



HILLBREAK

Mayfield Manchester

ADDENDUM to Phase 1 Sustainability Statement (Application 1)

20 December 2019



Addendum

This document is an Addendum to the Sustainability Statement prepared and submitted in connection with the Phase 1 planning application for Mayfield, Manchester, and dated 27 September 2019.

It confirms that the changes to the proposed development set out below have no material effect on the content of the Sustainability Statement.

Changes

Baring Street Office 1

- **Basement and ground level changes:** a basement has been incorporated into the scheme to accommodate cycle facilities and additional back of house areas of the building to improve the overall functionality. The ground floor has been altered, with Baring Street activated following additional office space now fronting Baring Street. This has been made possible by relocating the cycle spaces in the basement, rather than fronting Baring Street as previously proposed. The interface with the MSCP to the south has also been developed. Ground floor windows have been introduced to Baring Office 1 which face southward in this area to improve activation between the two development plots and overlook this space.
- **Footprint:** the footprint between the building and the MSCP has been refined and the building has extended south by 920mm.
- **Massing:** the western entrance overhang has been lowered to increase the overall amount of useable floorspace and create a more welcoming entrance. In addition, the structural solution for cantilever has now been developed, resulting in removal of the diagonal bracing expressed in the façade.
- **Quantum:** as a result of the above changes, the proposed development quantum has increased from 9,987 sq m (GEA) as submitted to 11,142 sq m (GEA) now proposed. This represents an increase of 1,155 sq m (GEA) of office floorspace associated with the development. This is primarily driven by the addition of the basement level. The number of cycle spaces has also increased from 75 to 88.

Multi-Storey Car Park (MSCP)

- **Ground floor level:** the ground floor is lowered by 400mm to floor height of 34.50 metres (AOD) and the ground floor ramp is also removed as a result of this lowering. This has allowed for an efficient and appropriate relocation of accessible parking spaces following the internal ground floor layout being reconfigured.
- **Access:** vehicular entrance moved to Baring Street, with the exit still located on the southern elevation as per the original submission. The width of the, now separate, entrance and exit has increased to suit an identified occupier requirement. With regard to pedestrian access, the entrance from the car park to Mayfield Park has moved, with the core located in the space between the MSCP and office building. The pedestrian access from Baring Street has also moved slightly south.
- **Number of parking spaces:** the amount of parking spaces has been maximised as a result of adopting Automatic Number Plate Recognition ('ANPR') and moving the substation to the northern elevation to gain additional parking spaces. An additional half-deck of parking spaces have also now been included behind the parapet at roof level, combining with other changes to increase the number of spaces to 581 (+38 spaces). The number of disabled spaces remains the space at 21 and EV charging spaces at 60.
- **Massing:** the additional half deck level for car parking (Level 10) has resulted in a subsequent increase in parapet height and the height of the lift overrun. The new parapet height is 66.300m AOD and the planning height previously submitted was 65.981m AOD. This gives a height increase of 257mm, based on a 1.8m high parapet around the open roof parking level, which would be broadly imperceptible.
- **Core and general arrangement:** the building's floorplate extended south whilst the south facade depth has decreased, resulting in no overall extension to the MSCP. Stairs have been amended within car park

layout to connect half levels as part of fire strategy, with the fire stair to the south now rotated. The lift lobby has been extended to deliver better accessibility to the car park floors from the lift.

The park and other areas of public realm applied for in Application 1 remain unchanged as a result of these amendments save for the revised vehicular entrance to the car park and minor changes to the public realm immediately surrounding the buildings. Similarly, the site description and area as set out in Appendix A all remain consistent with the previously Proposed Development and are therefore unchanged.

Description of development

As a result of the above the description of development has been updated as follows:

“Application for Full Planning Permission for two buildings comprising: 9 storey mixed use building (including ground and mezzanine) comprising office space (Use Class B1), with retail uses at ground and mezzanine levels (Use Class A1/A2/A3/A4 and / or B1) and rooftop amenity spaces and terrace levels, internal ancillary storage spaces for waste, cycles, rooftop plant and back of house functions; a 11 storey car park (including ground) comprising 581 car parking spaces (Use Class Sui Generis); and a Park; along with associated public realm, highways works and other associated works”

Use and Amount

As a result of the design development the Proposed Development will provide the following accommodation:

Use	Proposed Development
Site Area	5 hectares - no change
Office Building	Baring Street Office 1: 10,184 sq. m. (GIA) / 11,142 sq. m. (GEA)
Baring Street Multi-Storey Car Park (MSCP)	581 spaces / 18,562 sq. m (GEA)
Mayfield Park	2.4 ha of hard and soft landscaping, centred around the River Medlock and delivered in two phases, with relevant enabling and site remediation works associated with the delivery of each phase. – no change
Other	Junction improvements to London Road, improvements to Baring Street and immediate surrounds and Traffic Regulation Orders and Stopping Up of Bond Street and Nether Street. – no change

Impact on the Sustainability Statement

The only effect of these changes on the content of the Sustainability Statement relates to:

- The total number of car parking spaces stated on pages 5, 12 & 21 (543 spaces becomes 581 spaces);
- The number of cycle parking spaces stated on pages 21 & 22 is increased from 75 to 88, reflecting the increase in Net Internal Area of Baring Street Office 1 in accordance with BCO standards.

All other content remains as stated in the Sustainability Statement dated 27 September 2019.



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