

simpsonhaugh



Crown Street, Phase 3 – Manchester

DESIGN & ACCESS STATEMENT - ADDENDUM | APRIL 2024
Z1-SHP-A180-RP-XX-B5D803 | REVISION X03



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1.0 Introduction

PURPOSE
This document has been prepared by SimpsonHaugh to supplement documentation already submitted in support of a full planning application for the development of a residential-led, mixed use development at Crown Street Phase 3 which forms part of the Great Jackson Street Regeneration Area.



Consultation

PRE-APPLICATION CONSULTATION

Pre-application consultation has taken place to ensure both neighbouring residents and businesses as well as local stakeholders are fully informed of the Proposed Development.

Full details of consultation have been prepared in the following document;
Crown Street Phase 3 and Plot D, Statement of Consultation.

This Statement explains in detail the programme of consultation that has been undertaken in order to ensure that issues could be considered and addressed as the proposals evolved. The approach has been designed to reflect guidance within Manchester City Council’s adopted Statement of Community Involvement (2018) and the National Planning Policy Framework (NPPF) (2023).

In addition, the scheme has been developed in consultation with the Local Planning Authority, Statutory Consultees, key stakeholders and adjoining owners and occupiers.

The following section summarises how consultation has directly influenced the design development and how specific issues were dealt with.

MANCHESTER CITY COUNCIL

The proposals for both applications have been worked up in consultation and collaboration with the Local Planning Authority, with meetings held on:

- 23 September 2022,
- 9 November 2023
- 17 January 2023.

The feedback received has been constructive and supportive, the LPA were supportive of the uses proposed, design approach to the buildings and spaces surrounding them - particularly that the proposals create strong links and legibility within and around the Site to facilitate inclusivity and promote active and sustainable travel for new and existing residents including those in surrounding areas.

The technical team has engaged with relevant technical and statutory consultees, specific engagement with MCC technical officers is as follows:

Highways

A number of meetings were held with MCC Highways team to discuss the following key areas:

- Narrowing the carriageway of Great Jackson Street**
As covered within the concept design section, in order to maximise the extent of public realm and play down the impact of the road, it was necessary to narrow the width of the carriageway.

- Re-aligning Silvercroft Street**
The re-alignment of Silvercroft Street was necessary to maximise footpaths and create a zone for required wind mitigation.
- Re-location of on street parking bays**
As part of the proposed works to Great Jackson Street it was necessary to propose relocating some of the on street parking bays, to better suit the Proposed Development.
- Servicing strategy / loading bays**
Provision of loading bays for each tower, the position of the bay relative to the land ownership and the overall dimensions of each bay were discussed with the Highways Team.
- Wind mitigation within pavement**
Proposals for movable wind mitigation positioned on MCC Highways footpaths and narrowing of other footpaths (whilst increasing others) was discussed and suitable solutions to each party agreed.
- Tower over-sailing**
Due to the loading bay provision, footpath width and required wind mitigation, it was necessary to propose an over-sail of Tower C8 on to Highways land. Such an over-sail will be dealt with separately through a Highways license if required.

Early engagement with the Highways Team allowed the design development to progress purposefully with a robust solution, to ensure appropriate access arrangements for pedestrians, vehicles and cycles.

LOCAL WARD COUNCILLORS

Several individual virtual Councillor briefing meetings took place with Deansgate and Hulme Ward Councillors on 18, 20 and 24 January 2023. The purpose of these meetings was to outline the emerging proposals, offer the Councillors an opportunity to share their views and discuss how they relate to existing communities and the wider area within which the Proposed Development, as identified in the two applications, will sit.

The Local Ward Councillors generally supported Renaker progressing with the final components of the masterplan and were positive about four towers, green space in the middle and colonnade. Discussions also included accessibility and sustainable travel - where the approach to connectivity and ensuring that the development was accessible to all were noted.

PLACES MATTER! DESIGN REVIEW PANEL

The proposals for Phase 3 and Plot D were presented to the Places Matter! Design Review Panel on 17 November 2022.

Overall, the panellists provided positive feedback:

“Life at street level within Phase 3 seems to be “coming together well... Overall, there is a very generous public realm at the core of the development in Phase 3 with the colonnade surrounding this and framing the space.”

A full response to the written comments from the PlacesMatter! Panel is included in the Design and Access Statement.

MANCHESTER AIRPORT SAFEGUARDING GROUP

Manchester Airport Safeguarding Team (MAG) and National Air Traffic Services (NATS) were contacted regarding the proposals.

Manchester Airport was consulted in December 2022. They noted that the building will infringe the Outer Horizontal Surface by 74m, but there is no expected impact on the IFPs. No objection was made to the Proposed Development.

Consultation with NATS confirmed requirements to update the radar system and Standard Building Mitigations, which is expected for development of this height. No objection was made to the Proposed Development.

HISTORIC ENGLAND

Historic England was e-mailed on the 21 of November 2022 providing details of the Crown Street Phase 3 and Plot D proposals alongside a request for further pre-application consultation.

They responded on the 28 of November confirming no further consultation was needed.

COMMUNITY CONSULTATION

One of the most important aspects of the consultation strategy is wider community consultation. The Site is located in an area that is in the process of substantial regeneration.

During COVID-19, public consultation on adjacent and nearby sites was undertaken virtually in the form of an online consultation web page. This method proved successful in increasing the number of people who visited the website and also, providing an opportunity for interested parties to listen to a presentation from the design team.

The design team were not only on hand to present the Proposed Development online, but also fielded questions following. Additionally of the feedback received the design team were able to respond to specific suggestions and queries. These responses are incorporated within the: Crown Street Phase 3 and Plot D Statement of Consultation, June 2023.

Comments received related to the design, height and architectural quality of the buildings, use of the public realm, construction impacts, microclimate impacts, relationship to existing building and access, transport and highways. All comments have been reviewed by the design team and incorporated where possible, where this is not possible a justification for the approach has been presented.



STATUTORY CONSULTTEES

In addition to engagement prior to the submission of the application, engagement with statutory consultees through the determination process has provided correspondence most notably from the Health and Safety Executive. This correspondence is outlined below and the response is covered in further detail as part of a Technical Note from Tenos.

HEALTH AND SAFETY EXECUTIVE (HSE)

HSE is a statutory consultee for planning applications that involve or may involve a relevant building.

Relevant buildings are defined as those that:

- Contain two or more dwellings or educational accommodation and
- Meet the height condition of 18m or more in height, or 7 or more storeys

As part of the planning application to the local planning authority, it is necessary to demonstrate that you have:

- Considered fire safety needs relevant to land use planning for the proposed building
- Considered these needs at an early stage
- Incorporated your thinking into your planning application

HSE provides local planning authorities with fire safety input on proposals.

July 2023

HSE stated the following:

It is noted that commercial units C7-1, E1-1, 2, 3 and 4 and E2-2 link to the residential accommodation by way of the refuse holding stores and lobby to the fire-fighting stairs.

1.6. Whilst it is noted that the stair to the ground floor commercial and the stair to the residential floors are separated by lobbies at ground floor, the adopted fire safety standard states:

“Any stair serving a dwelling within a mixed-use development should not communicate with any other occupancy, unless in accordance with a) or b)...a) In buildings having not more than three storeys above ground or access level (small buildings), common stairs that serve both dwellings and other occupancies should be separated from each occupancy by protected lobbies at all levels. b) In buildings having more than three storeys above ground or access level: 1) all stairs serving dwellings, which are not ancillary to the main use of the building, should not communicate with any other occupancy in that building...”

Accordingly, the lobbied communication of commercial and residential staircases is not appropriate as the development is not a small building. Design changes necessary to provide separated means of escape will affect land use planning considerations such as the layout and appearance of the development.

September 2023

Tenos provided the following technical note on behalf of the design team to summarise the measures employed in order to satisfy the HSE’s concerns: TTS220375-N04-ISSUE03

This Technical Note responds to the concerns raised by the HSE in Table 1 and Plot D Table 2. The fire strategy for the buildings which sets out the measures to meet the functional fire safety requirements have been referred to in developing this response (ref: TS220375-R04-Issue01 and TS220375-R05-Issue01 for Plot D and CS3 respectively).

The proposed amendments discussed below are shown in Figures A-1 to A-3 (refer to the Technical Note: TTS220375-N04-ISSUE03 .

Unit C7-1

A fire-separated corridor and independent refuse store will be created for Unit C7-1 to remove the link between the commercial unit and residential accommodation.

Unit E1-1, E1-2, E1-3 & E1-4

The commercial and residential refuse stores will be separated and accessed independently with no connection. An additional back-of-house corridor will be created to provide access from the commercial units to the refuse store.

Unit E2-2

An additional compartment wall has been introduced to the refuse store arrangement with no openings to remove the connection between the commercial unit and residential accommodation. A smaller food waste refuse store will be accessible from the residential “side” with no access to the main commercial/ residential store. These will be accessed from outside the building.

This is independent fire safety advice, it should be confirmed by others if there is an implication on land use planning matters.

The Technical Note, was issued back to the HSE via the LPA.

October 2023

HSE responded with the following, that they were satisfied with the proposed revisions outlined in the Tenos Technical Note:

1.5. Following a review of the information provided in the planning application, HSE is content with the fire safety design as set out in the project description and the further information provided, to the extent it affects land use planning considerations

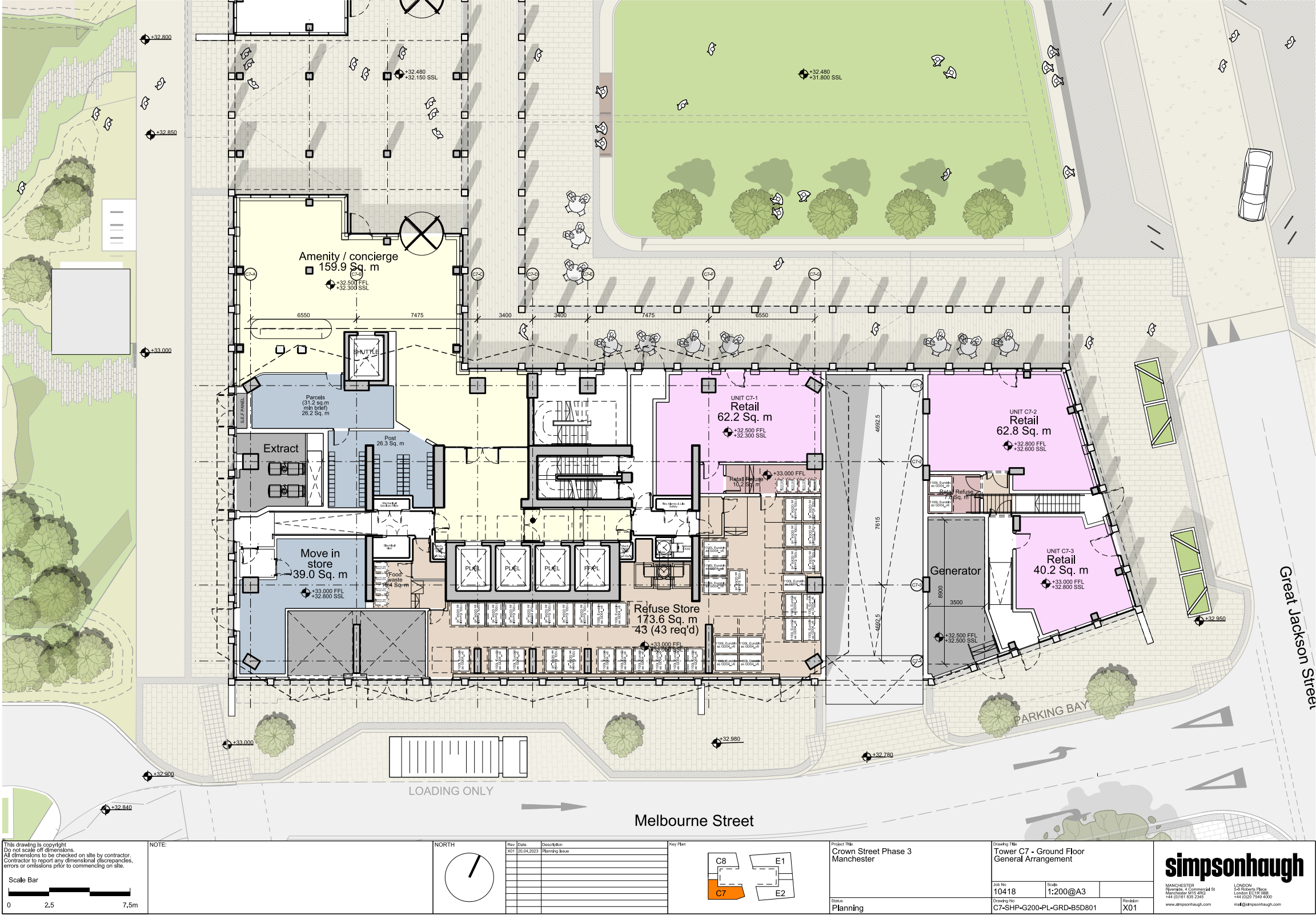
Updated drawings

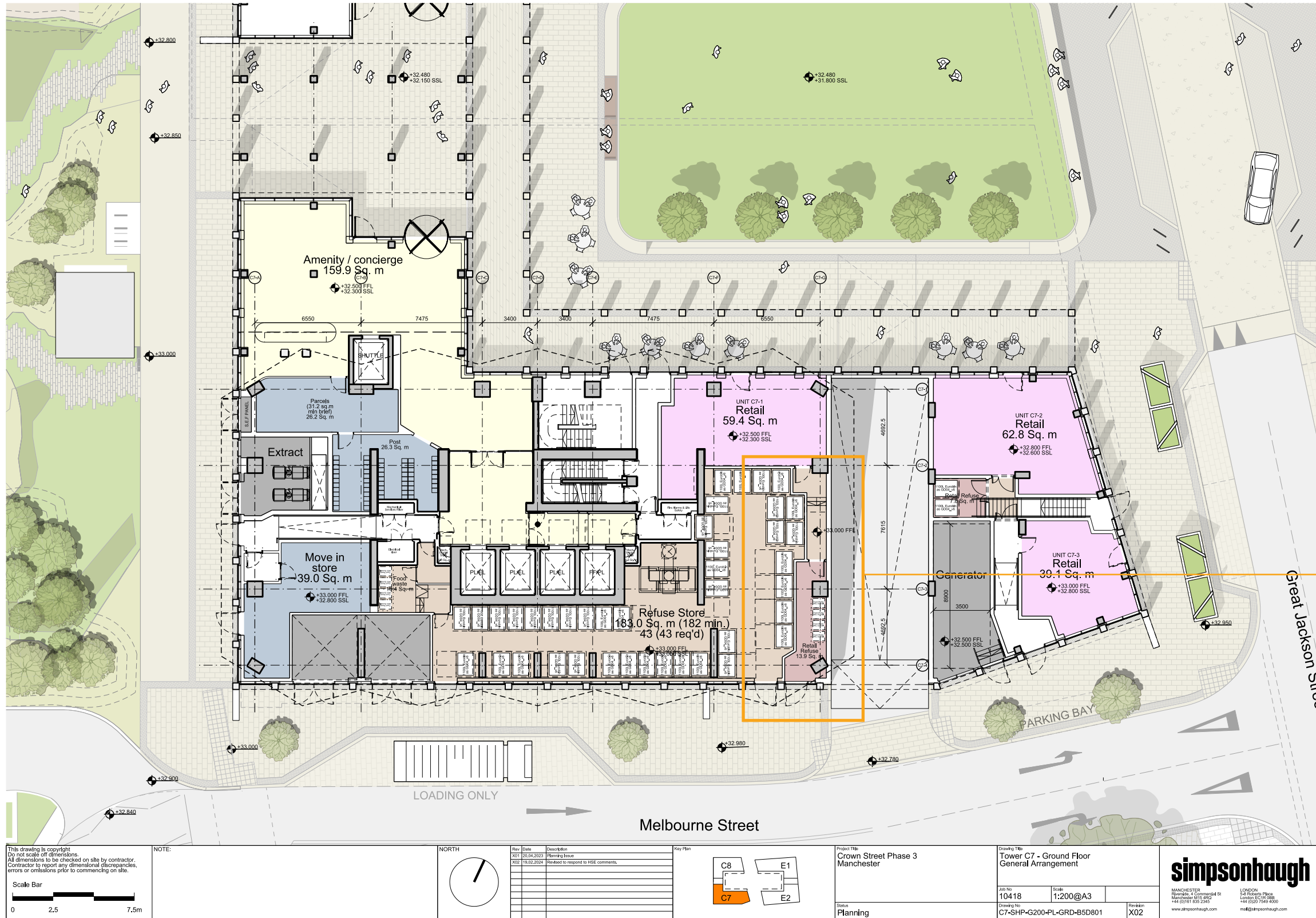
The amendments to the drawings are illustrated in the following pages, captured on the updated drawings:

C7-SHP-G200-PL-GRD-B5D801
E1-SHP-G200-PL-GRD-B5D801
E2-SHP-G200-PL-GRD-B5D801



REVISION X01 - APRIL 2023





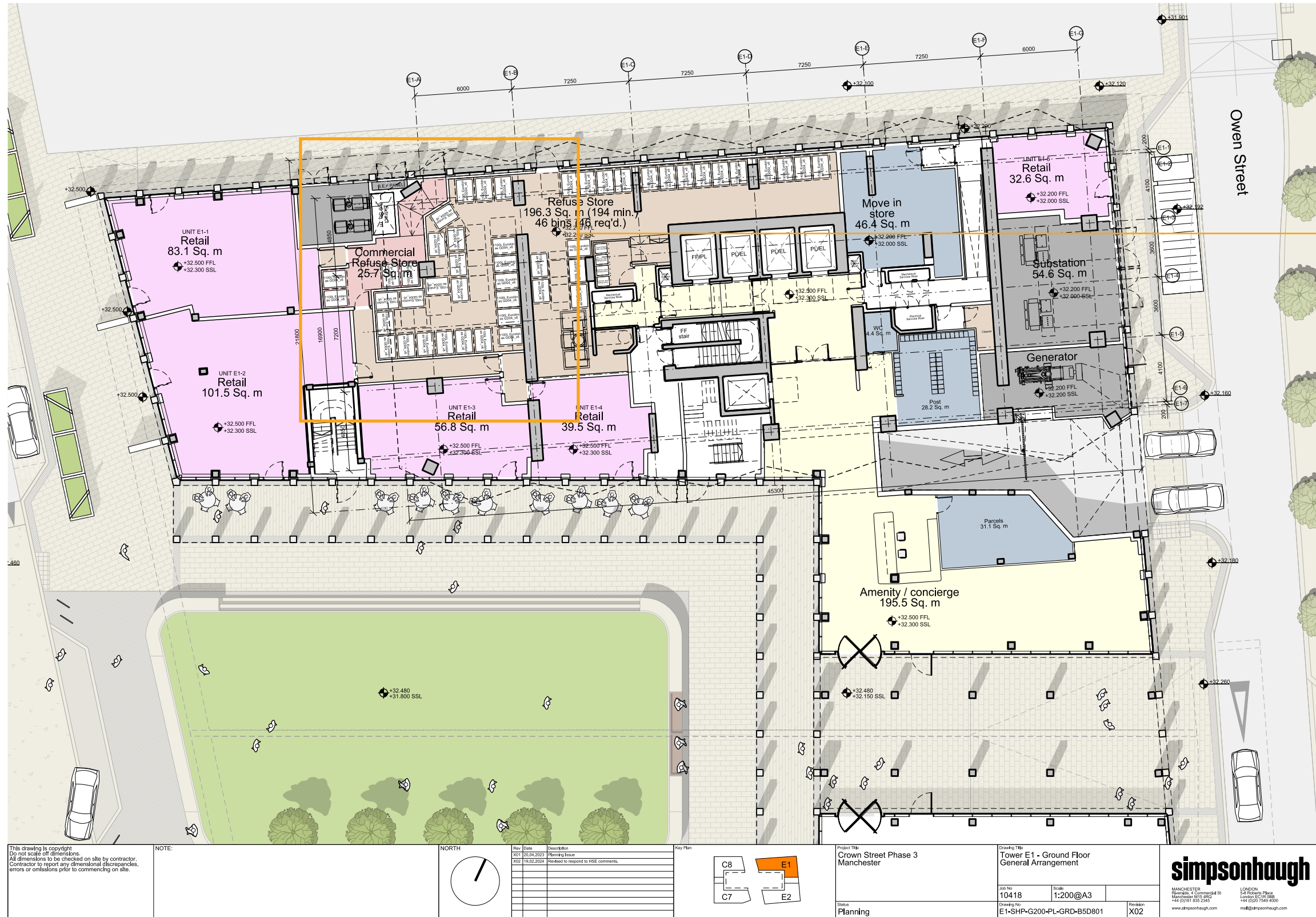
REVISION X02 - MARCH 2024

Amendments in response to HSE comments.

Unit C7-1

A fire-separated corridor and independent refuse store has been created for Unit C7-1 to remove the link between the commercial unit and residential accommodation.



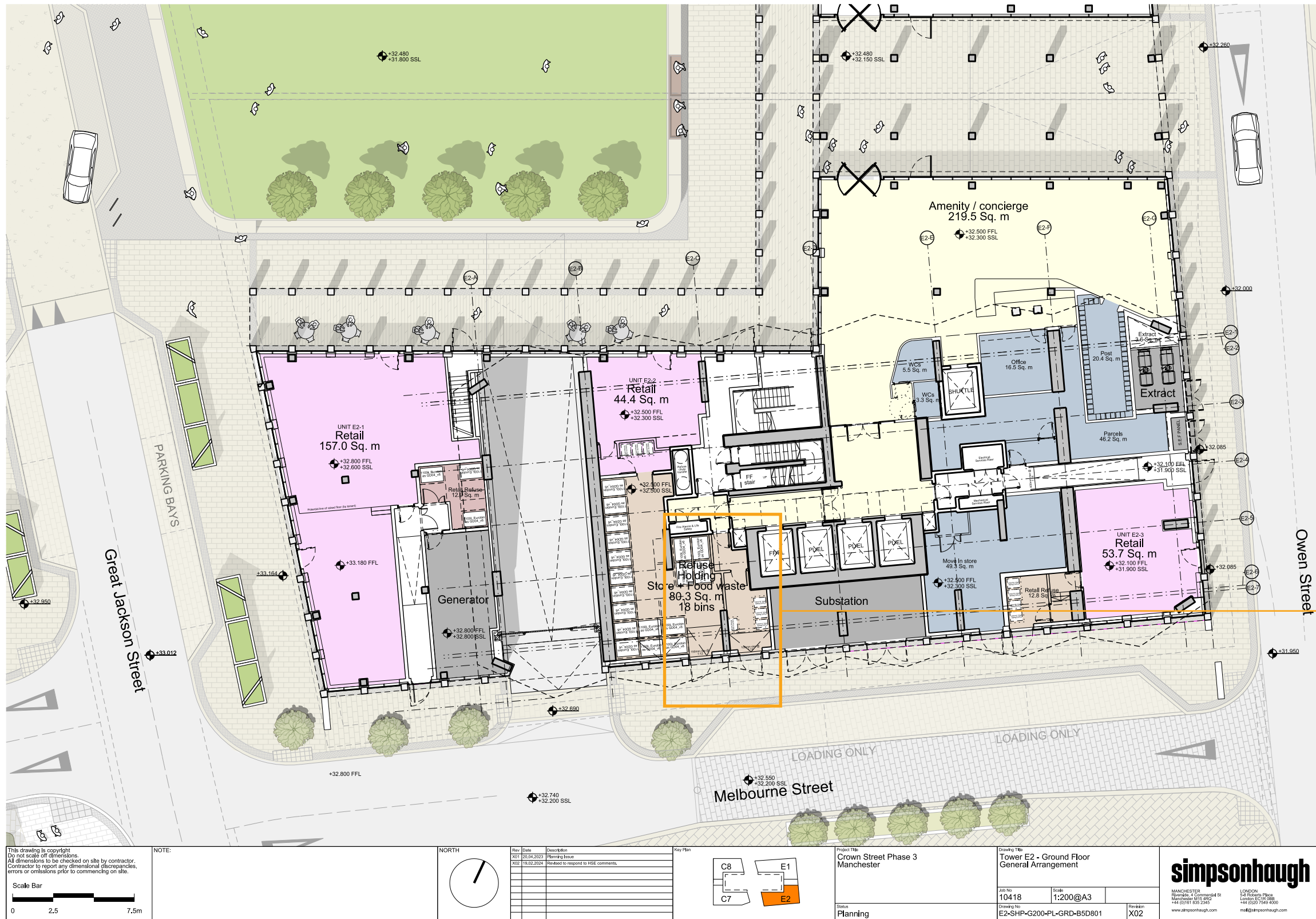


The commercial and residential refuse stores have been separated and can be accessed independently with no connection. An additional back-of-house corridor has been created to provide access from the commercial units to the refuse store.



REVISION X01 - APRIL 2023





REVISION X02 - MARCH 2024

Amendments in response to HSE comments.

An additional compartment wall has been introduced to the refuse store arrangement with no openings to remove the connection between the commercial unit and residential accommodation.

A smaller food waste refuse store is accessible from the residential "side" with no access to the main commercial/residential store. These will be accessed from outside the building.



3.1 The Development Plan

The ‘Planning and Tall Building Statement, Crown Street Phase 3, Great Jackson Street’ covers in detail the relevant planning policy framework which forms the basis for the consideration of the Proposed Development.

Relevant Core Strategy with regard to design and access, is outlined in further detail across the following chapter, supplementing the DAS:

- › Core Strategy Policy SP1 – Spatial Principles
- › Core Strategy Policy CC3 – Housing
- › Core Strategy Policy CC6 – City Centre High Density Development
- › Core Strategy Policy EN1 – Design Principles and Strategic Character Areas
- › Core Strategy Policy EN2 – Tall Buildings
- › Core Strategy Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- › Core Strategy Policy EN6 – Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies
- › Core Strategy Policy EN8 – Adaption to Climate Change
- › Core Strategy EN11 - Quantity of Open Space, Sport and Recreation
- › Core Strategy Policy CC9 – Design and Heritage
- › Saved UDP Policy DC18.1 – Conservation Areas
- › Saved UDP Policy DC19.1 – Listed Buildings
- › Core Strategy Policy DM1 – Development Management
- › Core Strategy T2 - Accessible areas of opportunity and need
- › Places for Everyone - Joint Development Plan 2022-2039

CORE STRATEGY POLICY SP1 – SPATIAL PRINCIPLES

The spatial principles behind Manchester’s Core Strategy seek to emphasise the role of the City to the Greater Manchester economy, and also ensure that the City grows in a way which reflects the aspirations of its residents.

The Site is within the Regional Centre and City Centre. Policy EC3 includes housing as an appropriate use in the Regional Centre where this complements the development of mixed use employment areas, such housing will generally be higher density.

CORE STRATEGY POLICY CC3 – HOUSING

CC3 specifically includes the Southern Gateway, in which the proposal is located, as a key location for residential development. It notes that developments in the City Centre will comprise apartments that are of a high standard offering accommodation which suites a range of occupants.

CORE STRATEGY POLICY CC6 – CITY CENTRE HIGH DENSITY DEVELOPMENT

High density development in this location is supported by Core Strategy Policy CC6. Through design development, the layout, massing, Site position and facade have been tested and refined so that the buildings reach their potential and provide a high-quality addition to Manchester’s built environment and skyline.

CORE STRATEGY POLICY EN1 – DESIGN PRINCIPLES AND STRATEGIC CHARACTER AREAS

Policy EN 1 seeks to ensure that all developments follow the seven principles of urban design (Character, Community and Enclosure, Quality of Public Realm, Ease of movement, Legibility, Adaptability and Diversity). In the City Centre developments are expected to consider the City’s heritage. It is noted that there is an opportunity to create landmark buildings that positively relate to the street level and quality areas of public space and permeability should be realised.

CORE STRATEGY POLICY EN2 – TALL BUILDINGS

Policy EN 2 relates specifically to tall buildings - ensuring they are of an excellent design quality and contribute to the skyline acting as landmarks. On this basis, the proposals accord with Advice Note 4 and will deliver a functional design and meets the requirements of Policy EN2 with regard to creating an attractive pedestrian environment.

CORE STRATEGY POLICY EN4 ,EN6 AND EN8

Policy EN4 seeks to ensure that all development is designed to improve energy efficiency and incorporate low and zero carbon technologies.

Policy EN6 provides specific targets that developments should achieve.

Policy EN 8 seeks to ensure that all developments are adaptable to climate change by virtue of there design, layout and siting.

CORE STRATEGY POLICY EN11 - QUANTITY OF OPEN SPACE, SPORT AND RECREATION

Identifies opportunities for open sport and recreation space across Manchester. with new open spaces being interconnected and accessible to all.

CORE STRATEGY POLICY CC9 – DESIGN AND HERITAGE

Policy CC 9 seeks to ensure development preserve or enhance heritage assets. It supports high density development in the City Centre but recognises the design challenges that need to be overcome.

The proposed design is a considered response that provides a high quality development on a site that is currently underutilised and fails to make a positive contribution to the local streetscape or wider built environment in line with Core Strategy Policy CC9.

SAVED UDP POLICY DC18.1 & 19.1

Saved UDP Policy DC 18 and DC 19 apply to developments within the setting of Conservation Areas or Listed Buildings, with developments preserving or enhancing the setting of historic assets.

CORE STRATEGY POLICY DM1 – DEVELOPMENT MANAGEMENT

Policy DM 1 includes specific issues that developments must have regard to. Accessibility is key to this with the supporting text referring to DFA2.

CORE STRATEGY POLICY T2 - ACCESSIBLE AREAS OF OPPORTUNITY AND NEED

T2 seeks to ensure that new development is accessible to all in terms of its location and connections to the wider City and also provision of car parking that reflects the accessible nature of a site.

CORE STRATEGY COMPLIANCE

The Core Strategy fully supports high density, tall buildings within this area. In line with the Core Strategy policies, the Proposed Development has been designed to the highest quality to positively contribute to the City’s Skyline. The technical team has been involved in every step of the design process to ensure that microclimate issues, access, energy and sustainability considerations have been factored into the design from the outset.

PLACES FOR EVERYONE JOINT DEVELOPMENT PLAN 2022-2039

Places for Everyone was in draft during the preparation of the Proposed Development and therefore was a material consideration as the Proposed Development was being designed.

Since its adoption in March 2024, the relevant policies have been reviewed in relation to design and access and these include:

POLICY JP-H3: TYPE, SIZE AND DESIGN OF NEW HOUSING

Policy JP-H3 states that Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence. Additionally JP-H3 states that all new dwellings must:

1. Comply with the nationally described space standards; and
2. Be built to the ‘accessible and adaptable’ standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.

All units within the Proposed Development comply with the nationally described space standards. Due consideration has been given to the provision of ‘accessible and adaptable’ units (covered in detail in chapter 4).

The Proposed Development contains 10% accessible and adaptable units to M4(2) standard. The challenging site specific wind conditions have led to increased structural core thicknesses to mitigate the effects of sway acceleration. As such there is a reduced usable floor area available to allow all units to fully comply with Part M4(2). The design team will however seek to, where possible incorporate achievable dimensional M4(2) elements within the available apartment areas.



3.2 Relevant Material Considerations

Design and Access

The 'Planning and Tall Building Statement, Crown Street Phase 3, Great Jackson Street' covers in detail the relevant planning policy framework which forms the basis for the consideration of the Proposed Development.

Relevant policy with regard to design and access, is outlined in further detail across the following chapter, supplementing the DAS:

National Planning Policy Framework

The NPPF is clear that the purpose of the planning system is to promote sustainable development (Paragraphs 7 and 8).

Section 5 seeks to deliver a sufficient supply of homes with sufficient access to services and employment opportunities.

Section 8 seeks to promote healthy, inclusive and safe places with beautiful buildings. Places should be designed so that they are safe and accessible (Para 96).

Section 12 seeks to ensure that developments are well designed with high quality, beautiful and sustainable buildings and places being fundamental (Para 131).

Relevance to CS PH3:

The proposals have ensured the highest quality design for the buildings, private and public spaces. Throughout the design process care has been taken to ensure that the proposals support strong, vibrant and healthy communities allowing residents of not just the Proposed Development but the wider Great Jackson Street area access to safe and well designed open spaces.

The proposals have been designed in line with the NPPF and further policies and guidance to be accessible to all.

Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)

This document specifically references accessibility with regard to Design for Access 2, this is covered in further detail under separate heading and in the following chapter.

Manchester Residential Quality Design Guidance SPD (2017)

The Residential Quality Guide to Development in Manchester sets a number of design criteria that should be followed for residential schemes.

Opportunities to Meet

Residential development requires local amenities such as local shops, community facilities and recreation space, which can act as focal points for residents to come together and interact with one another

Within buildings, the lobbies, lifts, stairs and corridors shape the most local

experience of a place, with shared access and communal space creating a strong sense of ownership and community.

Relevance to CS PH3:

The Proposed Development incorporates the following relevant criteria with regard to access. Shared access through generous double height 24hr concierge spaces serving secure lift lobbies. At ground and first floor communal amenity spaces are provided to allow residents to meet and opportunities to work or play together, through the provision of workspace, lounges and gym / studios.

Housing for All

Different groups have specific needs; for younger families it might be the relationship to play space and play facilities; for the older generation it may be more restorative spaces with access to medical services.

Development must also consider how it might become adaptable in the future, taking into consideration changes in population that might take place in the future as well as the life cycle of its residents.

Relevance to CS PH3:

Within the wider Great Jackson Street Framework area, the Proposed Development benefits from play space and facilities within the Crown Street Phase 2 public park, medical services within Crown Street Phase 1.

Opportunity for adaptable residential units to meet with changing user demands over time are covered in further detail in the section on Design for Access 2 (Section 4.0).

The RQG 2017 continues that Manchester is, by its very nature, a sustainable location with access to a range of facilities and served by a range of transport modes.

A key goal for Manchester is to reduce its CO 2 emissions and develop a sustainable future. At the same time, the city needs to continue to function and retain its competitiveness. As a consequence, there is a need to balance the provision of sufficient parking with the need to encourage different, more sustainable modes of transport and working towards reducing the dependence on the car.

Dealing with Cars

Providing sufficient car parking in an appropriate manner is important in ensuring that cars do not dominate the street

Relevance to CS PH3:

Vehicular access has been fully considered, the provision of a three storey basement within each tower development allows for an appropriate proportion of parking (supplemented with EV charging facilities), without dominating the streetscape and public realm.

Design for Access 2 (2003)

The Design for Access Manual was published in December 2003, providing practical guidance to inclusive design. It requires developments to be fully inclusive and

accessible and the Council's vision is for Manchester to be recognised as the most accessible City in Europe. MCC recognises that inclusive design needs to take account of cross-impairment and community-based issues.

The aim of Design for Access 2 is to provide guidance on best practice. However, it is acknowledged that it may not always be possible to meet all the standards. Design principles that will help to achieve accessible development that are relevant to the Proposed Development include the approach taken to developing inclusive design, the key issues and difficulties of the particular scheme, and the sources of advice and guidance used.

Relevance to CS PH3:

Considerations against DFA2 and other relevant legislation have been considered in further detail in the following chapter (Section 4.0).

Great Jackson Street Framework (2018)

The Framework sets out a series of urban design and development principles as well as an illustrative masterplan and indicative development matrix. It reinforces the opportunities for height within this part of the city centre, as identified within previous versions of the Great Jackson Street Development Framework.

Relevance to CS PH3:

The Framework sets out a clear public realm strategy, which provides larger spaces / more meaningful areas of public space to higher density developments.

The need for each development phase to consider and make allowances for provisions for delivering social infrastructure necessary to support new and existing residents, has been addressed through active ground floor uses; retail units and F&B.

The Framework details the importance of improving the pedestrian environment through active frontages and landscaping, as well as defining a clear-cut street hierarchy to promote cycling and walking, directly addressed with the design of the new public square.

Increased separation between buildings is proposed where higher density developments are located. The reduction in buildings from five to four allows greater separation between buildings, resulting in more sunlight penetration to public spaces.

The Design and Access Statement provides a detailed summary of the relevant sections of The GJS Framework and the Proposed Development.

Tall Buildings - Historic England Advice Note 4 (2022)

This advice note identifies a series of steps that should be undertaken in terms of pre-application consultation and how tall buildings can have a positive relationship with; Heritage assets and their setting, important views and the impact on the skyline.

These items are covered in further detail in the Planning and Tall Building Statement.



4.1 Introduction

This document provides a summary of accessibility considerations to supplement those already addressed in the Design and Access Statement. The key themes covered, include:

- 4.2 - Level 'step free' access
- 4.3 - Communal access route widths
- 4.4 - Apartment layouts compliance with AD M42 / DFA2

4.2 Level 'step free' access

OVERVIEW

Level access is covered under three headings: Building, Public realm and apartments.

LEVEL ACCESS - BUILDING

From the entrances, level access is provided throughout the communal areas of each building. Every floor can be accessed via one of four passenger lifts in each residential tower. A separate shuttle lift provides level access from the concierge spaces to the basement car parking levels.

Step free level access is also provided for access on to the shared level 02 amenity terraces.

LEVEL ACCESS - APARTMENTS

100% of the proposed apartments are single level apartments - all can be accessed via level 'step- free' access via passenger lifts.

Each apartment is designed in line with:
Approved Document M - Access to and use of buildings
Volume 1: Dwellings 2015 edition incorporating 2016 amendments

M4{1} Category 1: Visitable dwellings

Whilst some, covered in further detail in the following pages, can be adapted to comply with:

M4{2}: Category 2: Accessible and adaptable dwellings

Where the requirements of DFA2 and Part M coincide then there will be the ability to comply with both guidance documents. The following review explains where and how the design complies.



4.2 (continued)

LEVEL ACCESS - PUBLIC REALM (PREPARED BY TPM)

Design for Access 2 (DFA2) has been used as a key reference document in the formation of the landscape layout alongside Building Regulations Part M.

Public Realm Accessibility

The proposals have circulation pathways around two central lawns. The routeways are generous in width with both an undercover element through the colonnade at circa 3.5m wide and an external routeway at circa 3.4m wide. DFA2 guidance document advises that access pathways should be over 1800mm in width. All routes and gradients are no steeper than 1:20 with the landscape being relative flat with subtle level changes, therefore the streets and spaces are fully accessible.

The raised lawn has level access along the southern aspect of the lawn for a generous length of the lawn edge to allow ease of access for all and to assist with machinery accessing the lawn for maintenance. The western lawn has an accessible flush edge of circa 6.8m long with the eastern lawn having 14m of flush edging for lawn access. Refer to associated drawing '1' with the areas mapped as accessible in red. This is the whole site with the except of the bookend seats.

There is a change in paving block type located against any level change in a different material to the raised edge to act as a visual cue that there is a change in situation. Edges are used to act as tapping aids for users of the space with visual impairments.

The primary pathway routes have a formal character with a symmetrical arrangement, with the design allowing clear sight lines.

Public Realm and Building Levels

The levels are designed to enable flush thresholds to the buildings without the need for formalised ramps and steps in line with DFA2.

Only one stepped / ramp approach is proposed to the move in store of tower C8.

Street Furniture Position

All street furniture is positioned a minimum of 450mm away from the front face of the highway kerb line in line with DFA2.

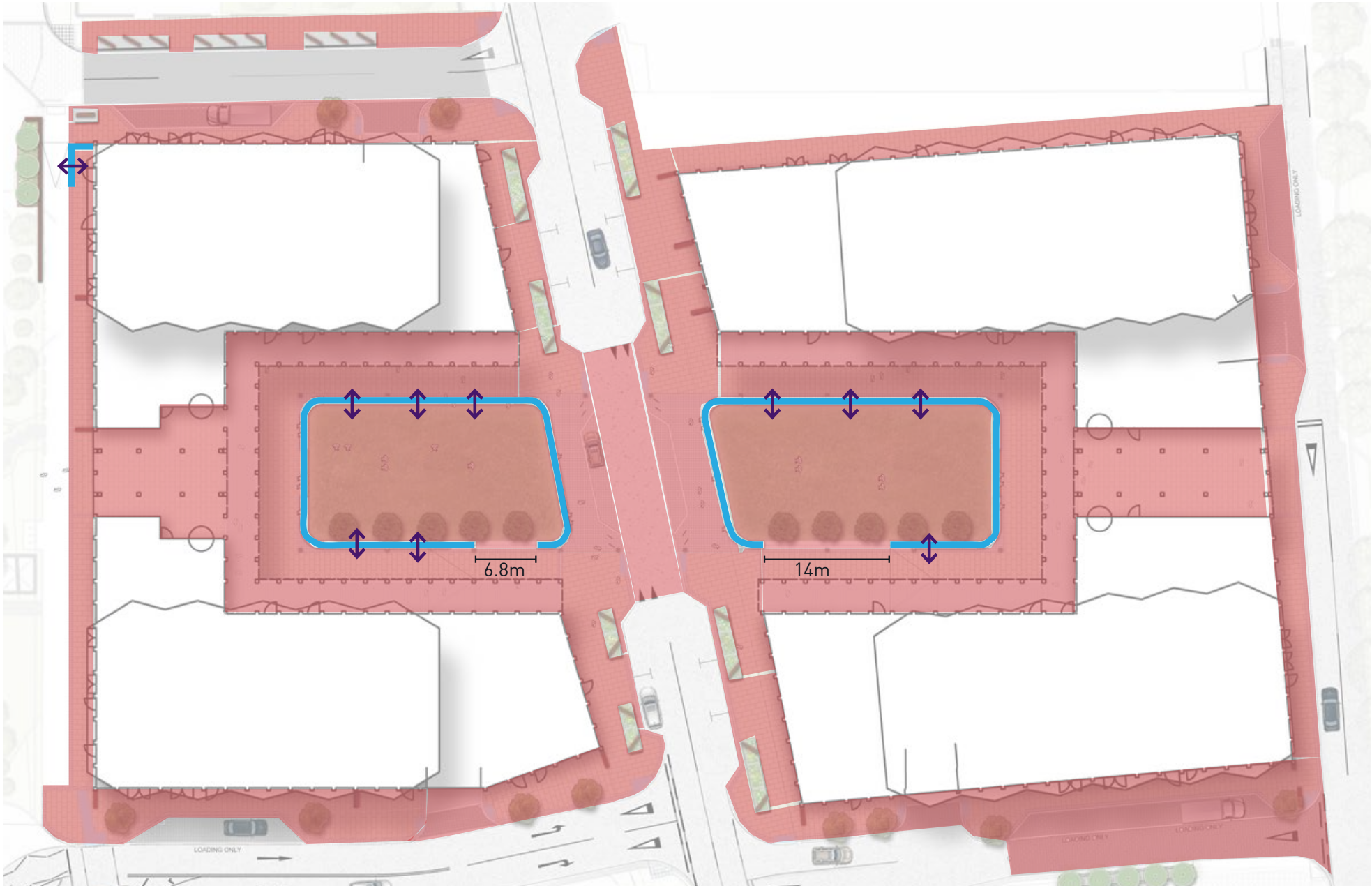
Seating is located along the routes to provide resting spaces for people. The fixed lawn edge seats will be formal in character and will have a provision of both back and armrests. The retail units will provide flexible seating outside of their curtilage.

Lighting

Lighting positions are shown as indicative on the landscape drawings with further lux details to follow (assumed this will be conditioned). The lux levels will be designed to provide functional lighting with accent lighting picking up on key features in the central public realm. Further liaison is required with MCC highways to determine the proposed / existing lighting provision along the existing highway network surrounding the site.

1. TPM LANDSCAPE DRAWING

Illustrating access routes and level access



Accessibility

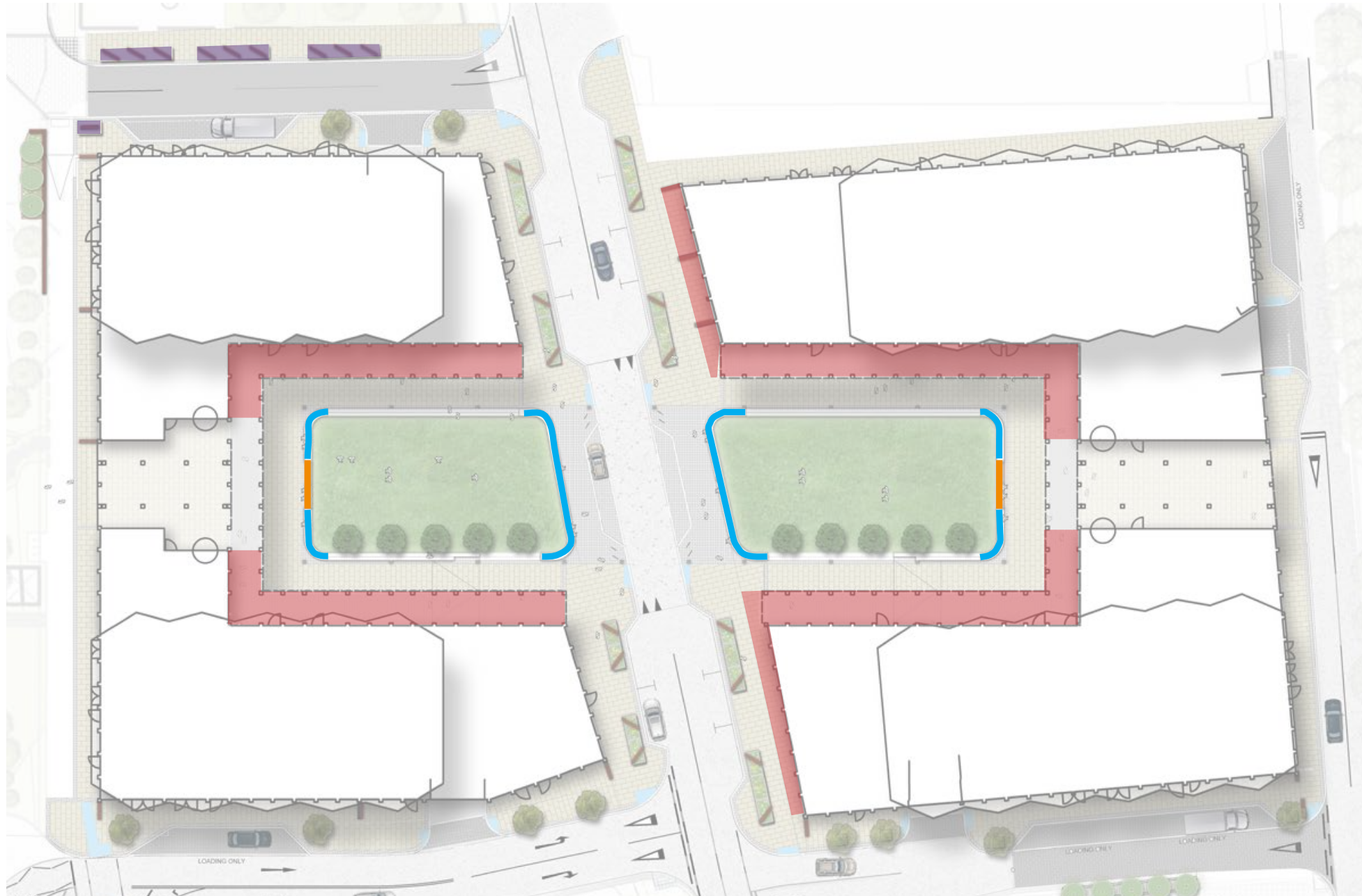
- Accessible landscape
- Stepped / raised edge landscape
- Informal stepped access with contrast paving surrounds

NB: roads with conventional up stand kerbs have not been hatched as accessible but there are drop kerb crossings to provide access between footways



2. TPM LANDSCAPE DRAWING

Illustrating seating zones



Seating Proposals

- Flexible seating zones
- Raised edges for informal sitting
- Formal seating with backrests and armrests integrated into raised lawn edge

raised lawn edge

- Wind baffle bases form informal seating opportunity

Road Crossings and Highway Interfaces

At the centre of the development runs Great Jackson Street. It is proposed to have a raised table area at the centre of the public realm proposals with two uncontrolled crossings points. The landscape levels will be flush, and a contrast of materials used between footway and carriageway.

Pre-Planning detail liaison on the roadway and footway interfaces has been undertaken with MCC highways on footpath widths, layby details and crossing points. Through these discussions it has been discussed in isolated areas a narrowing of the footway is acceptable for short distances.

PUBLIC REALM SEATING PROVISION (PREPARED BY TPM)

Crown Street Phase 3 – Public Realm Seating Provision

The plan '2' shows the fixed permanent seating within the public realm. Seating is integrated as part of the wider raised edge narrative with bookend formal seating proposed with the provision of arm and backrests.

Crown Street Phase 3 – Roof Terrace Seating Provision

Please refer to pages 37-40 in the Landscape Design Statement submitted within the original application for indicative proposals for tower C8 and E1. These are indicative of the type of spaces that the private residents may have as external facilities. A range of seating types for varying social interactions are proposed. The indicative proposals will be explored further post planning with an assumption that the detail will be conditioned.



4.3 Access Routes

CORRIDOR WIDTHS

The following pages illustrate the residential circulation core and corridor arrangements within each tower. The arrangement of both towers in terms of key dimensions is replicated across each residential level.

TOWER C7 & C8

All primary circulation corridors are a minimum 1500mm wide. This is in excess of the 1200mm minimum clear width required by Approved Document M.

Residential lift lobby - 1900mm

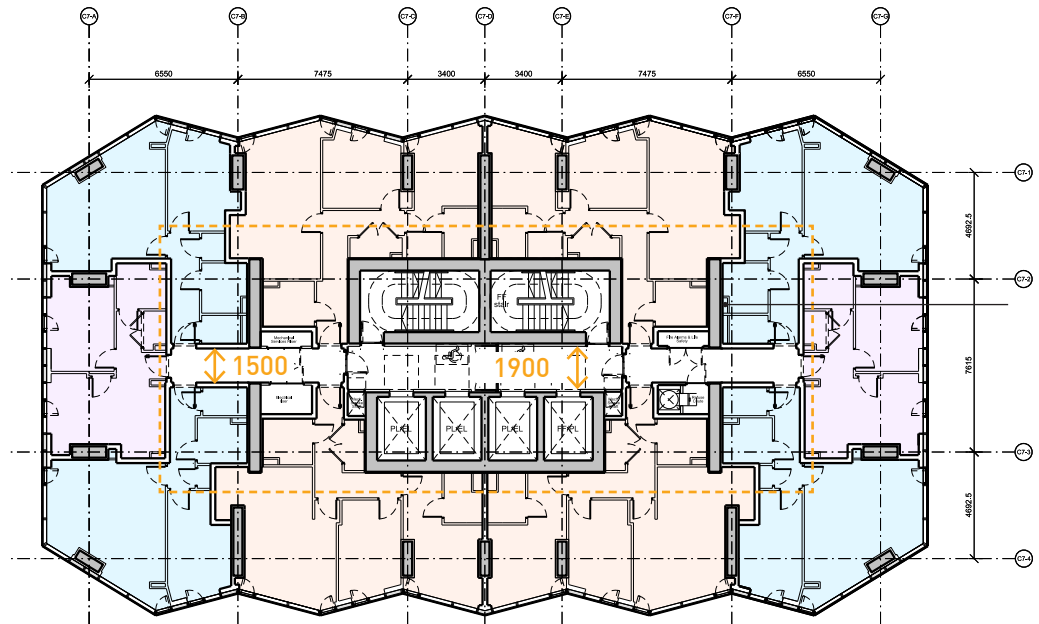
The main residential lift lobby exceeds the requirements of DFA2 and Approved Document M, and fulfills a considerable proportion of the main circulation space providing a large area for passing and accommodate waiting.

Typical residential corridor - 1500mm (minimum)

The extent of the narrower element of the main circulation corridor has been minimised through the use of corner entry apartments at each end of the corridor. Although this short section of corridor does not comply with DFA2 it is considerably in excess of the 1200mm minimum width required by Approved Document M.

TOWER C7/C8

Typical residential level



DFA2 14.2 - 1

Corridors and internal spaces should be a minimum of 1800mm wide.

ADM M4(2) 2.9

Communal parts of the approach route (except communal stairs) have a minimum clear width of 1200mm or 1050mm where there are localised obstructions.

DFA2 16.1 - 3

There should be an unobstructed area in front of the lift entrance of 1800mm x 1800mm.

DFA2 14.2 - 1

Corridors and internal spaces should be a minimum of 1800mm wide.

ADM M4(2) 2.9

Communal parts of the approach route (except communal stairs) have a minimum clear width of 1200mm or 1050mm where there are localised obstructions.

DRAWING KEY

Relevant section in DFA2

Prescribed minimum dimension DFA2

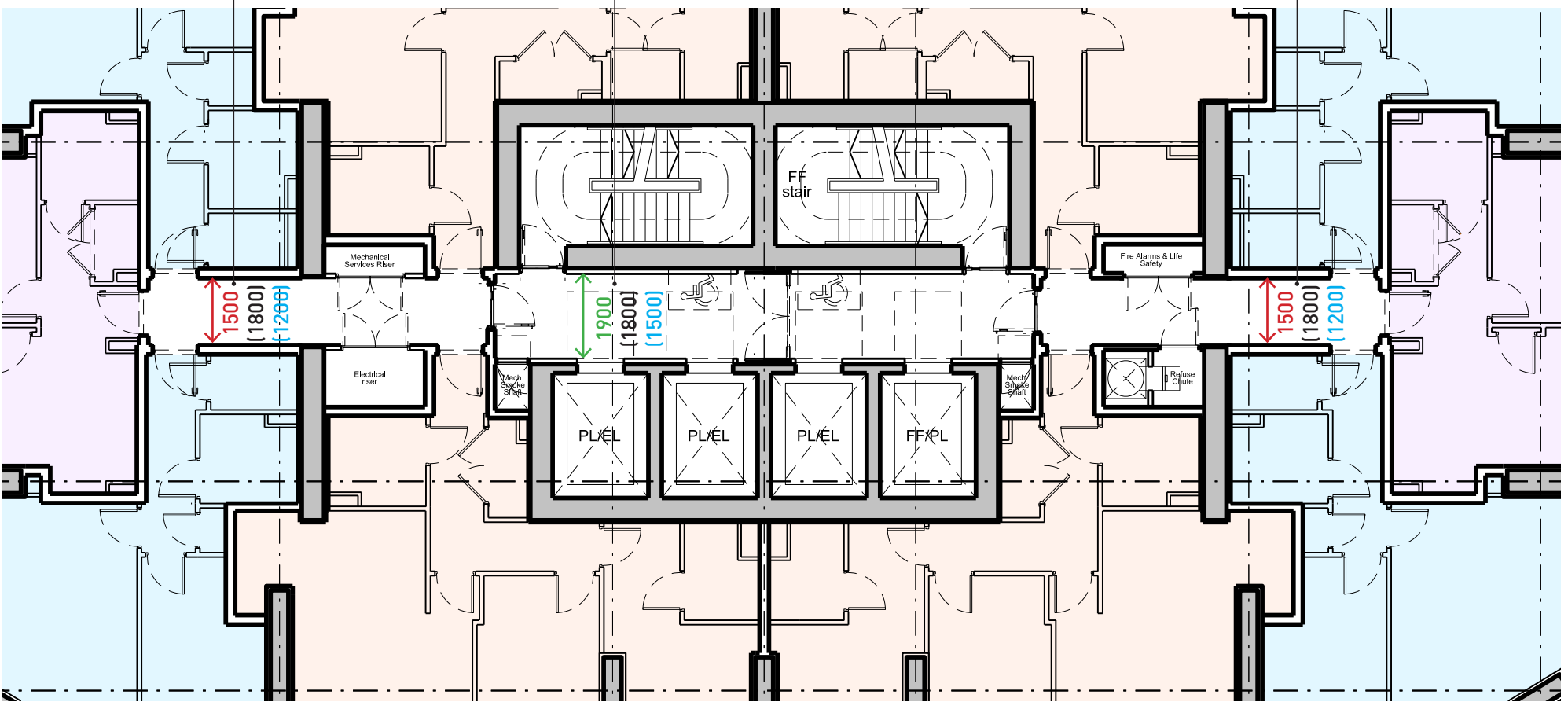
Prescribed minimum dimension Approved Document M

Achieved (compliant) minimum dimension

00.0 - 0
XXXXXXXXXXXX

{xxxx}
{xxxx}

xxxx



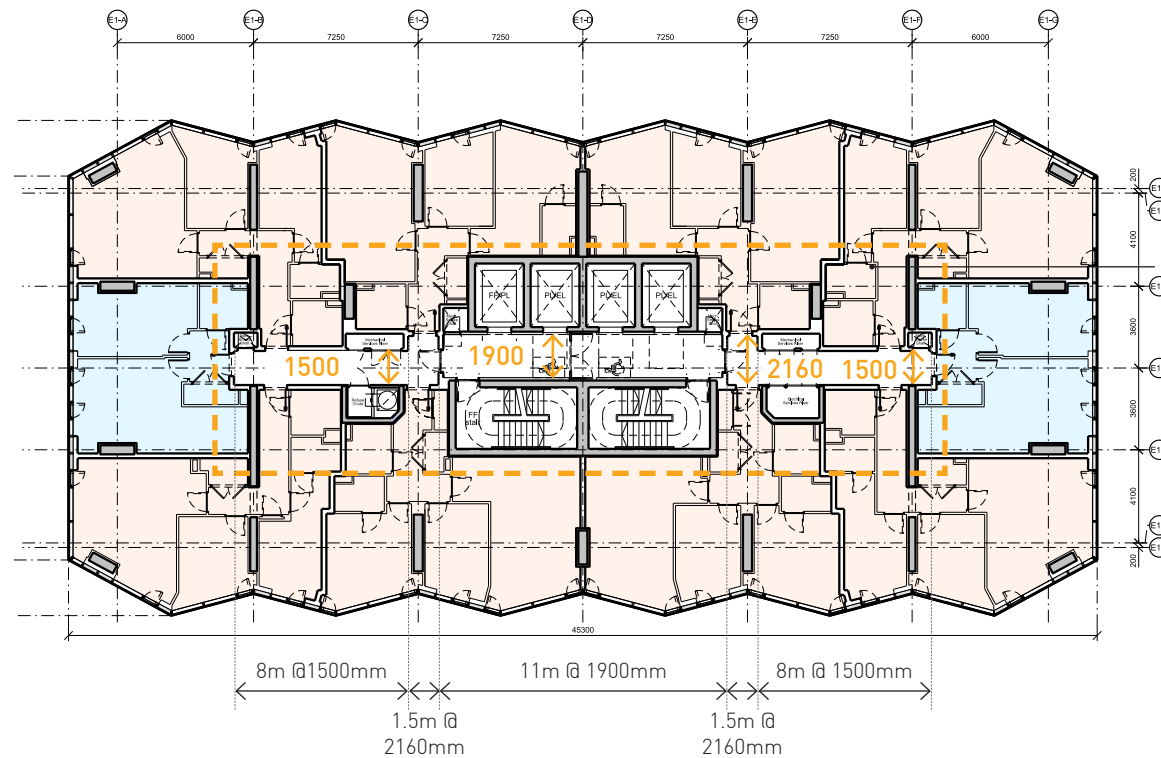
TOWER C7/C8

Residential circulation core arrangement



TOWER E1 / E2

Typical residential level



DFA2 14.2 - 1

Corridors and internal spaces should be a minimum of 1800mm wide.

ADM M4(2) 2.9

Communal parts of the approach route (except communal stairs) have a minimum clear width of 1200mm or 1050mm where there are localised obstructions.

DFA2 16.1 - 3

There should be an unobstructed area in front of the lift entrance of 1800mm x 1800mm.

DFA2 14.2 - 1

Corridors and internal spaces should be a minimum of 1800mm wide.

ADM M4(2) 2.9

Communal parts of the approach route (except communal stairs) have a minimum clear width of 1200mm or 1050mm where there are localised obstructions.

TOWER E1/E2

All primary circulation corridors are a minimum of 1500mm wide, in excess of the requirements of Approved Document M. The layout of the floorplate and circulation core has been carefully considered to minimise the corridor length from the passenger lifts.

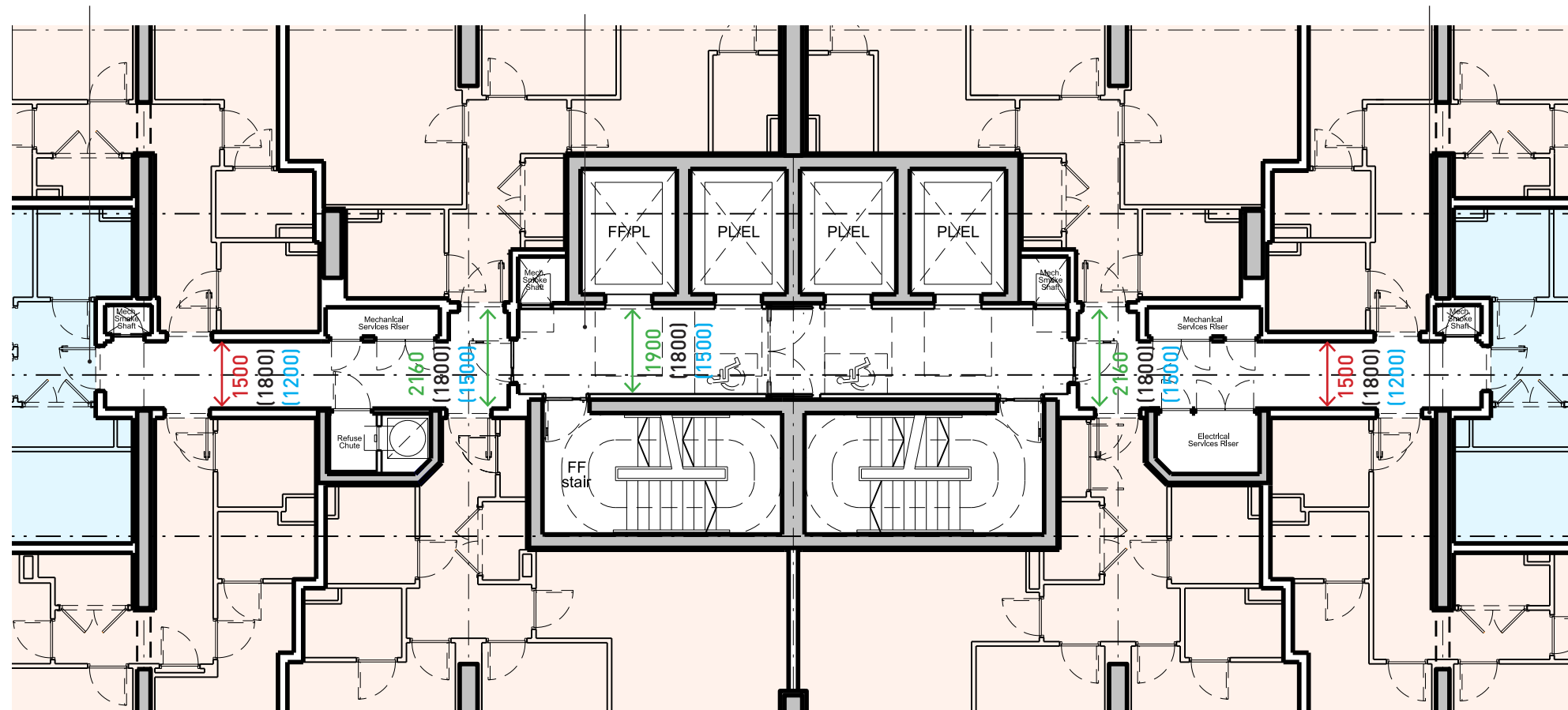
Residential lift lobby - 1900mm

The lift lobby is generously proportioned in excess of DFA 2 and Approved Document M requirements.

Typical residential corridor - 1500mm (minimum)

The corridor leading from the lift lobby is 1500mm wide and due to the compact arrangement of the core the length is kept to a minimum.

Localised increases in the width of the corridor have been made possible at some apartment entrances up to 2160mm providing increased space for turning at this key location



TOWER E1 / E2

Residential circulation core arrangement



4.4 Apartment layouts

OVERVIEW

The apartment layouts in both buildings have been designed to conform to the optional requirements outlined in Approved Document M4(2) Category 2: ‘accessible and adaptable dwellings’ (AD M4 2) wherever possible - exceeding statutory minimum requirements.

Through meeting criteria it is anticipated that it will be possible to deliver homes that allow adaptation to meet the changing needs of occupants over time, including those of some older and disabled people.

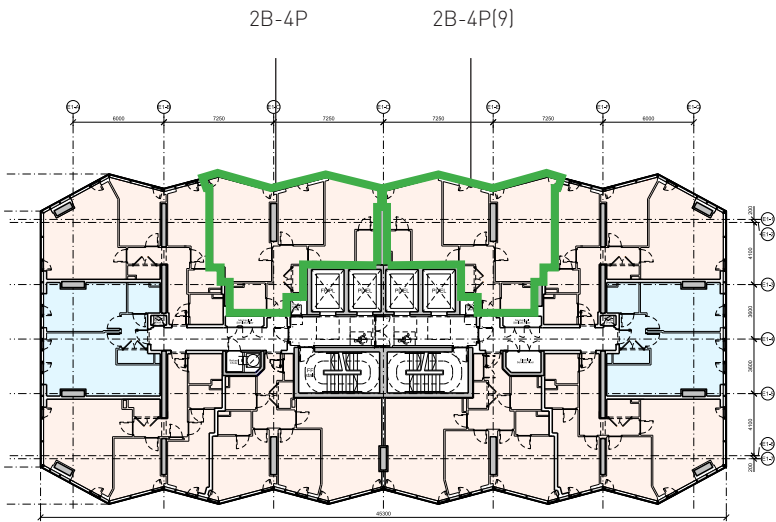
Additionally wherever possible apartments have been designed to adhere to additional requirements within Design for Access 2 (DFA2).

TYPICAL RESIDENTIAL APARTMENT - APT 2B 01 / 2B 01 (9)

A typical two bedroom apartment has been used to test compliance against both Approved Document M4 - Category 1 and 2 and against DFA 2 in the drawings and tables on the following pages.

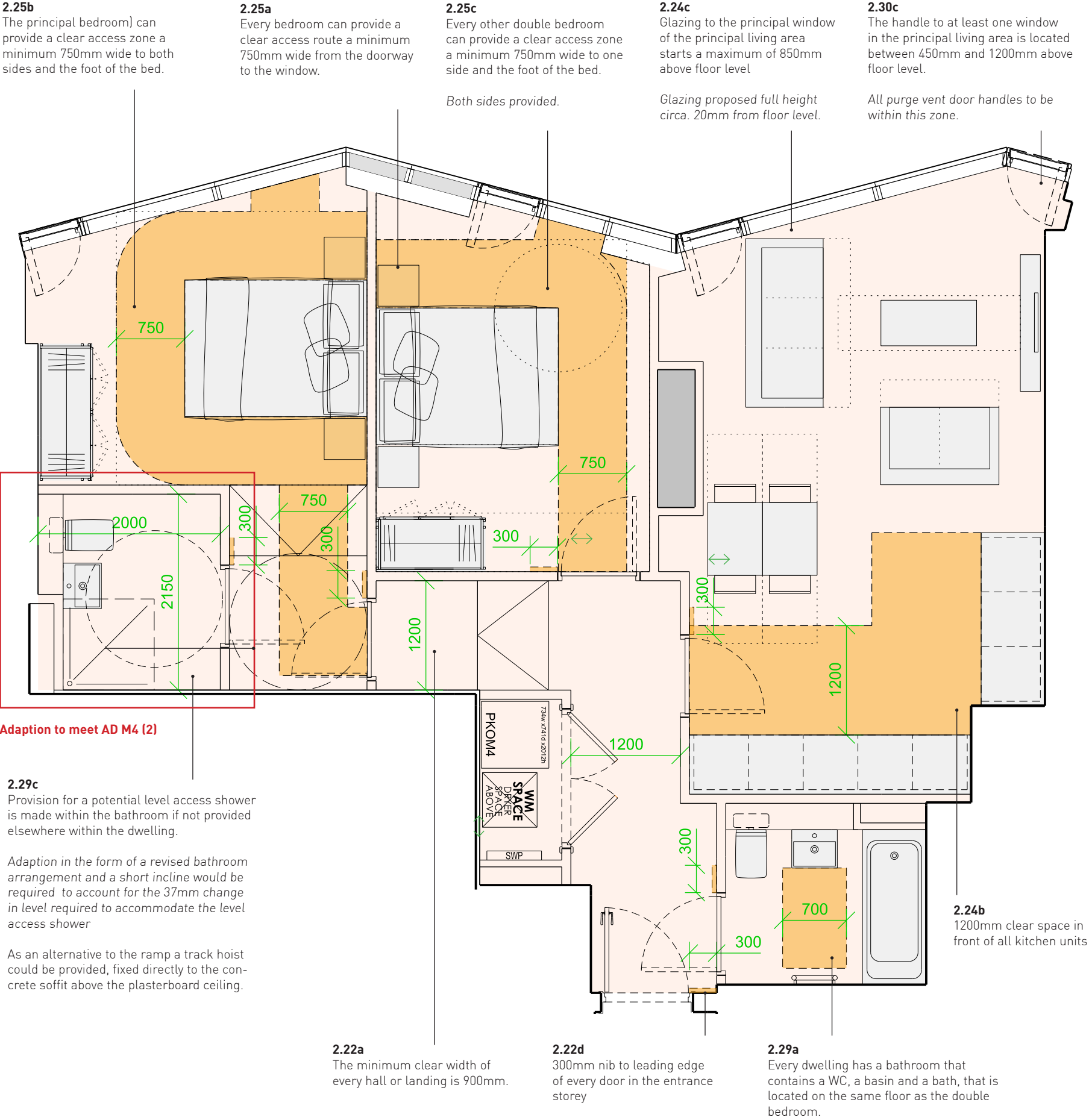
The plan drawing also illustrates the way in which the apartment could be adapted, in accordance with M4(2) to be fully accessible. The main adaption required centres around the need to provide a level access shower.

The minimum feasible depth for a shower is 75mm, however due to limitations on the depth of the floor finishes zone at only 23mm, it is necessary to provide a 1:21 incline to allow step free wheelchair access up 37mm (plus 15mm threshold) in to the shower room, the overall dimensions for the en suite shower room have been increased to facilitate a 1500mm turning circle.



APARTMENT 2B-4P

Key plan illustrating location of 2B-4P (and the handed variant)



APARTMENT 2B-4P

Indicative plan illustrating compliance with Approved Document M4(2)



APARTMENT 2B-4P

Table illustrating compliance against key dimension criteria in the Approved Documents

Description	M4(1)	M4(2)	CS PH3 - E1 2B-4P
Doors			
Private external entrance clear width	775mm	850mm	850mm
Internal door clear width	750mm	750mm	775mm
Nib to leading edge of every door within the entrance storey		300mm	300mm
Circulation			
Hall (minimum - excluding projections)	900mm	900mm	1200mm
Living, kitchen and eating areas			
Kitchen			
Clear space provided in front of and between all kitchen units and appliances.		1200mm	1200mm
Bedrooms			
Master			
Width		2750mm	3610mm
Length		3000mm	Varies (3000mm +)
Clearance to foot of the bed		750mm	750mm
Clearance to both sides of bed		750mm	750mm
Clear access route from the doorway to the window		750mm	750mm
Second			
Width		2750mm	3000mm
Clearance to foot of the bed		750mm	750mm
Clearance to one side of bed		750mm	750mm
Clear access route from the doorway to the window		750mm	750mm
Sanitary Facilities			
Master			
Dimensions		1950mm x 2150mm	2000mm x 2150mm
WC in entrance storey			
Dimensions	850mm x 1600mm	1450mm x1800mm	2000mm x 2200mm

COMPLIANCE

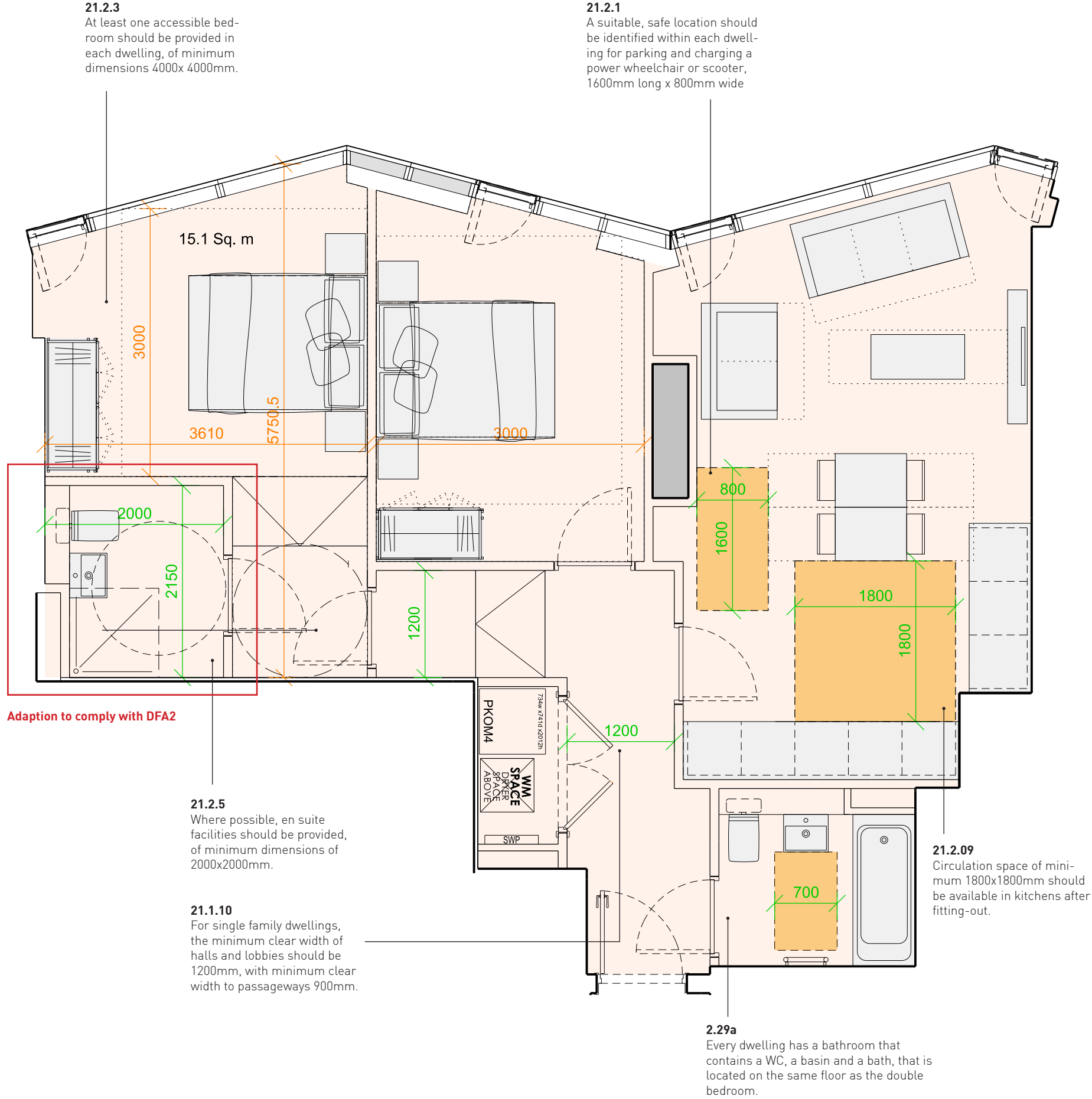
As illustrated in the adjacent table and plan drawing, the apartment complies with AD M4(2) and can be adapted over time to meet the changing needs of occupants.

Without the adaption to the shower the base apartment design still adheres to the vast majority of requirements of AD M4(2) in excess of the minimum statutory requirements, in a number of instances requirements in M4(2) are also exceeded.



DESIGN FOR ACCESS 2

The apartment layout is identical to that used to review against AD M4 (2) but in this instance is appraised against relevant criteria from Design for Access 2, the layout incorporates the same indicative adaption to the en-suite bathroom.



APARTMENT 2B-4P
Indicative plan illustrating compliance with Design for Access 2



APARTMENT 2B-4P

Table illustrating legislative compliance against relevant DFA 2 criteria

Design for Access 2		Compliance
21.1.2	At least one accessible parking space should be provided for each dwelling.	YES 10 % Accessible spaces are provided at basement level
21.1.3	A level access route of minimum 1800mm wide should be provided to the principal entrance of each dwelling.	YES
21.1.4	Single leaf external doors to have minimum clear opening of 1000mm, for double doors at least one leaf should have a clear opening not less than 1000mm. Lobbies should have 2000mm turning circle (clear of door swings). Corridors should be minimum 1800mm wide.	YES Partially compliant 1500-1900 as covered in previous pages
21.1.5	Facilities for parking and charging power wheelchairs and scooters should be provided close to function rooms, meeting rooms and communal areas.	TBC Through development of communal area brief
21.1.6	Internal dimensions of passenger lift to be a minimum of 2000 wide x 1400mm deep x 2000mm high. For constrained circumstances minimum internal size of 1100 wide x 1400mm deep is sufficient. There should be an unobstructed area in front of the lift entrance of 1800x1800mm .	YES Lift car 1200 x 2000mm YES 1800 x 1800mm in front of lift
21.1.7	For single family dwellings, external doors should have a minimum clear opening of 850mm.	YES
21.1.8	All dwellings that have access to an outside area, for example a garden or balcony should provide level or ramped access	YES Ground floor amenity has level access
21.1.9	Where the accommodation is split level, provision should be made for visitors to access the main living areas.	NA This has been accommodated on duplex units
21.1.10	For single family dwellings, the minimum clear width of halls and lobbies should be 1200mm, with minimum clear width to passageways 900mm .	YES Primary circulation min. 1200mm
21.1.11	An accessible WC, with minimum dimensions 1500x2000mm, should be provided in the entrance level within each dwelling.	YES Bathroom 2000 x 2200mm
21.2.1	A suitable, safe location should be identified within each dwelling for parking and charging a power wheelchair or scooter, 1600mm long x 800mm wide	YES
21.2.3	At least one accessible bedroom should be provided in each dwelling, of minimum dimensions 4000x 4000mm.	Partially compliant Master bedroom min. 3610 x 3000mm Master bedroom max. 3610 x 5750mm Ref. adjacent plan 4000x 4000mm = 16sqm 2B-01 = 15.1sqm
21.2.5	Where possible, ensuite facilities should be provided, of minimum dimensions of 2000x2000mm.	YES (Through adaptation)
2.2.6	Where only one bathroom is provided it should have minimum 2700 x 2500mm	NA Two bathrooms provided
21.2.09	Circulation space of minimum 1800x1800mm should be available in kitchens after fitting-out.	YES
21.2.10	On each floor there should be no stepped changes of level	YES
21.2.11	Internal doors should have clear opening of 800mm.	Internal doors will achieve approx. 775mm clear

COMPLIANCE

As illustrated in the adjacent table, the apartment (with necessary adaption) complies with the majority of criteria within DFA 2; Section 21 - Dwellings.

The items highlighted as partially complaint are considered in further detail below:

Corridors

Covered in the previous chapter communal corridors in some instances exceed DFA 2 criteria by up to 300mm and in some areas are 300mm under the DFA 2 requirement. In all cases they are well in excess of the requirements of Approved Document M.

Bedrooms

The master bedroom is below the criteria of 4000x4000 however due to the irregular shape of the bedroom it in fact exceeds this measurement in some areas. When considered on a floor area basis the 4000x4000mm bedroom provides 16sqm of accommodation, the bedroom area proposed in 2B-4P by comparison provides 15.1sqm of floor area.



4.5 Quantum

OVERVIEW

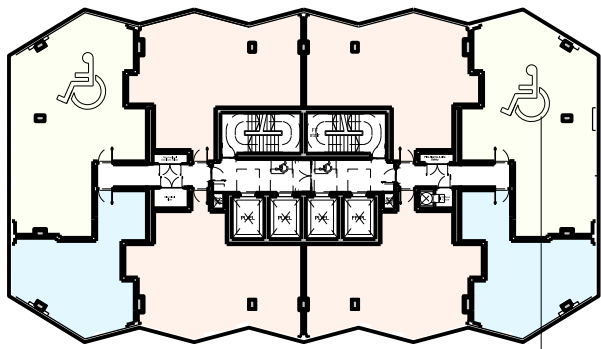
The apartment layouts in both buildings have been designed to conform to the optional requirements outlined in Approved Document M4(2) Category 2: ‘accessible and adaptable dwellings’ (AD M4 2) wherever possible - exceeding statutory minimum requirements.

QUANTUM

The approach outlined on the previous pages would provide the following adaptable apartments that (through necessary adaption) could fully comply with AD M4(2) and with the majority of key criteria from DFA 2:

C7 Number of adaptable apartments - Type 2B 01 / 2B 01(9)	20
C7 Number of adaptable apartments - Type 2B 01 / 2B 01(9)	66
C7 Number of adaptable apartments - Type 2B 01 / 2B 01(9)	34
C7 Number of adaptable apartments - Type 2B 01 / 2B 01(9)	60
Sub-total	180
Total number of apartments:	1746
Percentage of total:	10.3%

TOWER C7

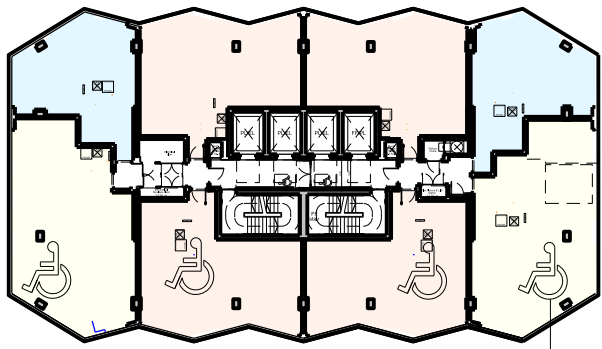


TYPE 3
10 LEVELS X 2 UNITS = 20 UNITS

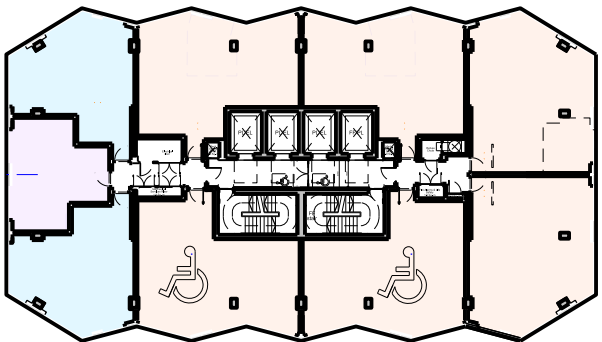


Adaptable Apartments (20 units)

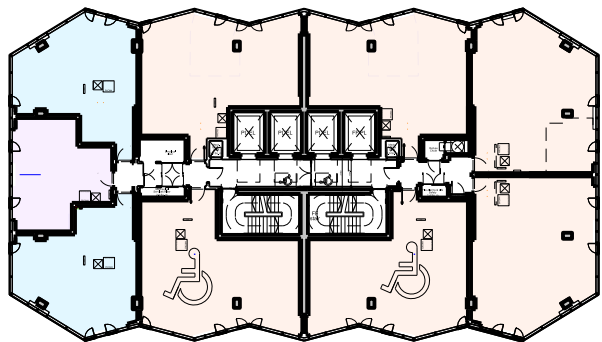
TOWER C8



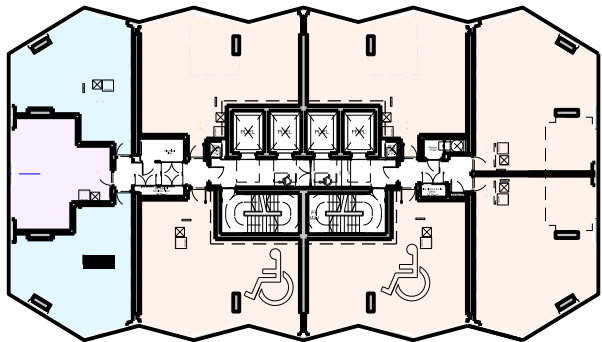
TYPE 2
7 LEVELS X 4 UNITS = 28 UNITS



TYPE 1-E
3 LEVELS X 2 UNITS = 6 UNITS



TYPE 1-D
3 LEVELS X 2 UNITS = 6 UNITS



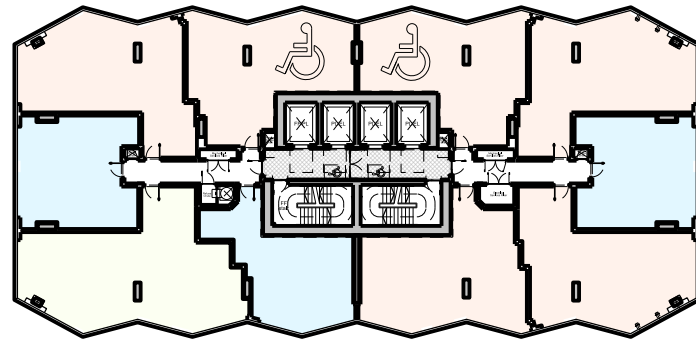
TYPE 1-C
13 LEVELS X 2 UNITS = 26 UNITS



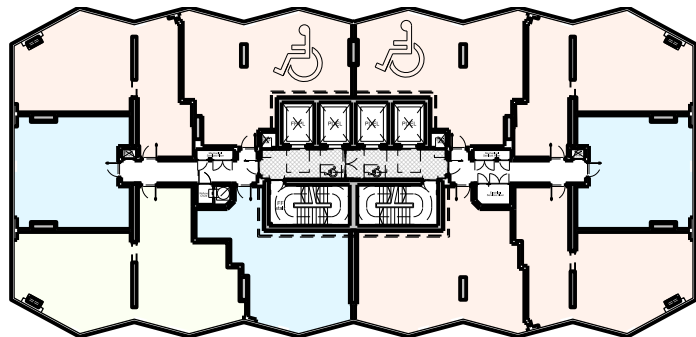
Adaptable Apartments (66 units)



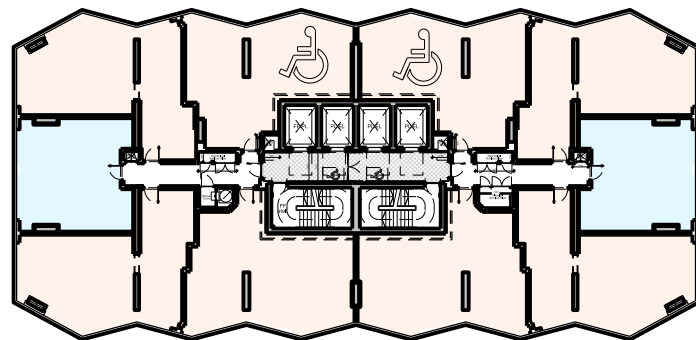
TOWER E1



TYPE 3-C
6 LEVELS X 2 UNITS = 12 UNITS

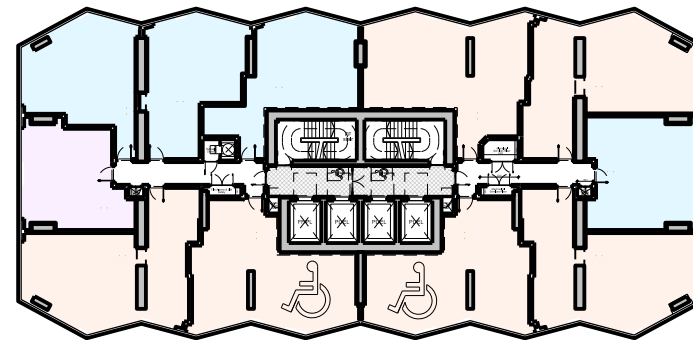


TYPE 3-A
5 LEVELS X 2 UNITS = 10 UNITS

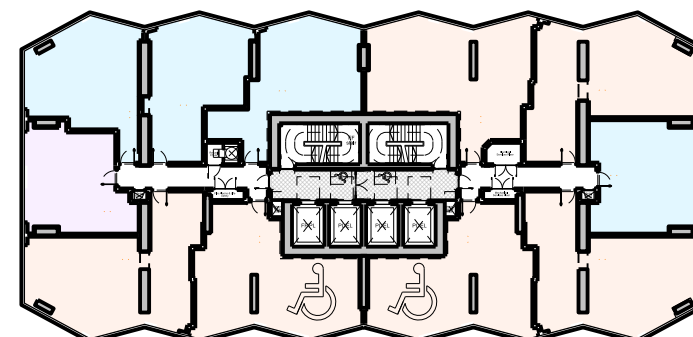


TYPE 2-A
6 LEVELS X 2 UNITS = 12 UNITS

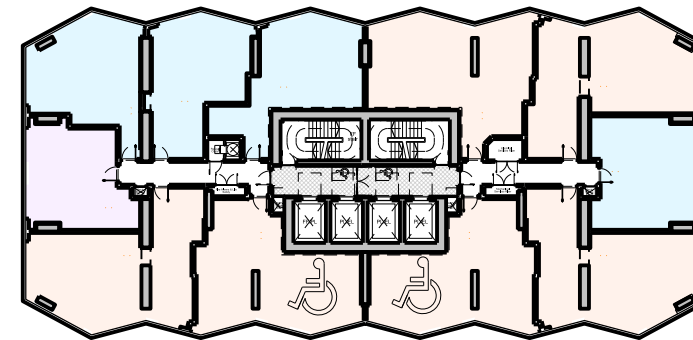
TOWER E2



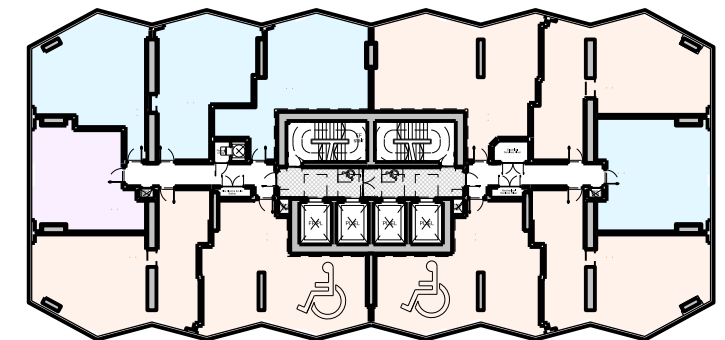
TYPE 3-D
3 LEVELS X 2 UNITS = 6 UNITS



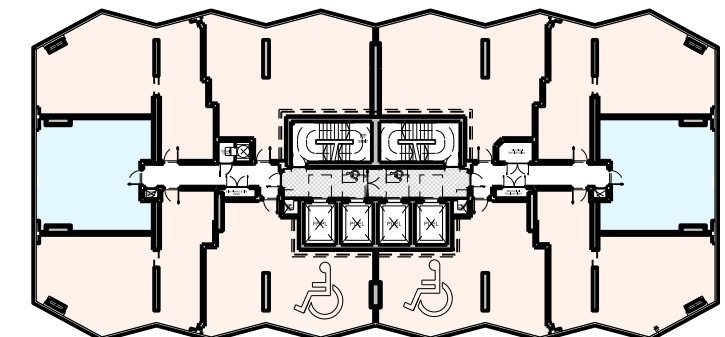
TYPE 3-C
6 LEVELS X 2 UNITS = 12 UNITS



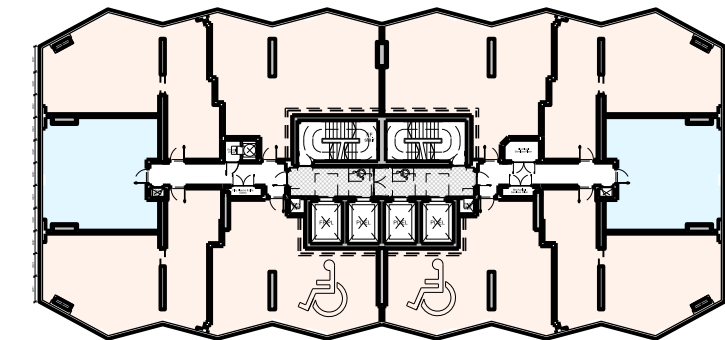
TYPE 3-B
5 LEVELS X 2 UNITS = 10 UNITS



TYPE 3-A
6 LEVELS X 2 UNITS = 12 UNITS



TYPE 2-B
4 LEVELS X 2 UNITS = 8 UNITS



TYPE 2-A
6 LEVELS X 2 UNITS = 12 UNITS



Adaptable Apartments (34 units)



Adaptable Apartments (60 units - 13%)



5.1 Summary

This section outlines the comments received from the MCC and the measures the design team have taken to address:

- 5.1 **MCC correspondence re louvres**
25/07/23 MCC correspondence to Renaker / Deloitte
- 5.2 **Proposed solution**

From: Lucy Harrison <lucy.harrison@manchester.gov.uk>
Sent: 25 July 2023 16:52
To: Poole, Rachel J
Cc: Nevin, Danielle; Scrafton, Eleanor
Subject: [EXT] 137226 - Plots C & E Great Jackson St - louvres

Hi Rachel

Further to the above application, I note that most of the ground and first floor elevations have louvres above the glazing. Please would you look at amending this so that provision is made for internal ducting in risers that terminate at roof level to accommodate any extract requirements for the ground and first floor areas. We want to avoid having louvres within/above the glazed frontages as they don't look great.

Please would you also look at replacing/screening the louvres around the waste storage and substation/plant areas with more decorative perforated panels (eg to match those used for purge vents on the upper floors of the building).

Many thanks

Lucy

Lucy Harrison
Senior Planner
Development Management Central Core
Planning, Building Control & Licensing
Growth & Development Directorate
Manchester City Council

Tel: (External) 0161 234 5795
Tel: (Internal) 800 35795
Fax: 0161 274 7000
Textphone: 0161 234 4505
email: lucy.harrison@manchester.gov.uk
<http://www.manchester.gov.uk>

Postal Address: Planning, Manchester City Council,Floor 6, Town Hall Extension, PO Box 532, Town Hall Manchester M60 2LA (Sat Nav System use M2 5DB)

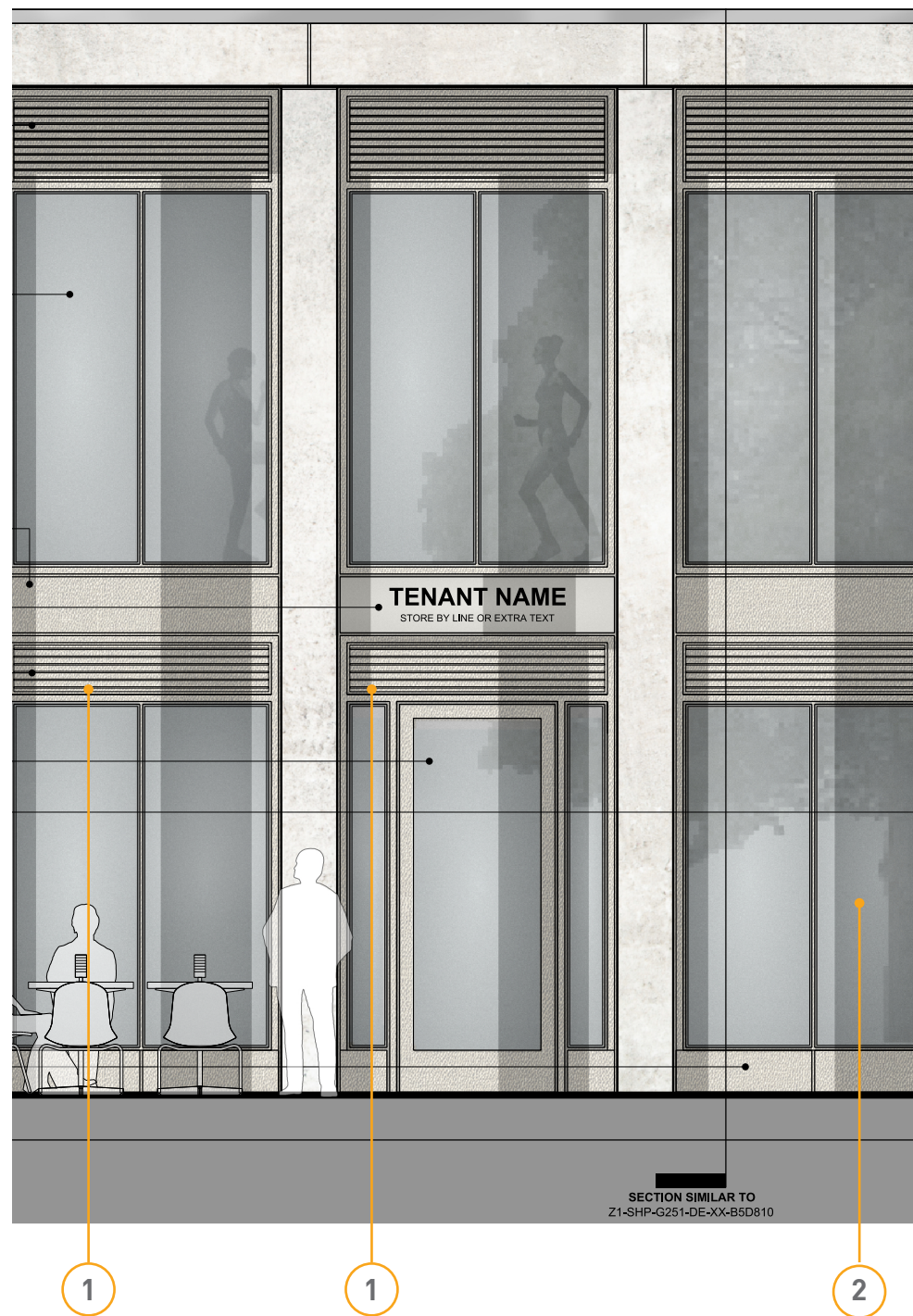
NB My days of work are Monday, Tuesday, Wednesday and Thursday

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This footnote also confirms that this email message has been swept for the presence of computer viruses.



5.2 Design Development

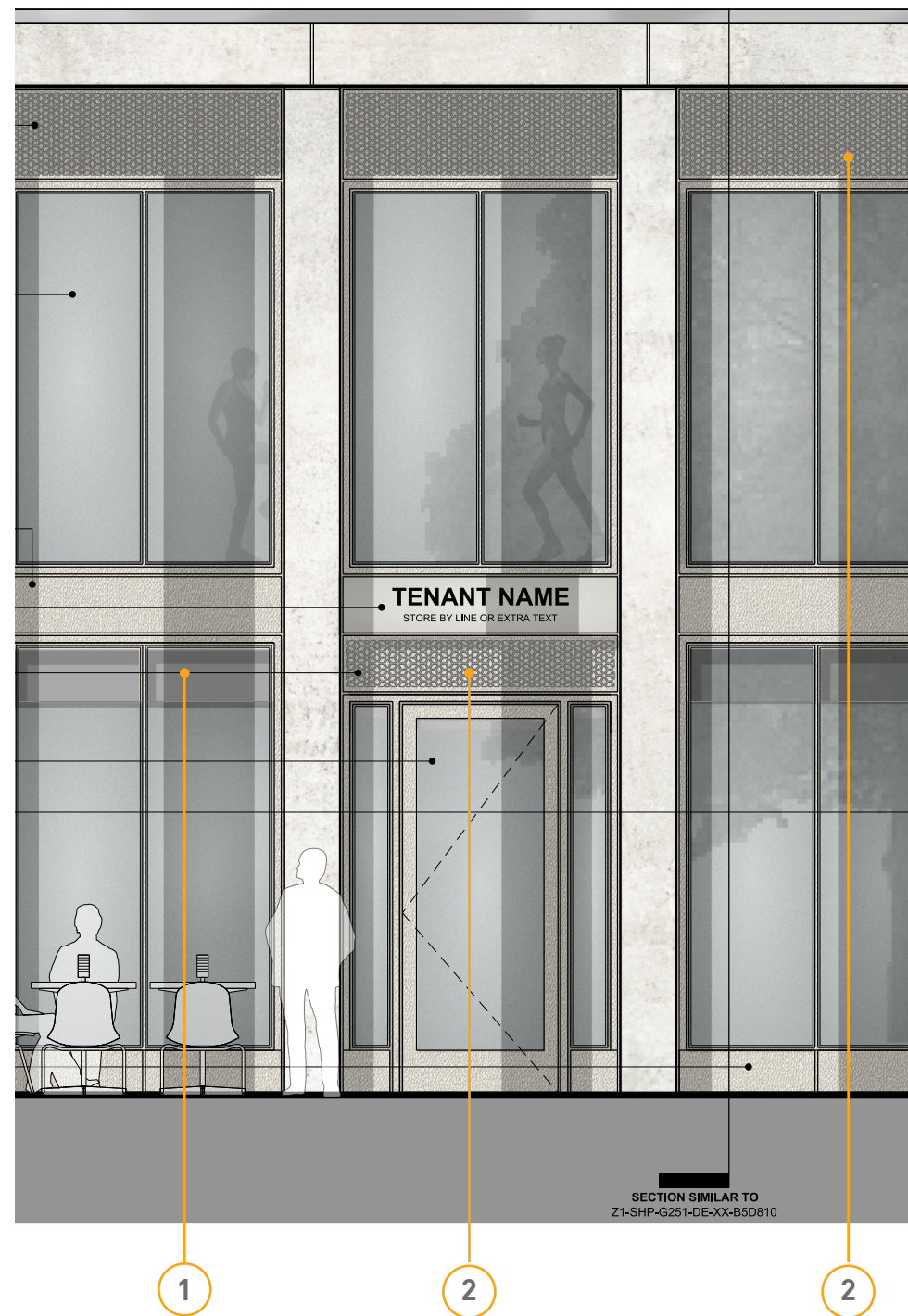


AS SUBMITTED JUNE 2023

Continuous high level louvre band at ground and first floor.

Drawing key:

1. Louvre
2. Clear glazing



PROPOSED FEBRUARY 2024

Louvre provision significantly reduces at ground floor, remaining louvres screened with perforated sheets. Perforated sheets introduced to screen louvres at first floor.

1. Louvre removed where possible, glazing extended to full height (*bulkhead behind*)
2. Anodised perforated sheet in front of remaining louvres

LOUVRE PROVISION

In response to comments received from MCC, the design team have reviewed the overall louvre provision across the podium levels with a view to mitigating the visual impact against the following hierarchy:

1. Remove louvres

For visual continuity, and to maintain a degree of flexibility, the original proposal submitted at planning incorporated a consistent band of high level louvres at ground and level 01. Wherever possible, in response to MCC's comments the design team have explored options to reduce the number of louvred panels.

Extract connections have been re-routed to exhaust over car park ramp positions (not visible externally). Intake have where possible been positioned above retail entrance locations.

At first floor the nature of the amenity spaces, predominantly gym and studio, require a lot more air changes and therefore more active ventilation connections. To maintain continuity and avoid a random stop / start arrangement the perforated sheets have been maintained across the entire perimeter of the building at level 01.

2. Screen louvres

In areas where it is not possible to remove the ventilation requirements, high quality perforated anodised aluminium screens have been introduced in front of the louvres. The face of the anodised screen will line through flush with the glazing below with the louvre design adjusted accordingly.

The proposed perforated pattern design itself seeks to acknowledge the distinctive floor plan geometry of the towers above. The panels will be anodised in silver / champagne to match the anodised finishes of the aluminium elements in each of the towers (C7/C8 - Champagne, E1/E2 - Silver).

TECHNICAL

The louvres have a dual role of providing an opportunity to let air in to and out of the building whilst maintaining the building's weather tightness. The perforation design must allow for the required free area to be maintained, as such the proposed design allows for approximately 50% porosity across a typical panel.

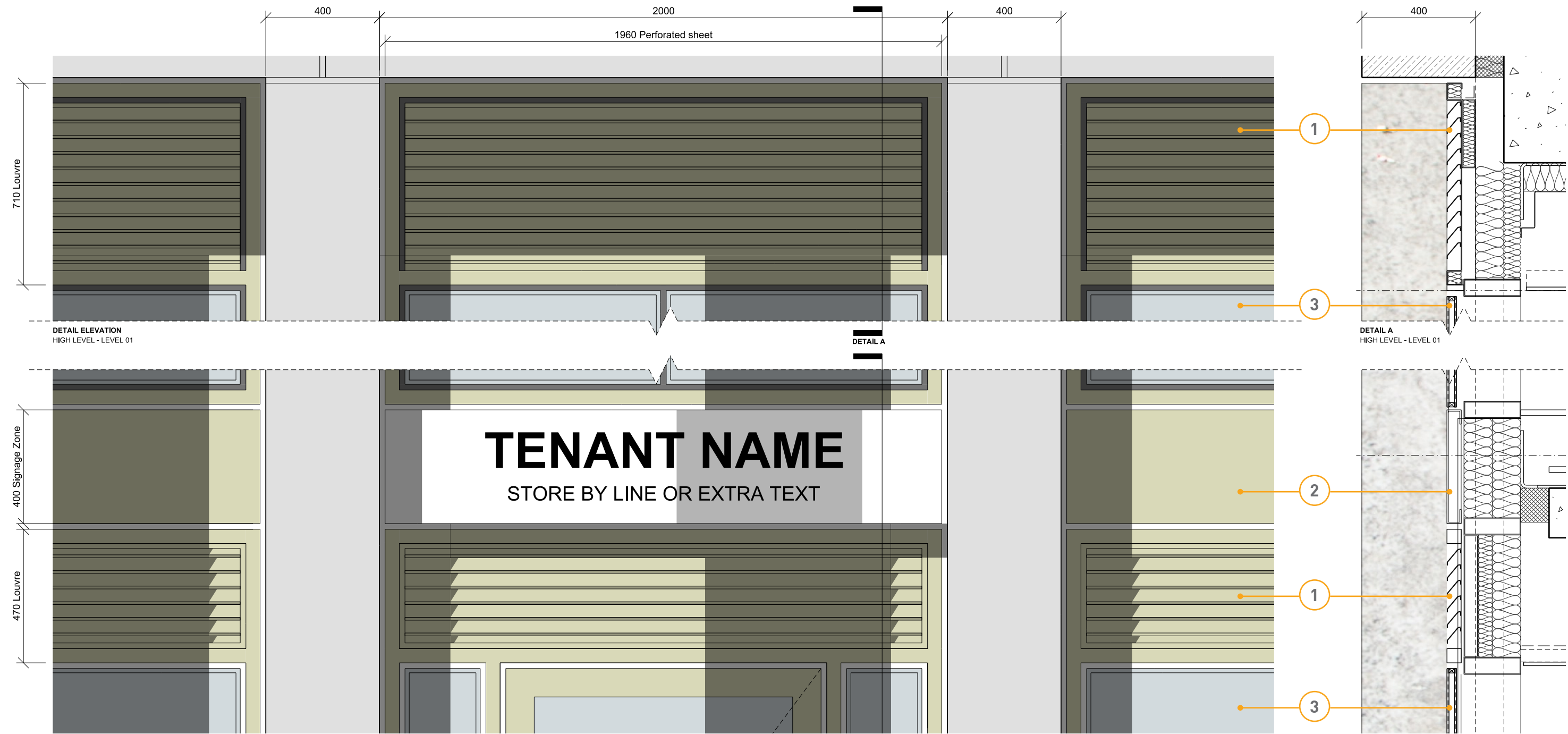
Typically louvred doors of a prescribed specification are required to substation locations with very little deviation allowed. Any departure from these standards, including the incorporation of decorative perforated screens will require agreement from Electricity North West (ENW) or an Independent Distribution Network Operator (IDNO). We have illustrated the screens in these locations too - subject to their agreement.

HEALTH AND SAFETY

Perforated sheets in publicly accessible areas (depending on their specific design) can pose a risk in terms of finger trapping, the perforation sizes have been adequately sized to minimise the risk and assessed via risk assessment.



GROUND AND FIRST FLOOR HIGH LEVEL DETAIL



AS SUBMITTED JUNE 2023

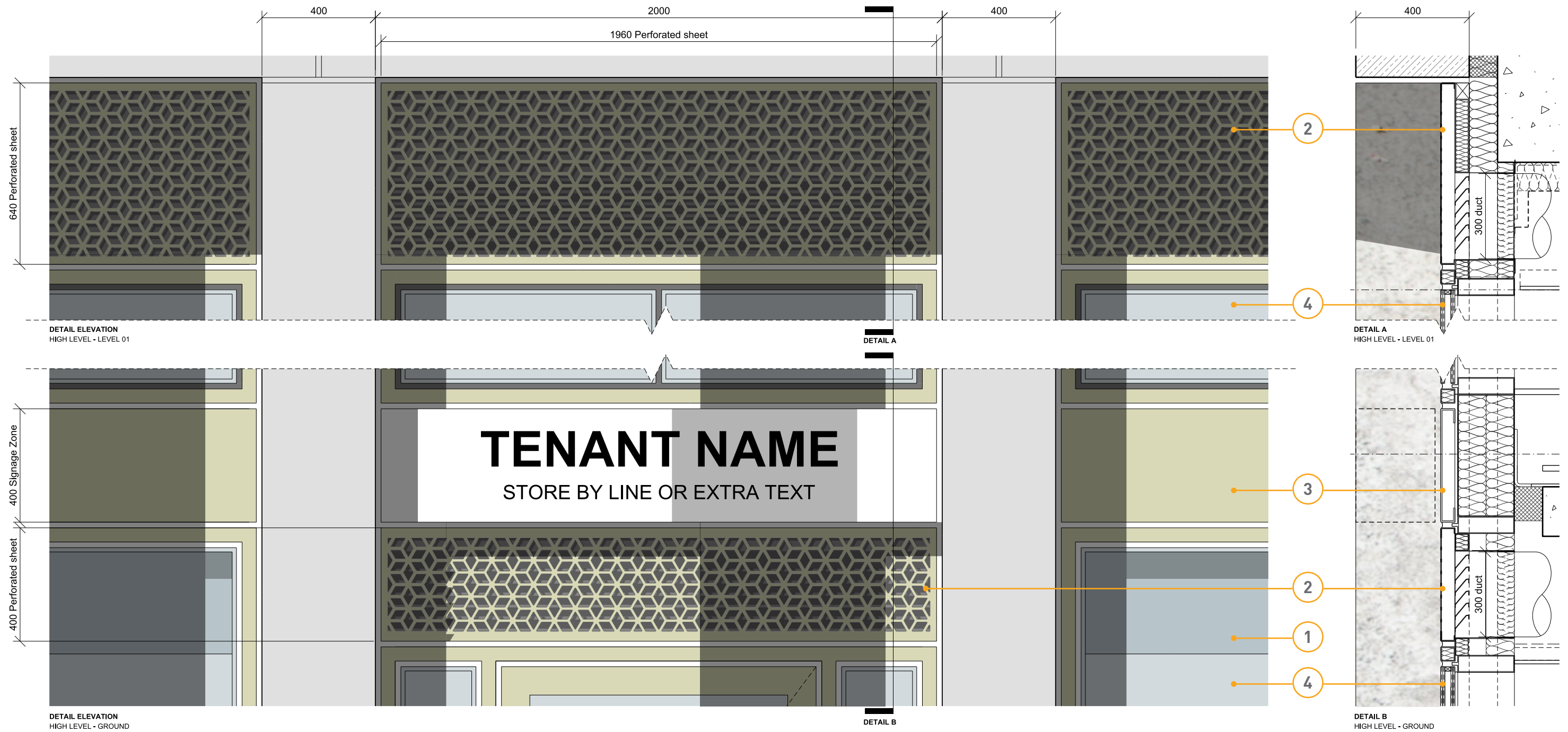
Continuous high level louvre band at ground and first floor.

Drawing key:

- 1. Aluminum louvre (Finish: Champagne)
- 2. Aluminum spandrel (Finish: Champagne)
- 3. Clear glazing



GROUND AND FIRST FLOOR HIGH LEVEL DETAIL



PROPOSED FEBRUARY 2024

Louvre provision significantly reduces at ground floor, remaining louvres screened with perforated sheets. Perforated sheets introduced to screen louvres at first floor.

1. Louvre removed, glazing extended to full height
(bulkhead behind)
2. Anodised perforated sheet in front of louvres
3. Aluminum spandrel (Finish: Champagne)
4. Clear glazing



AS SUBMITTED JUNE 2023

Continuous high level louvre band at ground and first floor.

Drawing key:

- 1. Louvre
- 2. Clear glazing



PROPOSED FEBRUARY 2024

Louvre provision significantly reduces at ground floor, remaining louvres screened with perforated sheets. Perforated sheets introduced to screen louvres at first floor.

1. Louvre removed where possible, glazing extended to full height (*bulkhead behind*)
2. Anodised perforated sheet in front of remaining louvres

UPDATED PLANNING DRAWINGS:

The updated planning **elevation** drawings capturing the reduction in louvre provision and subsequent screening are **highlighted** in the schedule in the following pages.

Proposed updated planning drawings (revisions highlighted)

SIMPSONHAUGH AND PARTNERS

Crown Street Phase 3 Building Z1 Planning Schedule

Z1-SHP-Z330-SC-XX-B5D801
Revision-X02

This schedule lists
SHP understanding

Revision Notes

This schedule should be read in conjunction with:

Zone Number	Drawing Type	Drawing Name	Drawing Number	Revision	Scale at A3	Status	Notes	Sheet	Draft	Complete	Issued			
											20/4/23	19/2/24		
Z1	Plan	Planning Application Boundary	Z1-SHP-Z460-PL-GRD-B5D801	X02	1000	Planning issue		✓	✓	✓	✓	✓		
Z1	Plan	Planning Application Boundary - Neighbouring PA Interfaces	Z1-SHP-Z460-PL-GRD-B5D802	X01	1000	Planning issue		✓	✓	✓	✓			
Z1	Plan	Application Boundary Plan - Surrounding Site Boundaries	Z1-SHP-G100-PL-GRD-B5D811	X01	1500	Planning issue		✓	✓	✓	✓			
Z1	Plan	Zone 1 - Phasing Plan - Ground Level	Z1-SHP-G100-PL-GRD-B5D812	X01	1000	Planning issue		✓	✓	✓	✓			
Z1	Plan	Zone 1 - Crown Street Phase 3 - Phasing Plan	Z1-SHP-G100-PL-GRD-B5D813	X01	750	Planning issue		✓	✓	✓	✓			
Z1	Plan	Zone 1 - Phasing Plan - Basement	Z1-SHP-G100-PL-B1-B5D811	X01	1000	Planning issue		✓	✓	✓	✓			
Z1	Plan	Zone 1 - Crown Street Phase 3 - Phasing Plan - Basement	Z1-SHP-G100-PL-B1-B5D812	X01	1000	Planning issue		✓	✓	✓	✓			
Z1	Plan	Zone 1 - Existing Site Plan	Z1-SHP-G100-PL-GRD-B5D821	X01	500	Planning issue		✓	✓	✓	✓			
Z1	Plan	Zone 1 - Demolition Plan	Z1-SHP-JC20-PL-GRD-B5D801	X01	500	Planning issue		✓	✓	✓		✓		
Z1	Plan	Zone 1 - Basement Level 01 - Site Plan	Z1-SHP-G100-PL-B1-B5D801	X01	500	Planning issue		✓	✓	✓	✓			
Z1	Plan	Zone 1 - Basement Level 02 - Site Plan	Z1-SHP-G100-PL-B2-B5D801	X01	500	Planning issue		✓	✓	✓	✓			
Z1	Plan	Zone 1 - Basement Level 03 - Site Plan	Z1-SHP-G100-PL-B3-B5D801	X01	500	Planning issue		✓	✓	✓	✓			
Z1	Plan	Zone 1 - Ground Floor - Site Plan	Z1-SHP-G100-PL-GRD-B5D801	X02	500	Planning issue		✓	✓	✓	✓	✓		
Z1	Plan	Zone 1 - Level 01 - Site Plan	Z1-SHP-G100-PL-01-B5D801	X01	500	Planning issue		✓	✓	✓	✓			
Z1	Plan	Zone 1 - Level 02 - Site Plan	Z1-SHP-G100-PL-02-B5D801	X01	500	Planning issue		✓	✓	✓	✓			
Z1	Plan	Zone 1 - Level 03 - Site Plan	Z1-SHP-G100-PL-03-B5D801	X01	500	Planning issue		✓	✓	✓	✓			
Z1	Plan	Zone 1 - Level 23 - Site Plan	Z1-SHP-G100-PL-23-B5D801	X01	500	Planning issue		✓	✓	✓	✓			
Z1	Plan	Zone 1 - Level 40 - Site Plan	Z1-SHP-G100-PL-40-B5D801	X01	500	Planning issue		✓	✓	✓	✓			
Z1	Plan	Zone 1 - Level 46 - Site Plan	Z1-SHP-G100-PL-46-B5D801	X01	500	Planning issue		✓	✓	✓	✓			
Z1	Plan	Zone 1 - Level 50 - Site Plan	Z1-SHP-G100-PL-50-B5D801	X01	500	Planning issue		✓	✓	✓	✓			
Z1	Plan	Zone 1 - Roof - Site Plan	Z1-SHP-G100-PL-RF-B5D801	X01	500	Planning issue		✓	✓	✓	✓			
Z1	Elevation	Zone 1 - Contextual Elevation - North	Z1-SHP-G100-EL-XX-B5D801	X02	1000	Planning issue		✓	✓	✓	✓	✓		
Z1	Elevation	Zone 1 - Contextual Elevation - South	Z1-SHP-G100-EL-XX-B5D802	X02	1000	Planning issue		✓	✓	✓	✓	✓		
Z1	Elevation	Zone 1 - Contextual Elevation - East	Z1-SHP-G100-EL-XX-B5D803	X02	1000	Planning issue		✓	✓	✓	✓	✓		
Z1	Elevation	Zone 1 - Contextual Elevation - West	Z1-SHP-G100-EL-XX-B5D804	X02	1000	Planning issue		✓	✓	✓	✓	✓		
Z1	Elevation	Zone 1 - Podium - Tower C7 & E2 - South Elevation	Z1-SHP-G100-EL-XX-B5D820	X02	200	Planning issue		✓	✓	✓	✓	✓		
Z1	Elevation	Zone 1 - Podium - Tower C7 & E2 - North Elevation Courtyard	Z1-SHP-G100-EL-XX-B5D821	X02	200	Planning issue		✓	✓	✓	✓	✓		
Z1	Elevation	Zone 1 - Podium - Tower C8 & E1 - South Elevation Courtyard	Z1-SHP-G100-EL-XX-B5D822	X02	200	Planning issue		✓	✓	✓	✓	✓		
Z1	Elevation	Zone 1 - Podium - Tower C8 & E1 - North Elevation	Z1-SHP-G100-EL-XX-B5D823	X02	200	Planning issue		✓	✓	✓	✓	✓		
Z1	Elevation	Zone 1 - Podium - Tower E1 & E2 - East and West Elevation	Z1-SHP-G100-EL-XX-B5D824	X02	200	Planning issue		✓	✓	✓	✓	✓		
Z1	Elevation	Zone 1 - Podium - Tower C7 & C8 - East and West Elevation	Z1-SHP-G100-EL-XX-B5D825	X02	200	Planning issue		✓	✓	✓	✓	✓		
Z1	Section	Zone 1 - Cross Section	Z1-SHP-G200-SE-XX-B5D801	X01	500	Planning issue		✓	✓	✓	✓			
Z1	Detail	Zone 1 - Podium -Typical colonnade / retail unit elevation	Z1-SHP-G251-DE-XX-B5D801	X02	50	Planning issue		✓	✓	✓	✓	✓		
Z1	Detail	Zone 1 - Podium -Typical BOH / car park ramp elevation	Z1-SHP-G251-DE-XX-B5D802	X02	50	Planning issue		✓	✓	✓	✓	✓		
Z1	Detail	Zone 1 - Podium -Typical BOH retail elevations	Z1-SHP-G251-DE-XX-B5D803	X02	50	Planning issue		✓	✓	✓	✓	✓		
Z1	Detail	Zone 1 - Podium -Typical entrance detail	Z1-SHP-G251-DE-XX-B5D804	X02	50	Planning issue		✓	✓	✓	✓	✓		
Z1	Detail	Zone 1 - Podium - Section Detail - Sections A & B	Z1-SHP-G251-DE-XX-B5D810	X02	50	Planning issue		✓	✓	✓	✓	✓		
Z1	Detail	Zone 1 - Podium - Section Detail - Sections C & D	Z1-SHP-G251-DE-XX-B5D811	X02	50	Planning issue		✓	✓	✓	✓	✓		

Proposed updated planning drawings (revisions highlighted)

SIMPSONHAUGH AND PARTNERS

Crown Street Phase 3
Building C7
Planning Schedule

C7-SHP-Z330-SC-XX-B5D801
Revision-X02

This schedule lists
SHP understanding

Revision Notes

This schedule should be read in conjunction with:

[illegible]

Proposed updated planning drawings (revisions highlighted)

SIMPSONHAUGH AND PARTNERS

Crown Street Phase 3
Building C8
Planning Schedule

C8-SHP-Z330-SC-XX-B5D801
Revision-X02

This schedule lists
SHP understanding

Revision Notes

This schedule should be read in conjunction with:

[illegible]

Proposed updated planning drawings (revisions highlighted)

SIMPSONHAUGH AND PARTNERS

Crown Street Phase 3
Building E1
Planning Schedule

E1-SHP-Z330-SC-XX-B5D801
Revision-X02

This schedule lists
SHP

Revision Notes

This schedule should be read in conjunction with:

[illegible]

Proposed updated planning drawings (revisions highlighted)

Crown Street Phase 3
Building E2
Planning Schedule

This schedule lists
SHP understanding

Revision Notes

This schedule should be read in conjunction with:

[illegible]

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