



Manchester City Council (Planning)
PO Box 532,
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Dear Sir/Madam,

9032 | Ancoats Mobility Hub
09/12/2022

Buttress

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Re: Erection of an 8 storey building to form Mobility Hub including ground floor commercial unit (Use Class E(b)) (221 sqm), delivery hub, 150 cycle spaces and 408 car parking spaces with associated landscaping, access and other associated works following demolition of existing structures REF: 130627/FO/2021

With reference to the above consent, please find enclosed the following information in support of a Minor Material Amendment Application made under Section 73 of the Town and Country Planning Act 1990. The application will be made as an 'Application for Removal or Variation of a Condition following Grant of Planning Permission' on behalf of our client Manchester City Council (MCC).

This application seeks to vary the details of two conditions. Condition 2 is the approved drawings and the client seeks to replace the drawing and document list. Condition 8 is the external materials condition and the client seeks to change the wording to allow groundworks to commence ahead of the condition being discharged.

Prior to this submission MCC sought pre application advice and a meeting was held on 16th September 2022 with MCC planning department (Jennifer Atkinson and David Roscoe) to discuss the above proposals. The changes were supported subject to some comments and the application route advised.

Condition 2

This application seeks to replace the approved drawing/document list with updated drawings/documents and the following information has been submitted in support:

- Design and Access Statement Addendum
(221209_MobilityHub_DesignandAccessStatement Addendum_Version1)
- Waste Management Statement
(221209_WasteManagementStrategy_Version3)
- Acoustic Statement (20291-R05-G Acoustic planning report)
- Transport Technical Note & Tracking Drawing (Ancoats Hub - Highways Tech Note v2 & Swept Path Assessment SK02 011222)
- Crime Impact Statement (21-0130-02, Mobility Hub Version B)

Design Updates Summary

The proposed development was granted planning approval on 30th July 2021 (reference above). Since this time Manchester City Council have appointed Bowmer

and Kirkland as main contractor to deliver the proposals. As the design has been developed there have been changes to client brief, changes to simplify construction methods and further to supply chain advice, and changes following initial building control advice.

The client brief changes were in response to initial market testing on the delivery hub operation. The consented scheme assumed an internal vehicular route to service a 'Delivery Hub', which was envisaged as a staffed parcel/delivery consolidation point that would receive deliveries and then store and sort ahead of either collection by the resident, or for onward delivery via cargo bike or similar. Feedback received from logistics companies and others indicated that such a model would be extremely challenging to implement in a financially sustainable way.

The proposed solution was to remove the internal route and reduce the size of the 'delivery hub'. This allowed the creation of a 251 sq/m commercial space (proposed as Use Class E(a)) and two smaller spaces consisting of a locker collection space and possible expansion zone which still maintains the original objectives of the Mobility Hub by rationalise deliveries in the area. Servicing to the ground floor is now proposed in the form of a layby on Poland Street. This solution is supported with a revised transport technical note and acoustic statement submitted with the application.

The other changes at ground floor are to the East and West corners of the plan with the introduction of new entrances and shopfronts to improve connections with the surrounding area. This has been enabled due to the carpark cores moving centrally on the plan due to changes to parking levels above. To the West is a larger and improved carpark entrance facing onto Poland Street opening into a generous entrance lobby with space for payment machines if required. From this space there is also a direct connection into the resident locker space to create a good customer user experience. To the East a new shopfront has been created facing onto Ancoats Green. This space is now proposed as the cycle café with the cycle hub moving centrally on the plan. The cycle café will now have a direct relationship with the neighbouring site and is strengthened by direct connections in the landscaping to the Green.

At the upper levels the consented circular parking layout has been replaced with a split level deck arrangement, and the overall width of the building has seen a minor increase due to an increased aisle width. These changes have been proposed to simplify the construction methods and improve carpark manoeuvring and circulation in the carpark. In turn the cores have been relocated centrally on the plan to allow level access to all areas of the carpark with dual access lifts provided in each core.

The façade design is an integral part of the project and the updated proposals seek to retain the design principles already established but refine them to suit the projects technical design requirements. To the North, East and West facades this includes the rationalisation of the fin sizes and spacings. To the South façade this includes rationalisation of the depth of planters, planting species and spread of green wall. These changes are proposed to simplify the construction whilst also meet the requirements of the fire strategy in response to discussions with building control.

Further to the site and building layout updates the landscaping design also incorporates some amendments. This includes the introduction of a café terrace on the South East corner and an updated level access approach into the cycle hub. There has also been a changes to the materiality of the scheme. This has been proposed to match or complement the Ancoats Green and to improve the sites sustainable approach through the use of MCC stock material and permeable paving.

All the landscaping, building layout and façade changes proposed have been sensitively incorporated within the consented design with consideration for the principles established in the original scheme.

Boundary Wall

On the Northern boundary there is an existing brick wall running the length of the site. The client seeks approval to demolish and replace with a 3m palisade fence to replicate the boundary treatment to the South. An updated demolition plan has been included in the submission and the proposed treatment is outlined in the landscaping section of the Design and Access Statement Addendum report.

Drawing reference: 9032-BA-XX-00-DR-A-(01)900.

Condition 8

Further to discussions with the planning officer the client seeks to amend the condition wording to allow mobilisation and groundworks to commence prior to final material approval. This will improve the sequencing of works and allow the construction of a sample once relevant subcontractors have started site. Below the condition has been extracted and in blue is the proposed alteration to the wording.

Prior to any above ground works (excluding demolition and site clearance), all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management. The approved materials shall then be implemented as part of the development.

As part of the application the planning officer requested that a sample panel drawing was submitted and is attached.

Drawing reference: 9032-BA-XX-XX-DR-A-(21)900.

We trust that the submitted proposals are satisfactory and in line with our discussions to date. Please contact us should you wish to discuss any item above or require anything further.

Yours sincerely



Heather Leeson | Senior Architect

for **Buttress**

CC:

File

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Callum Priestley

Matthew Burl

Bowmer & Kirkland Ltd

Manchester City Council

Buttress