunities to retain a greater amount of residual material on site that would otherwise need to be taken off site. This vastly improves the sustainability of the site by reducing the number of lorry /vehicle loads of earth to be removed from the site. The change in levels along the southern edge of the carpark vary depending on current levels and to ensure we achieve enough cross falls for drainage. All level changes are kept below 1m. The levels along the northern edge of the car park remain the same. The structure to the southern edge of the car park will consist of a high-quality brick retaining wall in keeping with in conservation areas surroundings.	Proposed Site Plan Site Elevations Site Section A-A & Visuals Landscape GA Hard Landscape Plan 1 Hard Landscape Plan 2 Viaduct Elevations Viaduct Sections Existing & Proposed Car Park Sections Viaduct car parking fencing and walling	16042-A0750-c3 16042-A1150-T2 16042-A1155-T2 254173-LPP-90-SW-L00-DPL-L-0001-P11 254173-LPP-90-SW-L00-DPL-L-0002-P12 254173-LPP-90-SW-L00-DPL-L-0003-P11 254173-LPP-95-SW-L00-DET-L-0300-T4 254173-LPP-95-SW-L00-SEC-L-0301-P1 254173-LPP-90-SW-L00-DSE-0106-P2 254173-LPP-95-L00-DET-L-0214-T3	Proposed Site Plan Site Elevations Site Section A-A & Visuals Landscape GA Hard Landscape Plan 1 Hard Landscape Plan 2 Viaduct Elevations Viaduct Sections Existing & Proposed Car Park Sections Viaduct car parking fencing and walling	16042-P0750-A 16042-P1150-A 16042-P1155-A 254173-LPP-90-SW-L00-DPL-L-0001-P15 254173-LPP-90-SW-L00-DPL-L-0002-P15 254173-LPP-90-SW-L00-DPL-L-0003-P15 254173-LPP-95-SW-L00-DET-L-0300-P2 254173-LPP-95-SW-L00-SEC-L-0301-P4 254173-LPP-90-SW-L00-DSE-0106-P4 254173-LPP-95-L00-DET-L-0214-P2
2) Viaduct Cycle Store The internal layout of the cycle store has been amended to avoid any clashes between the cycle racks and the internal security fence.	Viaduct Cycle store	254173-LPP-90-SW-L00-DET-L-0200-T2	Viaduct Cycle store	254173-LPP-90-SW-L00-DET-L-0200-P1

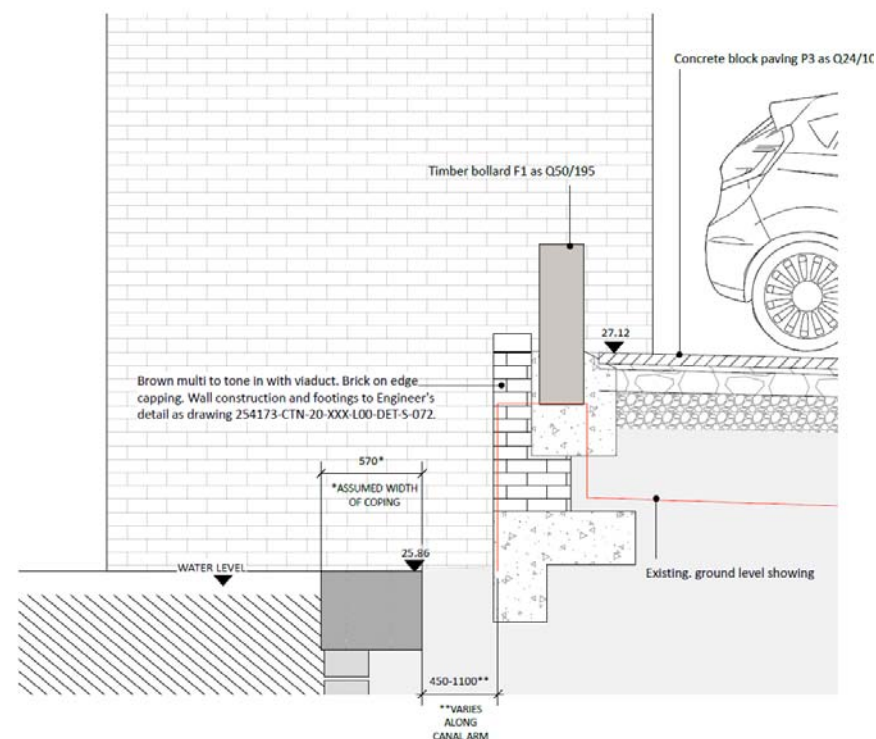
3) Relocated Trees due to service routes Due to services located below the ground – both existing and new services linking Block 3 and 4, in order to ensure that the new trees grow successfully, it is proposed that some are relocated or moved within scheme. The number of proposed trees hasn't changed.	Landscape GA	254173-LPP-90-SW-L00-DPL-L-0001-P11	Landscape GA	254173-LPP-90-SW-L00-DPL-L-0001-P15
4) Treatment around the existing Viaduct Structure As requested by MCC, and to also be submitted to discharge Condition 25 of approved application 109335/FO/2015/C1, this drawing shows two options for the treatment around the listed structures. Two options are proposed as dialogue is still to be concluded with the viaduct owners. From a visual perspective, the surface treatment is the same for both options.	n/a	n/a	Viaduct Sections	254173-LPP-90-SW-L00-DSE-L-0107-C3
5) Mounding within the scheme To ensure planting has sufficient soil to grow in and due to the amount of existing spoil on site, it is proposed that there is localized mounding between the two block's and in the triangular section behind the substation. All of these areas are heavily screened from outside of the site. This mounding will not be above the original approved ridge next to the River Medlock and will be virtually hidden anyway by the proposed planning scheme.	Landscape GA	254173-LPP-90-SW-L00-DPL-L-0001-P11	Landscape GA	254173-LPP-90-SW-L00-DPL-L-0001-P15

1) Car Parking

Approved Car Park Sections – 254173-LPP-90-SW-L00-DES-L-0106-P2



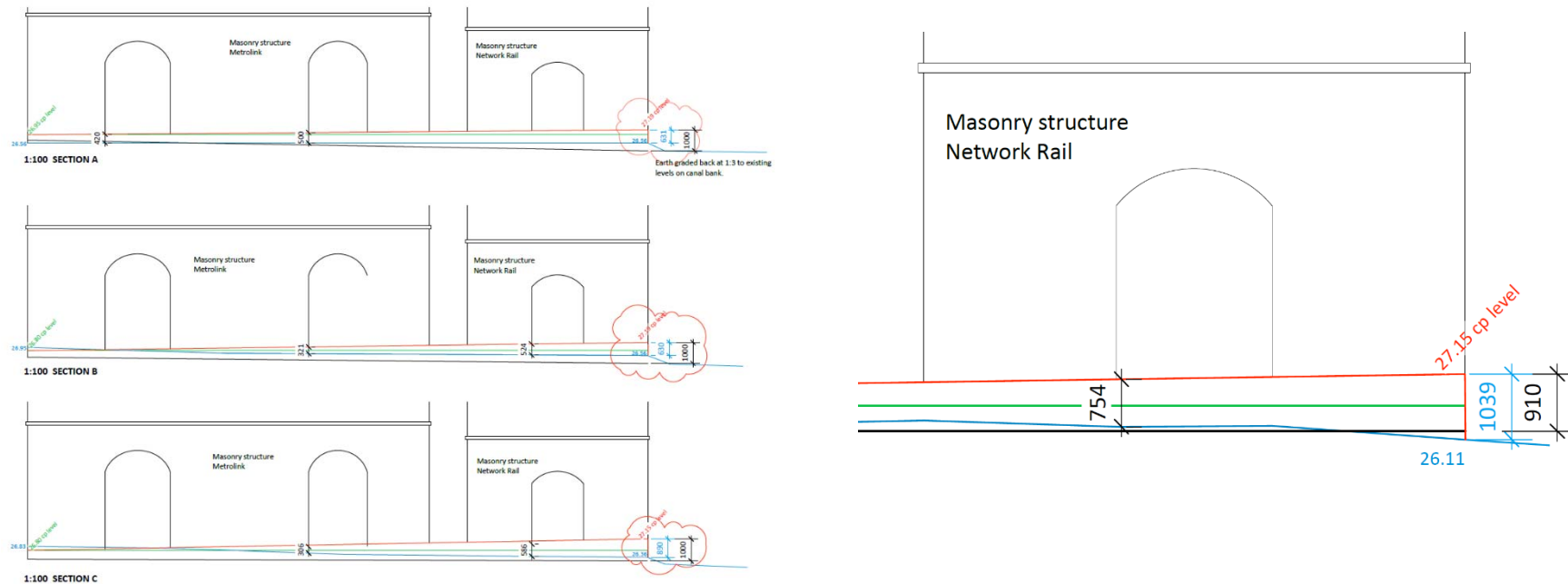
Proposed Car Park Sections – 254173-LPP-90-SW-L00-DES-L-0106-P4



The above comparison indicates the minimal changes between the approved retaining edge of the car park, and what is now proposed where the levels have been increased. Brick choice will match the tone of the existing viaduct structure. Bond and mortar joints will also be of similar aesthetic.

1) Car Parking

Proposed Drawing - 254173-LPP-90-SW-L00-SEC-L-0301-P4



The above extract drawing 254173-LPP-90-SW-L00-SEC-L-0301-P4 highlights the changes in level between the previously approved application 118024/NMC.2017 (the lines shown in **GREEN**) and the proposed revised levels as part of this application 125388/NMC/2019 (the lines shown in **RED**).

The lines in **BLUE** show the existing ground level and the **BLACK** approved levels under the original application (109335/FO/2015/C1) – note it was originally intended to match existing but discrepancy between ground levels under the viaduct and those within the viaduct meant that this wasn't the case.

The view of the viaducts is retained & the increased levels will have no impact on this. The levels changes proposed in the context of the overall size / height of the existing viaducts is minimal.

3) Relocated Trees due to service routes

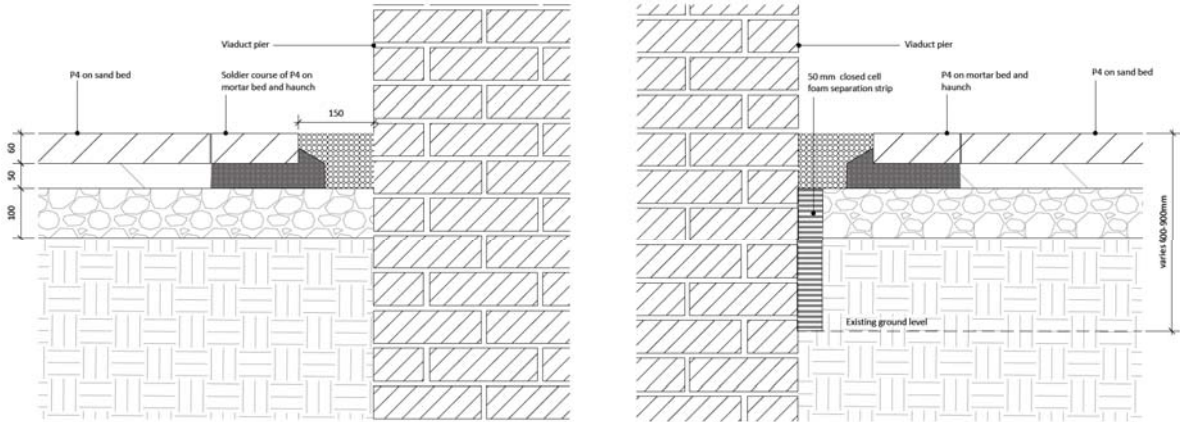
Approved Drawing - 254173-LPP-90-SW-L00-DPL-L-0001-P11



Proposed Drawing - 254173-LPP-90-SW-L00-DPL-L-0001-P15



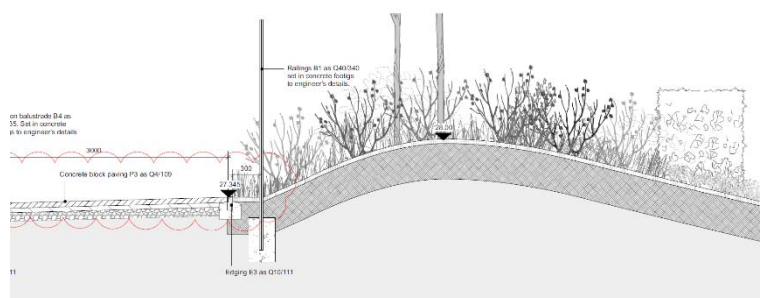
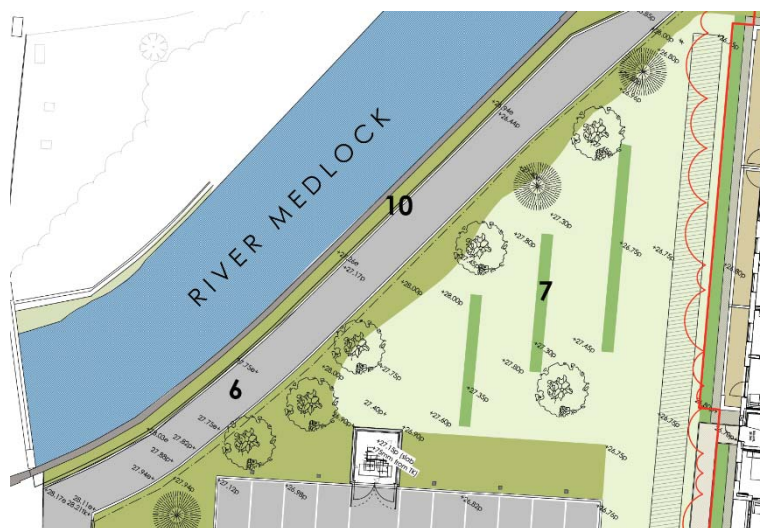
The above plan extracts show the relocation of two trees to ensure they don't clash with existing services. This should ensure that new trees thrive and grow more successfully and will not be disturbed by any future works required to these services.

4) Treatment around the existing Viaduct Structure	
Approved Drawing – Not applicable.	Proposed Drawing - 254173-LPP-90-SW-L00-DSE-L-0107-C3
	 1:5 SECTION 107A - THROUGH VIADUCT INTERFACE - (OPTION A) 1:5 SECTION 107B - THROUGH VIADUCT INTERFACE - (OPTION B)

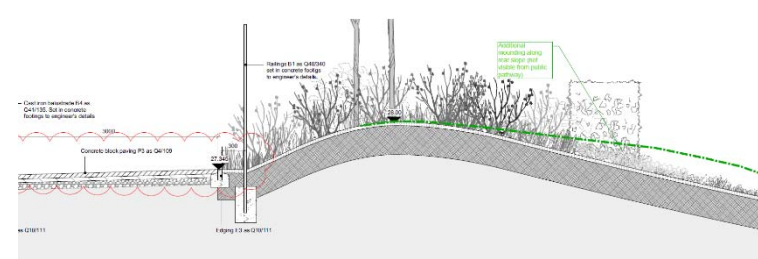
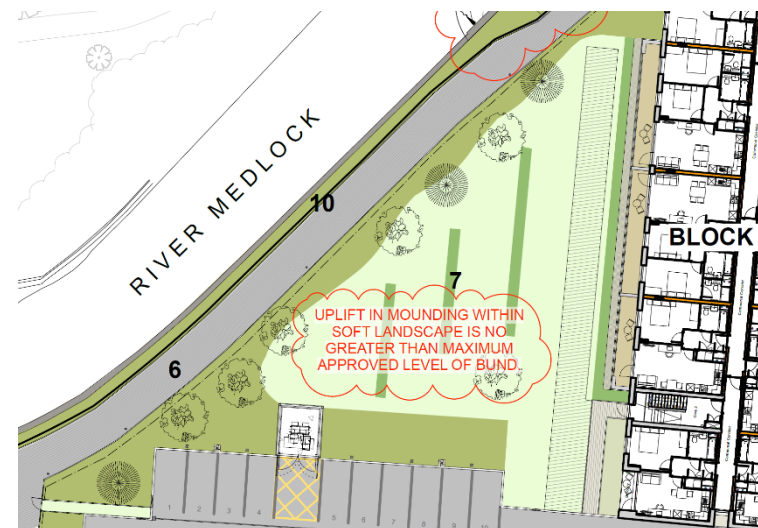
The above drawings show the intended proposals for the detail around the existing viaducts. Two options are proposed and will be discussed with the viaduct stakeholders. From the surface both options look the same.

4) Mounding within the scheme

Approved Drawing – 254173-LPP-90-SW-L00-DPL-L-0001-P11.



Proposed Drawing - 254173-LPP-90-SW-L00-DPL-L-0001-P15



The above drawings shows the intended area for additional mounding, note the approval had a ridge line height of 28.00 alongside the river path – any additional mounding will be kept below this. The section above shows the detail of the approved mounding (note this didn't form part of the information submitted for planning)