

Further Representations

Application Number 125804/FO/2019 **Ward** Deansgate Ward
125805/LO/2019

Description and Address

Demolition of existing buildings and structures on-site and erection of 22-storey building comprising apart-hotel (Use Class C1) with flexible commercial uses at ground floor and within existing viaduct arches (Use Class A1, A2, A3, A4, D2), access, landscaping and other associated works

And

Listed Building Consent for internal and external works to the Grade II listed Castlefield Viaduct in relation to proposed redevelopment of land at 325-327 Deansgate and the adjacent railway arches for an aparthotel and flexible commercial uses

At 325 - 327 Deansgate Manchester M3 4LQ

1. Local Residents/Members of the Public

An additional objection has been received as follows:

- Traffic during construction would inevitably mean road closures and diversions, dust, vibrations and noise;
- Despite guests being encouraged to use public transport, there would be increase traffic and cars parked on roads outside of the city centre;
- The building is an eyesore within the context of the surrounding area. Many listed buildings and structures, particularly the viaduct, would be partially covered up by the proposal;
- It would set a precedent for other buildings abutting the viaduct and overhanging.
- It may decrease the value of surrounding flats such as those in Beetham Tower due to the view of the viaduct and tram stop being restricted together with the view of the City being lost from the tram stop;
- There would be increased footfall on tram and train station platforms which is dangerous at busy times;
- It may block the sunlight and enclose the tram stop further, making it more dangerous at night, particularly for vulnerable people;
- Other areas of the city are in much more need of redevelopment. This is not 'regenerating' a disused bit of land. It is merely squeezing a large building on as small a space as possible.
- This part of Manchester needs more green spaces, community hubs, mental health drop in centres etc. rather than another intrusive building.
- Castlefield is full of listed buildings and has developed into a community. Large glass buildings being put up all around it is overshadowing a beautiful part of the city.

2. Elected Members

Deansgate Ward Councillors, Cllr Marcus Johns and Cllr William Jeavons object. They have requested a site visit and the determination is delayed until it can be heard by the planning committee. The ward Members also have the following specific objections:

The proposal is overdevelopment of the site and impacts significantly on the Deansgate Pub.

It cantilevers over the Castlefield Viaduct, which is a heritage asset and has pleasant, publicly accessible views over the city centre's townscape which would be reduced by this development. This highlights that this development is overdevelopment.

The impact on the Conservation Area is clearly demonstrated in a number of views together with disrupting the historic roofscape of Byrom Street, distracting from the character of the Conservation Area. It also includes an incongruous obstruction of the view along the canal at Castle Street.

The development also impacts on the townscape resulting in an incongruous form which steps out beyond the traditional streetscape. The Beetham Tower steps back from the streetline so as not to interrupt the view and this development fails to keep to that pattern.

The appearance of the proposal is poor from a distance. The decision makers should visit the site to ensure that they agree with the conclusion of the report that "any harm that does arise is considered to be modest and outweighed by the substantial regeneration benefits".

The proposal wraps tightly around the Deansgate Pub and shares a party wall with it. It is domineering over the Pub. The planning report understates the impact on the roof terrace.

Traffic movements would increase in and out of the junction of Trafford Street and Deansgate. This is an important crossing for pedestrian connectivity in the city centre and mitigation should be provided. There would also be an increase in cycling and traffic related to taxis. Mitigation should be provided which secures cyclist safety

The additional cycle parking is the improvements to the public realm on Whitworth West. However, there are other aspects which are contentious.

3. Director of Planning – further comments and observations

The report addresses issues about the impact on the historic environment, the listed viaduct, daylight and sunlight, the management of construction activities and travel planning.

Current kerbside restrictions are adequate for taxi pick up and drop off and a designated loading bay would be provided on Trafford Street for larger vehicles.