



Port Street

Planning and Tall Building Statement

December 2021

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1. Introduction

- 1.1. This Planning and Tall Building Statement ('the Statement') has been prepared by Deloitte LLP in support of the application for full planning permission made by Manchester (Port Street) Limited ('the Applicant'). The application seeks approval for a residential-led development with ground floor commercial uses, car and cycle parking and public realm on land at the corner of Great Ancoats Street and Port Street ('the Site'). The term "Proposed Development" used within this Report refers to all stages of construction and operation of the development.
- 1.2. The Statement considers the Proposed Development in its strategic and local urban and environmental context, and assesses its acceptability in the context of the Development Plan and other material considerations.

A Priority Regeneration Site

- 1.3. The Site is located in Manchester City Centre, within the Piccadilly Ward. It extends to 0.48 hectares and is on land bounded by Great Ancoats Street to the north, Brownsfield Mill and a surface car park to the east, a surface car park to the south and Port Street to the west.
- 1.4. The Site is currently a surface level car park of low-quality hardstanding that is detrimental to the streetscape and contributes nothing to the local area.
- 1.5. It is located within the Piccadilly Basin and is subject to two Strategic Regeneration Frameworks (SRFS): The HS2 Piccadilly SRF (2018) and the Piccadilly Basin SRF (2016).
- 1.6. The Piccadilly Basin SRF seeks to, *"create a best in class City Centre neighbourhood community with a vibrant mix of office, residential, retail and leisure accommodation offering a place to live, work, relax and play; a place that fosters enterprise and innovation; and helps to set Manchester apart from its peer cities."*
- 1.7. The Site is identified in the SRF as an important intersection in the City Centre, connecting the Piccadilly Basin to Ancoats, New Islington and beyond to Holt Town and through to the Etihad; to the Northern Quarter; and to the wider City Centre. As such the SRF, endorsed by the City Council in October 2016, envisages tall buildings on the Site to create a sense of arrival to the area.
- 1.8. Redevelopment of the Site will represent the latest stage in the revitalisation of the Piccadilly Basin area and the first stage in creation of new pedestrian routes through the area linking the Rochdale Canal to the surrounding streets.

The Proposed Development

- 1.9. The Proposed Development comprises 485 residential apartments in a high-quality building designed by Simpson Haugh Architects, formed of a 34-storey tower and lower perimeter block rising to up to 11-storeys. Commercial uses and resident's amenity space is provided at ground floor. The building is formed around over 2,000 sq m of high quality, green landscaped area and new footway along Port Street and Great Ancoats Street.
- 1.10. It will transform this unwelcoming and poorly kept site, repair the streetscape and create the marker and connection point between regeneration areas envisaged by the SRF. The accommodation will enhance the range and quality of housing choices in the City Centre.

The Applicant

- 1.11. The Applicant is a wholly owned subsidiary of Select Property Group. Select is a best-in-class residential developer and operator who has pioneered a range of award-winning living products in Manchester and across the UK.
- 1.12. Select's ethos is formed around a customer-focused approach whose central aim is forming sustainable, diverse and vibrant communities in and around its properties. Vita Group's other residential-style products include:

- **Vita Student:** Purpose-built student accommodation focused on offering an inspirational living experience within an exceptional quality environment, proactively managed to build communities.
 - **Vita Living:** City Centre build-to-rent brand underpinned by design, experience, and affordability.
 - **City Suites:** Spacious 5-star apart-hotel, amenities and services for both leisure and business travellers.
 - **Affinity Living:** A built to rent residential product with amenity and community at its heart, aimed at the established professionals' market.
 - **Union:** A new and exciting residential product built to support a mixed community of workers, providing them with high-quality co-living accommodation and shared amenities.
- 1.13. At Port Street, Select will deliver an 'Affinity Living' product to support the continued regeneration of the Piccadilly Basin area.
- 1.14. Select retains control and operates all of their buildings on a long-term basis, from sales and letting, customer care and building management.
- 1.15. Select's operational and management platform separates them from the rest of the market. Putting the customer at the heart of everything they do is of paramount importance to the business. All their staff – from residence managers, to customer service assistants, to facilities managers and housekeepers – are direct employees of Select and are trained and nurtured in developing their careers within the organisation.
- 1.16. This approach allows the very highest level of quality control in everything that Vita does. KPIs are applied by the business, aimed at making the customer experience the very best it can be. Feedback is constantly sought from residents through proprietary Select Apps, allowing levels of service and facilities offered to constantly evolve and improve.

Summary of Pre-Application Consultation

- 1.17. A range of stakeholders have been engaged throughout the pre-application process, including regular meetings with the Local Planning Authority between March and October 2021. Statutory and non-statutory consultees engaged through the pre-application process have included:
- Manchester City Council as Local Planning Authority;
 - Manchester City Council Highway Services;
 - Manchester City Council Local Ward Members (Piccadilly and Ancoats and Beswick Wards);
 - Historic England;
 - Environment Agency;
 - Greater Manchester Ecology Unit (GMEU);
 - Greater Manchester Archaeology Advisory Service (GMAAS);
 - Transport for Greater Manchester (TfGM);
 - United Utilities;
 - MCC Environmental Health;
 - MCC Flood Risk Management;
 - Aerodrome Safeguarding;
 - Canal and River Trust (CRT); and
 - Design for Security at Greater Manchester Police
- 1.18. The Proposed Development has been subject to independent design review by Places Matter, an independent organisation, hosted by RIBA North West.

- 1.19. Engagement with the local community has been undertaken via an online public consultation website and webinar, which took place 8 October to 27 October 2021. Follow-up engagements took place with Royal Mills Residents' Association and the Northern Quarter Forum in November 2021.
- 1.20. Local Members representing the Piccadilly and Ancoats and Beswick wards have been engaged via email during September and October 2021, prior to the public consultation webpage going live online, and again following the public webinar. In person or virtual briefings were offered by the Applicant at each stage in the process.
- 1.21. A Statement of Consultation is submitted in support of this application, which details the consultation that has taken place prior to submission, together with consideration of how feedback received has influenced the proposed design.

Application Documentation

- 1.22. This Planning and Tall Building Statement should be read in conjunction with the following supporting documents submitted as part of this Application as agreed with the City Council prior to submission and with regard to the relevant PA Validation Checklist:

- Application forms and notices, prepared by Deloitte;
- Site location plan, prepared by Simpson Haugh and Partners;
- Accommodation and Drawing Schedules, prepared by Simpson Haugh and Partners;
- Existing and Proposed plans, prepared by Simpson Haugh and Partners;
- Fully verified photomontages, prepared by Our Studio;
- Planning and Tall Building Statement, prepared by Deloitte;
- Green and Blue Infrastructure Statement, prepared by Deloitte;
- Design and Access Statement, prepared by Simpson Haugh and Partners;
- Public Realm Strategy, prepared by Reform;
- Energy Statement, prepared by FutureServ;
- Environmental Standards Statement, prepared by WSP;
- Sustainability Statement, prepared by WSP;
- Statement of Consultation, prepared by Deloitte;
- Transport Statement, prepared by Curtins;
- Framework Travel Plan, prepared by Curtins;
- Waste Management and Servicing Strategy, prepared by Curtins;
- Local Labour Agreement, prepared by Vita;
- Crime Impact Statement, prepared by Greater Manchester Police;
- Ground Conditions Report, prepared by WSP;
- Flood Risk and Drainage Assessment, prepared by WSP;
- Ventilation Strategy, prepared by Futureserv;
- TV Reception Survey, prepared by Pager Power;
- Broadband Connectivity Assessment, prepared by Pager Power;
- Management Strategy, prepared by Vita;
- Viability Statement, prepared by Lambert Smith Hampton;
- Fire Strategy, prepared by DFC;

- Archaeological Desk Based Assessment, prepared by Salford Archaeology;
- Ecological Assessment, prepared by Penny Anderson; and
- Air Quality Assessment, prepared by Hoare Lee.

1.23. An Environmental Impact Assessment (EIA) has been undertaken in respect of the Proposed Development. A Screening and Scoping request was submitted to Manchester City Council on 12 October 2021. A set of formal responses were received on the 17 November 2021. As agreed in that response, the Environmental Statement comprises the following chapters and technical appendices:

- **Volume 1** – Environmental Statement
 - Chapter 1: Introduction, prepared by Deloitte;
 - Chapter 2: EIA Methodology, prepared by Deloitte;
 - Chapter 3: Consideration of Alternatives, prepared by Deloitte and Simpsons Haugh and Partners;
 - Chapter 4: Site, Surroundings and Description of Proposals, prepared by Deloitte
 - Chapter 5: Construction Management, prepared by Renaker;
 - Chapter 6: Climate Change, prepared by WSP;
 - Chapter 7: Sunlight, Daylight and Overshadowing, prepared by GIA;
 - Chapter 8: Heritage, prepared by Stephen Levrant Heritage Architecture;
 - Chapter 9: Human Health, prepared by Enfusion;
 - Chapter 10: Noise and Vibration, prepared by Fisher Acoustics;
 - Chapter 11: Socio-Economic, prepared by Amion Consulting;
 - Chapter 12: Townscape and Visual Impact, prepared by Reform;
 - Chapter 13: Wind Microclimate, prepared by GIA;
 - Chapter 14: Summary of Residual Impacts, prepared by Deloitte; and
 - Chapter 15: Type 1 Cumulative Impact Assessment, prepared by Deloitte.
- **Volume 2** – Technical Appendices
 - Appendix 2.1 – ES Scoping Report
 - Appendix 2.2 – Committed Developments
 - Appendix 2.3 – ES Scoping Opinion
 - Appendix 7.1 – Drawings of the Baseline and Proposed Scenario;
 - Appendix 7.2 – Daylight and Sunlight Results for Baseline v Proposed;
 - Appendix 7.3 – Drawings of the Piccadilly Basin Strategic Regeneration Framework massing; and
 - Appendix 7.4 – Daylight and Sunlight results for the Piccadilly Basin Strategic Regeneration Framework massing.
 - Appendix 8.1 - Heritage Statement
 - Appendix 10.1 – Acoustic Report
 - Appendix 11.1 - Socio-economic baseline assessment
 - Appendix 11.2 - List of cumulative schemes
 - Appendix 12.1 – Figures

- Appendix 12.2 – TVA Assessment Methodology
 - Appendix 12.3 - Methodology for producing views and photomontages
 - Appendix 12.4 - Committed Developments
 - Appendix 12.5 - Accurate Visual Representations
 - Appendix 13.1 - Wind Microclimate Detailed Methodology
- **Volume 3** – Non-Technical Summary

Structure of Statement

1.24. The remainder of this Statement is structured as follows:

- Chapter 2: Site and Surroundings
- Chapter 3: Strategic Context
- Chapter 4: Proposed Development
- Chapter 5: Development Plan and Material Considerations
- Chapter 6: Consideration of Proposed Development
- Chapter 7: Tall Building Evaluation
- Chapter 8: Conclusion

2. Site and Surroundings

Site Description

- 2.1. The Site extends to approximately 0.48 hectares and is bounded by Great Ancoats Street to the north, Brownsfield Mill and a surface car park to the east, surface car park to the south and Port Street to the west.
- 2.2. The Site is comprised of a surface level car park of low-quality hardstanding. The car park is operated by Citi Park and has a total capacity of circa 100 spaces. The Site levels drop by circa 2m from the northern and western boundaries to a lower level which also forms part of the car park. There is very limited vegetation on Site.
- 2.3. In its current state, the Site can be considered underutilised in respect to its strategic location on the corner of Port Street and Great Ancoats Street. The low level of lighting and uneven surfaces altogether create an unsafe atmosphere and visually unattractive site.
- 2.4. The Site can be accessed by foot or vehicle by using the car park entrances on Port Street. A secondary informal and unlit route can be made eastwards along the boundary of Brownsfield Mill to connect through to the Rochdale Canal and then southwards to connect onto Tariff Street, climbing over the lock gates to traverse.
- 2.5. The Site is located within the Piccadilly Ward and on the southern boundary of the Ancoats and Beswick Ward.
- 2.6. A Site Location Plan is provided at **Appendix 1**.

Surrounding Uses

- 2.7. There are a mixture of uses surrounding the Site. Immediately to the west of the Site there is The Astley, Oxid House and The Wentwood which are mid to high rise apartment buildings (of up to 15 storeys) with ground floor commercial frontages along Great Ancoats Street.
- 2.8. To the north of the Site, across Great Ancoats Street is the heart of Ancoats, a vibrant newly regenerated area of Manchester containing a mixture of mid-rise developments including residential and commercial uses.
- 2.9. To the east of the Site is Brownsfield Mill, a Grade II* listed mill building which has been recently refurbished to create new apartments, and beyond, lock 83 on the Rochdale Canal. A footbridge provides a linkage across the canal to the Urban Exchange Retail Park; however, the footbridge is currently closed off.
- 2.10. Immediately south of the Site is a parcel of land that has been identified within the Piccadilly Basin SRF (2016) for residential-led mixed use. Beyond are a number of mid to high-rise developments comprising of mostly residential uses and limited commercial uses which sit within the centre of the Piccadilly Basin. These include the Grade II* listed Jackson's Warehouse residences and the new build Burlington House residential development.

Local Plan Designations

- 2.11. The Site is allocated as being within the City Centre and Regional Centre within Manchester City Council's Core Strategy.
- 2.12. There are no specific allocations or environmental designations on the Site.

Transport and Linkages

- 2.13. The Site is situated within a strategic location to the north of the City Centre and is therefore well served by a number of key services, amenities and economic opportunities within the regional centre. It is within walking distance to Manchester Piccadilly (11 minutes) and Manchester Victoria (12 minutes) rail stations providing access to other areas within Greater Manchester and to the rest of the country.

- 2.14. Several bus routes run along Great Ancoats Street (a key arterial route into the City Centre) to the north on a frequent basis and the Piccadilly Gardens Bus Interchange is located within a 20 minute walk into the City Centre. In addition, the New Islington Metrolink stop (12 minutes) provides tram services to a wide range of locations around Manchester City Centre and Greater Manchester as a whole as well as the Shudehill Interchange stop located a 10 minutes' walk to the east.
- 2.15. As the Site is bounded by the Manchester Salford Inner Relief Route via Great Ancoats Street (A665), access to the Site via car is achieved without drawing cars into the heart of the city core, as envisaged by the City Centre Transport Strategy endorsed by MCC's Executive on 17 March 2021 and the Greater Manchester Combined Authority on 26 March 2021.

Site Specific Environmental Designations

Air Quality

- 2.16. The Site is located within the Greater Manchester Air Quality Management Area.

Ecology

- 2.17. There are no statutory designated Sites for nature conservation within or immediately adjacent to the Site. The Site and adjacent land is not identified as a Priority Habitat.
- 2.18. The Site lies within 4.9 km of the Rochdale Canal Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI), 6.3 km of the Hollinwood Branch Canal SSSI and 8.7km of the Huddersfield Narrow Canal SSSI. The Site lies within the SSSI Impact Risk Zones for the above Sites. The development proposals do not meet SSSI Impact Risk Zone criteria for which the LPA must consult with Natural England.
- 2.19. The Rochdale Canal is located 48m south of the Site; however, the section of the canal that is designated as a Special Area of Conservation (SAC) is located 4.9km from the Site. Due to this designation the canal is an offSite ecological receptor along with two Sites of Biological Interest (SBI) – Rochdale Canal: Stott's Lane – Ducie Street Basin 48m south of the Site and Ashton Canal (West) located 238m south.

Flood Risk and Drainage

- 2.20. According to the Environment Agency Flood Map, the Site is located within Flood Zone 1 which is defined as land having less than 1 in 1,000 annual probability of river or sea flooding.
- 2.21. The Site is within the Greater Manchester Conurbation Core Critical Drainage Area in the Salford and Trafford Critical Drainage Area (CDA), designated in 2011.

Ground Conditions

- 2.22. A Phase 2 Interpretative Ground Investigation Report has been undertaken by WSP in September 2021 that identified a number of contaminants of concern including arsenic, lead, cyanide and benzo(a)pyrene as well as a small sample of asbestos fibre bundles.
- 2.23. The identified contamination will require remediation measures to mitigate the risks to human health. More detailed information on these contaminants and their levels can be found within the report.

Heritage

- 2.24. The Site is not located within a conservation area and there are no listed buildings within the Site. The Site is located adjacent to the Ancoats Conservation Area to the north and the Stevenson Square Conservation Area is located circa 90m west of the Site. A number of listed buildings have been identified in Figure 2.1 (which should be read in accordance with Table 2.1¹).

Figure 2.1 Listed Buildings (blue triangles) and Conservation Areas (coloured areas). Site denoted in red.

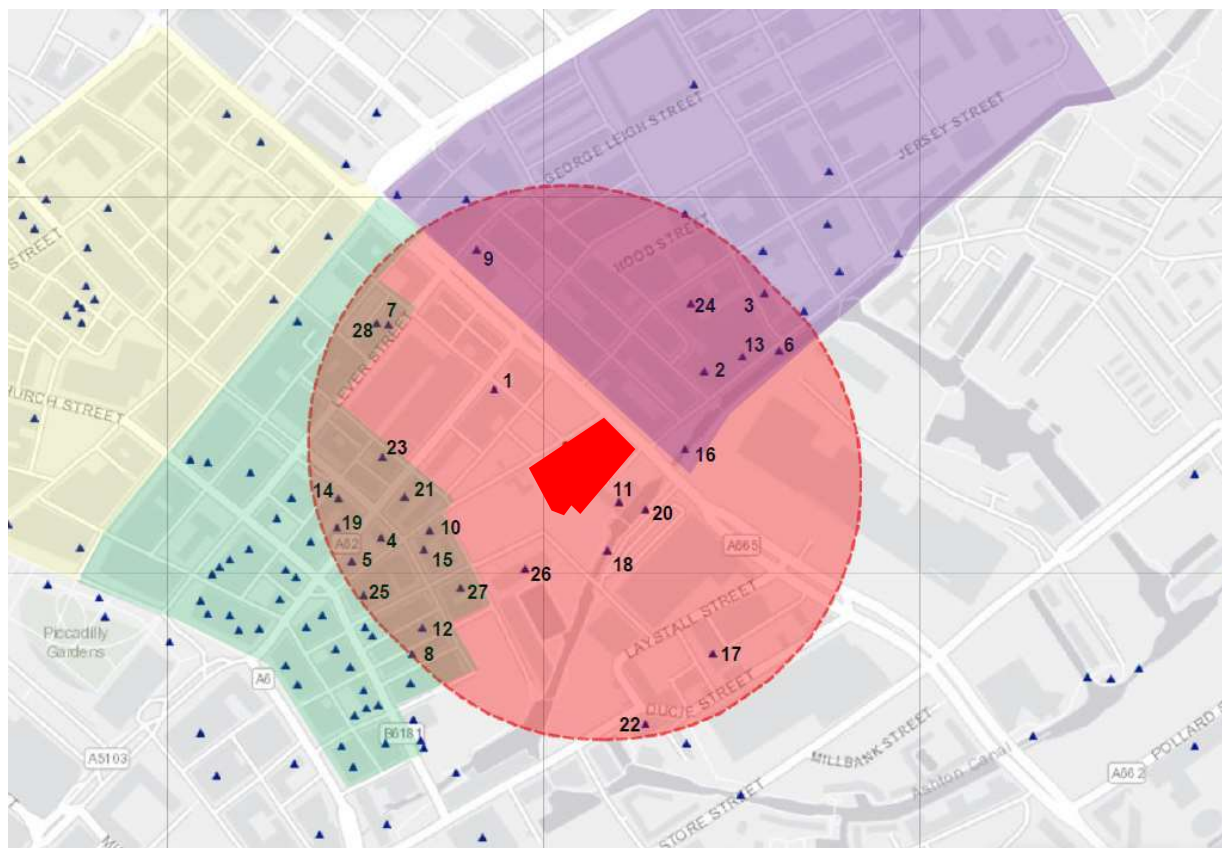


Table 2.1 Listed Buildings

Number, Figure 2.1	Name	Designation
1	72-76, NEWTON STREET	Grade II Listed Building
2	ROYAL MILL	Grade II* Listed Building
3	FORMER WAREHOUSE AND OFFICES OF OLD MILL, DECKER MILL, AND NEW MILL	Grade II Listed Building
4	NEWTON BUILDINGS	Grade II Listed Building
5	BRADLEY HOUSE	Grade II Listed Building
6	ROCHDALE CANAL RETAINING WALL ON SOUTH SIDE OF REDHILL STREET, WEST OF UNION STREET BRIDGE	Grade II Listed Building
7	Nos. 69-77, LEVER STREET and No. 10, BRADLEY STREET	Grade II Listed Building
8	LANGLEY BUILDING	Grade II Listed Building
9	DERROS BUILDING	Grade II Listed Building
10	50-62 PORT STREET	Grade II Listed Building
11	BROWNSFIELD MILL	Grade II* Listed Building
12	Nos. 49 – 51 DALE STREET	Grade II Listed Building
13	SEDGWICK MILL	Grade II Listed Building
14	49 NEWTON STREET	Grade II Listed Building
15	45, 47 and 47A HILTON STREET	Grade II Listed Building
16	ROCHDALE CANAL LOCK NUMBER 82, TO EAST OF GREAT ANCOATS STREET	Grade II Listed Building
17	32 AND 34 LAYSTALL STREET	Grade II Listed Building
18	ROCHDALE CANAL LOCK NUMBER 83, TO THE EAST OF TARIFF STREET	Grade II Listed Building
19	45 AND 47 NEWTON STREET	Grade II Listed Building

¹ Those highlighted in bold are identified as having potential to be indirectly impacted by the Proposed Development and scoped in for assessment within the Heritage Statement being submitted as part of this Application.

20	ROCHDALE CANAL TOWPATH FOOTBRIDGE AND ASSOCIATED RAMPS OPPOSITE BROWNSFIELD MILL	Grade II Listed Building
21	MARLSBRO HOUSE	Grade II Listed Building
22	FORMER JUNCTION WORKS AT PARADISE WHARF	Grade II Listed Building
23	FORMER NEWTON POLICE STATION	Grade II Listed Building
24	PARAGON MILL	Grade II* Listed Building
25	35 DALE STREET	Grade II Listed Building
26	FORMER ROCHDALE CANAL WAREHOUSE	Grade II* Listed Building
27	FOURWAYS HOUSE	Grade II Listed Building
28	NUMBERS 4, 6 & 8 AND ATTACHED SCREEN WALLS	Grade II Listed Building
Green	Stevenson Square Conservation Area	Conservation Area
Purple	Ancoats Conservation Area	Conservation Area
Yellow	Smithfield Conservation Area	Conservation Area

Planning History

2.25. Table 2.2 below sets out the relevant planning history for the Site.

Table 2.2: Planning History

Reference	Description	Status
083678/FO/2007/C3	Erection of two 6 storey blocks with ground (plus mezzanine) floor commercial uses (including retail, use class A1 and offices use class B1) with 159 residential units above (Use Class C3) together with ancillary parking, servicing, public space and landscaping	Approved 14 September 2007
054382/FO/CITY3/98	A mixed use development of housing, A1 retail, licensed retail & studio offices including works to listed buildings & canal structures.	Approved 10 August 1998
043345/DT/CMD/93	Redevelopment of land at canal gardens for office development, mixed office/ leisure/retail and student accommodation	Refused 25 June 1993

- 2.26. In 1998, planning permission was granted for a mixed-use development across the Piccadilly Basin area that included residential, retail, licensed retail and studio office uses.
- 2.27. The 1998 development was intended to be built in phases and included the construction of a new canal basin/ marina, the restoration of Jackson's Warehouse, new residential blocks either side of the marina, restoration of the Grade II* listed Brownsfield Mill, a large retail unit (Urban Exchange), the Tariff Street multi-storey car park, Carver's Warehouse, Vantage Quay and the repair of the Rochdale Canal including the introduction of the new marina. The planning permission was partially implemented and delivered.
- 2.28. Subsequent standalone applications for development on plots within the area have since been approved and developed, such as the conversion of Brownsfield Mill and Jacksons Warehouse and the development of Burlington House; each of which have been successfully delivered for residential use.
- 2.29. In 2007, redevelopment of the Site together with land to the south extending to the Rochdale Canal and Tariff Street, was approved but never delivered.

3. Strategic Context

- 3.1. This Chapter details the socio-economic context of Manchester City Centre as a whole, and sets out the key drivers of change and development within the City Centre.

Economic and Market Context

- 3.2. Manchester has seen unprecedented growth over the past two decades, with growth concentrated in the City Centre and surrounding wards. With a diverse population of close to 600,000 people, the City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London. MCC projects that the City will be home to 627,000 residents by 2025.²
- 3.3. Population growth in recent years has been particularly evident in a younger 20-24 and 25-39 years demographic, which is attracted to Manchester's lifestyle and increasing employment opportunities, and this in turn is driving further economic growth and enhanced productivity.
- 3.4. Manchester's economy continues to grow at a faster rate than the UK as a whole, with the City Centre as the economic growth engine for both Manchester and the wider region. It has seen a significant increase in development over the past year, building on the City's international reputation as a leading place to live, visit and do business. In 2018, Manchester's GVA per head of resident population was £41,177, compared to £28,729 for the UK average, and is an increase from £37,634 in 2016.³
- 3.5. Prospects for economic growth are closely tied to the ability to attract and retain the most talented individuals. It is therefore critical to focus efforts on improving the City Region's attractiveness as a location to live, study, work, invest and do business. In this regard, a key priority is the delivery of high-quality residential accommodation, consistent with the requirements of Manchester's Residential Quality Guidance, and located within neighbourhoods of choice.
- 3.6. Finally, the Our Manchester Strategy: Forward to 2025 document identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by the city's competitive, dynamic, sustainable and fair economy. This draws on its distinctive strengths in science, advanced manufacturing, and culture, creative and digital businesses – cultivating and encouraging new ideas.

Manchester – A Growing City

- 3.7. Over a thirty-year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. MCC has driven the physical and economic renewal of the City Centre through the development and implementation of strategic frameworks for sustained regeneration, investment and service improvement to ensure that Manchester maintains its position as the nation's leading City Centre location. The success of this approach sees Manchester successfully compete as an international investment location and visitor destination today.
- 3.8. Manchester has experienced an exceptional increase in its population since the late 1990s and is the leading example in both Europe and the UK of a major urban centre reversing long-term population decline. While this level of population growth is exceptional, the City is still some way below its historical peak population of 766,311, achieved in 1931. New high quality and high-density development will allow Manchester to continue to increase its population without impinging on highly valued community and green space.
- 3.9. The Greater Manchester sub-region, which has a resident population of over 2.83 million and a combined Gross Value Added (GVA) of approximately £75 billion, accounts for around two fifth of the North West's economic output⁴. In 2021, almost one third of the £75 billion of GVA generated in Greater Manchester was produced in the City of Manchester⁵.

² MCC (2020) State of the City Report 2020

³ Manchester City Council, State of the City Report 2020

⁴ Office for National Statistics, *Regional Gross Value Added (balanced) per head and income components tables (released 26 May 2021)*, <https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/nominalregionalgrossvalueaddedbalancedperheadandincomecomponents>

⁵ Office for National Statistics, *ibid*.

- 3.10. Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a service-based, high growth economy. Importantly, it is this sector of the economy that provides a large proportion of the high skilled and high productivity jobs in the national economy. Manchester's economy is continuing to strengthen and diversify with strong high added value growth forecast in Science and Innovation, Creative and Digital, Advanced Manufacturing as well as Culture, Tourism, Sports and Leisure sectors. Economic growth has also been supported by Manchester's expanding international connections, centres of excellence in research and higher education, and investment in transport infrastructure, which has deepened labour markets.
- 3.11. Manchester is one of the fastest growing cities in Europe. GMFM-2019 shows GVA growing at 1.6% per year up to 2037. Total employment is forecast to grow at 0.6% per year in GM, equating to a net increase of 183,000 jobs between 2017 and 2037. Employment growth is largely driven by Business, Financial, and Professional Services - accounting for 45% of the net increase in the total number of jobs in GM up to 2037.⁶

Encouraging the growth of a dynamic private sector

- 3.12. With a thriving private sector, the City is a leading business location and remains a top place in Europe for foreign direct investment outside of London.⁷
- 3.13. Increasingly businesses are looking for benefits from agglomeration. Business sectors that are influenced by agglomeration (where entrepreneurs, companies, new start-ups and talented workers from disparate economic growth sectors are keen to cluster in locations which can provide business and networking opportunities) are attracted to locations where there are deep labour markets offering an exceptional range of highly qualified and skilled staff. Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from clustering. This is particularly prevalent in the digital and creative industries, as well as life sciences and advanced manufacturing.
- 3.14. Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from one of the largest creative and digital clusters in the UK. This is particularly prevalent in the Technology, Media and Telecoms (TMT) industry as evidenced by the growth of MediaCityUK: UK, for example. In addition, the North West is headquarters to tech companies including boohoo, Booking.com, AO.com as well as privately owned The Hut Group, and one of the fastest growing fashion brands on the web, Pretty Little Thing. Amazon also has a large presence in Manchester and the Ministry of Justice have recently located within the NOMA area of Manchester in 2021⁸.

Mobile and Skilled Workforce

- 3.15. The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of the City⁹. There is access to a pool of skilled people across a wide range of industries, and over 100,000 students in five Higher Education Institutions across Greater Manchester.¹⁰
- 3.16. A feature of the City's economy and its employment growth has been the ability to attract an international workforce from Europe and beyond. International migration has contributed to economic growth in both the high skilled occupations, such as health and digital, and also in the leisure and care economies. The residential property market has a considerable effect in making the City an attractive destination. Its success has seen an increased birth rate of international migrants' families, which has further contributed to employment growth and housing demand.

National, Regional and City Region Connectivity

- 3.17. Manchester has continued to invest significantly in its transport infrastructure, delivering major improvements in terms of accessibility to and within the Regional Centre. This increases the City's travel to work area capacity (and therefore its pool of labour) and enhances connectivity between businesses. It also makes the City Centre easier to get around and a better place to live.
- 3.18. Significant investment has been made in the Metrolink network, including the Manchester Airport link, which opened in 2015 and the Second City Crossing, which opened in 2017. More recently, an extension linking Cornbrook with the Trafford Centre and Trafford Park completed in 2020. These investments have led to the Metrolink offering substantial coverage across the Greater Manchester conurbation. There is also strong access to mainline rail services from Manchester Piccadilly Station, Oxford Road Station and Deansgate Station. In the future, this will be significantly extended through the development of a new integrated station to accommodate High Speed 2 (HS2) and Northern Powerhouse Rail (NPR).

- 3.19. In addition, accessibility improvements in terms of enhanced infrastructure to promote walking and cycling, continue to be delivered as part of major regeneration programmes. This enhances connectivity to jobs, education and recreational opportunities for the local workforce and residents in a healthier and car-free approach.

Manchester – International Connectivity

- 3.20. Manchester International Airport is the third largest airport in the UK and is the primary gateway for the north of England. It usually serves 29 million passengers a year and connects to over 200 destinations worldwide. Direct flights serve all of Europe's major cities and the airport provides multiple long-haul routes to North America, the Middle East, Asia and Australasia.
- 3.21. The Airport is currently embarking on a £1 billion transformation programme of investment and improvement, including the new Terminal 2 Extension. Work at the Airport will also be carried out to maximise the potential of Manchester's existing two runways, which have the capacity to handle 55m passengers a year in a post COVID-19 environment .

Residential Supply and Demand

- 3.22. Manchester's ongoing economic and population growth will continue to drive the need for new high-quality residential accommodation across a range of tenures. Indeed, the provision of new housing, which supports the attraction and retention of talent, which has helped fuel that growth.
- 3.23. As reported in Deloitte's most recent Manchester Crane Survey, the number of new units under construction within central Manchester during 2020 was 12,322. This figure was broadly comparable with data from 2019 (12,178) and, whilst down on figures from 2018 (14,480), still demonstrate a consistent level of delivery within the City Centre. Importantly, 4,698 units started on-Site in 2020 representing a 45% increase on 2019 figures showing continued confidence in the residential market despite the pressures of COVID-19. Therefore, delivery in 2021 and beyond will continue to address the chronic levels of undersupply that were experienced for many years following the economic downturn in 2008.¹¹
- 3.24. The growing strength of the residential market is underpinned by the City's resilient economic growth, investment in infrastructure and employment sector diversification. Retail, leisure and world class cultural institutions based in the City Centre support the lifestyle aspirations and focused growth on City Centre living. In particular, the City Centre's position as a focal point for office-based job opportunities underpins its strength as a place to live.
- 3.25. Despite a turbulent market in 2020, the amount of office space that has been pre-let remains at 36% of total volume of floorspace currently under construction.¹² The growth and constraint on office space availability is driven by some significant pre-lets in both Salford and Manchester. The amount of pre-let office occupiers demonstrates a resilient Manchester market, despite the effects of COVID-19.
- 3.26. Businesses need staff to support continual growth and there needs to be confidence that future employees can continue to access a ready supply of well-located residential accommodation in proximity to office accommodation. Manchester therefore must continue to provide quality accommodation to support the talent pool that is attracted to the City, including graduates and young professionals, whilst noting that the desire to buy or rent City Centre apartment is not limited to young professionals. Increasingly, single person households and retirees downsizing and moving back from the suburbs are also fuelling demand.¹³ This is as a result of more people opting to live closer to where they work and socialise benefitting from the wide offering within the city-centre as part of a global move back to downtown living. Current Council Tax data is a useful indicator of residential occupancy and, with empty properties amounting to just 0.65% of total stock in Manchester¹⁴, strong demand for City Centre living remains evident.
- 3.27. A prevalent trend in the City Centre's residential market is the delivery of Build to Rent accommodation. Due to the City Centre's continued attraction to young professionals, it is considered that this tenure will continue to be important within a more general mix of residential choice within the city. This reflects the trend

¹¹ Deloitte, Manchester Crane Survey 2021.

¹² Ibid

¹³ JLL, How new high-rise apartments are transforming Manchester (2019), <https://www.jll.co.uk/en/trends-and-insights/cities/how-new-high-rise-apartments-are-transforming-manchester>

¹⁴ Manchester City Council – Monthly Economic Update – December 2020

towards this type of tenure both in Manchester and nationally. It is a form of development that can assist in both dealing with supply issues as well as raising the bar around quality management, maintenance, and flexibility. The Applicant has witnessed this demand first-hand with its existing portfolio of successful residential developments in the city centre, including Vita Living at Circle Square and Affinity Living at Trinity Riverside and Riverview, all of which are fully let.

Impact of Covid

- 3.28. The UK GDP is expected to have risen by 5% in 2021 Q2, reflecting a marked rise in consumer spending. GDP is expected to continue to grow in 2021 Q3, albeit at a slower pace, and is expected to get back to its 2019 Q4 level by the end of the year. Household spending and GDP has already started to pick up since restrictions loosened, as the impact of the vaccine has taken effect.¹⁵
- 3.29. The proposals at Port Street will be a timely and important development for the city to support economic recovery and growth. As part of the Government's ambition to 'level up' the economy, which has been accelerated by COVID-19, there is a surge of demand to relocate Government Departments away from London to cities elsewhere in the UK such as Manchester.
- 3.30. The provision of high-quality residential dwellings and commercial uses are needed to support Manchester's growing priority sectors. New supply is needed in order to maintain current growth patterns to meet forecasted levels of population growth as well as accommodate new businesses.

Strategic Context

The Greater Manchester Strategy: Our People, Our Place (2017)

- 3.31. The Greater Manchester Strategy sets a vision "to make Greater Manchester one of the best places in the world to grow up, get on, and grow old". The strategy sets out ten priorities to achieve the vision for Greater Manchester:
- Priority 1: Children starting school ready to learn
 - Priority 2: Young people equipped for life
 - Priority 3: Good jobs, with opportunities for people to progress and develop
 - Priority 4: A thriving and productive economy in all parts of Greater Manchester
 - Priority 5: World-class connectivity that keeps Greater Manchester moving
 - Priority 6: Safe, decent and affordable housing
 - Priority 7: A green city-region and a high-quality culture and leisure offer for all
 - Priority 8: Safer and stronger communities
 - Priority 9: Healthy lives, with quality care available for those that need it
 - Priority 10: An age-friendly city-region

¹⁵ Bank of England (August 2021) Monetary Policy Report

Our Manchester Strategy – Forward to 2025

- 3.32. The Our Manchester Strategy 2016-25 was published by MCC in January 2016 and sets the ambitions for the City for the next decade. It was refreshed in March 2021 following a review of its first five years. The Strategy sets out a vision for Manchester to be in the top-flight of world-class cities by 2025, when the City will:
- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
 - Possess highly skilled, enterprising and industrious people;
 - Be connected, internationally and within the UK;
 - Play its full part in limiting the impacts of climate change;
 - Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
 - Be clean, attractive, culturally rich, outward-looking and welcoming.
- 3.33. The Our Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement.
- 3.34. The ‘Our Manchester’ approach seeks to build a different relationship with residents and communities, recognising that this also means undertaking a different approach to engagement; engagement that is sustainable and driven by the City’s communities.
- 3.35. The latest iteration of the Our Manchester Strategy (March 2021) captured the views of people from across the city with over 3,800 residents, businesses, voluntary and community sector, public sector partners and wider stakeholders providing their views on what Manchester’s priorities should be. As such, the draft Strategy fully reflects the priorities of residents, businesses, organisations and partners.
- 3.36. The refreshed Strategy incorporates feedback received from Our Manchester Forum and Executive Members but retained the original Strategy’s five themes (A Thriving and Sustainable City; A Highly Skilled City; A Progressive and Equitable City; A Liveable and Zero Carbon City; and A Connected City) as well as reflecting the need to respond to COVID-19.

Regeneration Context

Manchester Piccadilly SRF (2014 - 2018)

- 3.37. Following the announcement of HS2 Phase 2, Manchester City Council (MCC) and Transport for Greater Manchester (TfGM) commissioned Bennet Associates to carry out an initial appraisal of the regeneration potential for the Piccadilly area, with a particular focus on the area to the north of the station. This resulted in the creation of the HS2 Manchester Piccadilly SRF (2014) that demonstrates the potential scale of development achievable and which was later endorsed by MCC in 2014 at the Executive Committee. The framework anticipates that a number of benefits can be achieved through the regeneration of this part of the City Centre:
- The connectivity associated with a best in class multimodal transport hub
 - 4,500 new homes
 - 625,000 sqm of commercial office space
 - 100,000 sqm of retail space
 - 1,000 new hotel rooms
 - The creation of numerous high quality public spaces
 - A string of cultural and community use buildings

- 3.38. The framework splits Piccadilly into different character areas which each have their own distinct development principles according to their immediate context. The Site falls within what is considered as Piccadilly North. It is stated that this area will comprise infill development within the existing historic blocks and will have to reinstate the historic street pattern. Additionally, it is identified that commercial uses within the ground floor along Great Ancoats Street will help to animate the street space by creating active frontages.
- 3.39. This was later updated by the Manchester Piccadilly SRF (2018) framework that builds on the principles set out within the HS2 Manchester Piccadilly SRF (2014) and was endorsed by MCC's Executive Committee in 2018. This refreshed framework focuses primarily on Piccadilly Central as other areas which were originally within the 2014 SRF study area have now moved on significantly and as a result have now a respective framework each, including the Piccadilly Basin SRF (2016).
- 3.40. In essence, the quantum of development have increased by approximately 10% from the 2014 SRF to meet the demand generated by HS2 and NPR. This consists of approximately 8m sq. ft of space including 267,700 sqm of commercial office space, 5,000 new homes, 25,375m² of retail/leisure space, 250 new hotel rooms and the associated social amenity to provide for this quantum.
- 3.41. Although it does not focus on the Piccadilly Basin, this framework acknowledges that "development within Piccadilly North will mainly focus on infilling existing spots and should reinforce the historic grain, acknowledging the scale of neighbouring city blocks and reinvigorating connections that existed in the past".

Piccadilly Basin Strategic Regeneration Framework (2016)

- 3.42. The Piccadilly Basin SRF relates to a 5.9ha Site situated at the north eastern part of Manchester City Centre. The SRF was endorsed by MCC in 2016 and envisions Piccadilly Basin as an area that presents the opportunity to create a well-connected neighbourhood community with a mix of office, residential, retail and leisure and has the potential to develop a strong identity due to the presence of the Rochdale Canal and a number of historical assets.
- 3.43. Within the Piccadilly Basin SRF, a master planning exercise was undertaken by architect, Simpson Haugh, in order to create a vision for the area and inform the development principles. The framework sets out guidelines for the Port Street Site in regard to scale, massing and density. According to this, the Site could be residential-led of approximately 32 storeys in height.
- 3.44. The SRF highlights that there is an urgent need to accelerate the delivery of residential development and that Piccadilly Basin is strategically located in an optimum location for this use due to its proximity to Piccadilly Station and a number of other key transportation links. Furthermore, Piccadilly Basin's proximity to the Northern Quarter offers the potential to offer a range of accommodation types which respond to market demand including: Grade A office buildings and equally, more flexible workspace products.
- 3.45. To respond to this market and regeneration context the SRF illustrates that the northern part of the SRF area, above Tariff Street, could accommodate residential led and mixed use development, and the southern area, a new office led mixed use campus environment.
- 3.46. To date, significant progress has been made to deliver the regeneration of the Piccadilly Basin:
- Refurbishment of the Grade II* Listed Jackson's Warehouse and construction of Vantage Quay for residential development, as well as the formation of the Marina which connects these Sites;
 - A 232-space multi-storey car park on Tariff Street;
 - Investment in public realm including the Canal, in addition to the formation of the marina;
 - Refurbishment of the Grade II* Listed Brownsfield Mill to create high quality residences; and,
 - Development of Burlington House, an 11-storey residential building comprising 91 residential apartments.
- 3.47. The Site sits at the north western corner of the Piccadilly Basin area and the indicative masterplan identifies it for two residential buildings, rising to 33 and 20 storeys respectively.

Figure 3.1 Indicative Masterplan (Piccadilly Basin SRF)



- 3.48. The Site is located at an important intersection between three strategic regeneration areas in the City Centre. These defined areas are characterised by their proximity to the City Centre, their built environment and mix of uses. In particular, these include:
- Ancoats:** Ancoats is located adjacent to the Site on the northern boundary, across Great Ancoats Street. Ancoats is a former industrial area that is located within the northern part of Manchester City Centre. Ancoats is considered a cradle of the Industrial Revolution and has been called "the world's first industrial suburb". For many years, from the late 18th century onwards, Ancoats was a thriving industrial district. Ancoats has been designated by MCC as a Conservation Area, owing to its historical context and its vast number of listed buildings and structures. Most of these listed buildings are former mill buildings which have been carefully refurbished to create high quality apartments with additional uses concentrated on ground level.
 - New Islington:** The area to the south of Ancoats, wedged between the Rochdale and Ashton Canals has witnessed substantial investment and regeneration activity which has led to it being branded as New Islington, by UK property developers Urban Splash who have delivered a number of residential-led schemes including Cotton Field Wharf and recently completed Mansion House. These developments face onto the highly visited Cotton Field Park providing a number of green spaces as well as a marina in Manchester City Centre.
 - Northern Quarter:** The Northern Quarter is a unique part of the City Centre located immediately to the west of the Site. It can be characterised by its distinctive architecture, red brick alleys and converted grand warehouses. It is widely regarded that the Northern Quarter is the 'cultural heart' of Manchester as it is home to multiple live music venues, studios and art exhibits. It is also supported by a strong presence of independent retail and leisure outlets, including a highly active night time economy clustered around Stevenson Square in the heart of the neighbourhood and throughout into surrounding streets. Stevenson Square is also classified as a Conservation Area and is located approximately 100m to the west, comprising buildings of architectural or historic interest

within the Victorian or early-20th century. Most are related to the cotton industry, often warehouses, showrooms or workshops.

- 3.49. The Site is located on one of Manchester's key arterial roads, Great Ancoats Street which has recently been subject to improvement works that are now fully completed. These improvement works comprised a number of measures including resurfacing and reconfiguration of the highway and pavements, installation of new junctions and crossing as well as tree planting.

Strategic Context Summary

- 3.50. In summary, this Chapter has outlined the strategic context, demonstrating the suitability of the proposals at Port Street and the opportunities to be sought through development. The Proposed Development is situated within a strategic location to the north of the City Centre, and along the inner ring road, providing short distances to a number of key services and amenities within the City Centre core and therefore promoting sustainable modes of transport.
- 3.51. Presently, the Site is underutilised as a surface level car park and therefore detracts the overall quality of the immediate area despite adjacent areas including the Northern Quarter, Ancoats and New Islington and parts of Piccadilly Basin witnessing successful development activity, effectively creating what can be considered a 'gap site'.
- 3.52. The Proposed Development has the opportunity to fill in the existing gap to provide a high quality development that effectively integrates into these areas and provide a number of social, economic and environmental benefits to Manchester.

4. Proposed Development

- 4.1. The Proposed Development has been designed through an iterative process that has been informed by extensive pre-application discussions with MCC Planning and Design Officers, as well as feedback from key stakeholders.
- 4.2. The following section provides a summary description of the key elements of the Proposed Development. Further details of the proposals are provided with the submitted application drawings, and the Design and Access Statement (DAS), which has been prepared by Simpson Haugh and Partners (SHP), with input from Reform as landscape architect.

Description of Development

- 4.3. The proposed Description of Development is as follows:

“Full Planning Permission for the erection of a part-34, part-11 storey residential building with associated residents’ amenity space including gym (Use Class C3), commercial space (Use Class E), basement car parking, cycle parking, landscaping, and other associated works”

Use, Quantum, and Internal Accommodation

- 4.4. In summary, the Proposed Development comprises:

Table 4.1: Proposed Development Uses and Quantum

Measurement	Proposal
Proposed Site Area	0.48 hectares
Development Floorspace	48,870 sq.m. (GIA)
Residential (Use Class C3)	Total: 485 dwellings - 1 bed (32.6%) - 2 bed (63.7%) - 3 bed (7%) Residential Amenity: 681m²
Commercial (Use Class E)	595m ²
Height	Ground plus 33 storeys (+152.500m AOD)
External Area	2,005 m ²
Car and Cycle Parking Spaces	485 secure cycle parking spaces 47 car parking spaces (including 10 disabled spaces and 10 EV charging)

Development Proposals

4.5. The residential accommodation is summarised in Table 4.2.

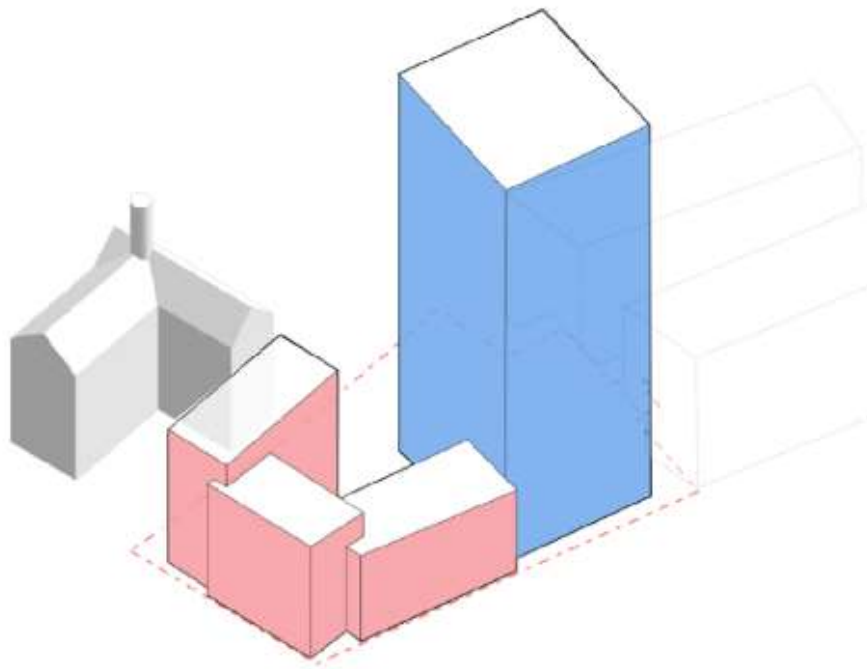
Table 4.2 – Accommodation Summary

Apartment Type	Units	Beds	Size (net area)
1-bed 1-person	62	62	40 sqm
1-bed 2 persons	96	96	50 sqm
2 bed 4 persons	309	618	70+ sqm
3 bedroom 6 persons	18	54	100 sqm
Total	485	830	

Layout, Scale and Massing

4.6. The Proposed Development comprises a single building comprising two distinct elements: a tower element is 34-storeys tall (152.500m AOD) and located in the southern part of the Site, offset from both Great Ancoats Street and Port Street; and a lower perimeter element that forms a new street frontage to Port Street and Great Ancoats Street. The perimeter block comprises of three components stepping up as the building wraps around:

- Port Street block (7 storeys / 73.700m AOD)
- Great Ancoats Street block (9 storeys / 79.400m AOD)
- Brownsfield Mill block (11 storeys / 84.250m AOD)



4.7. The building footprint wraps around a private courtyard garden for use by the residents. The eastern and south-eastern parts of the Site are given over to public realm, as described in more detail below.



4.8. The following sections describe the layout of the building floor-by-floor, moving up the building:

Basement

- 4.9. The Proposed Development uses the existing difference in level at the Site to incorporate a semi basement level.
- 4.10. The basement comprises 47 car parking spaces (c.10% number of residential units), 10 of which would be disabled bays (21%). Additionally, all of the car parking spaces will be designed for future electric vehicle (EV) charging capabilities, with 10 bays (21%) fitted with active provision at the outset of the development coming into use.
- 4.11. Residents' secure cycle parking is also provided within the basement that will provide 485 spaces (100% provision).
- 4.12. Parts of the basement layout include for the provision of plant to serve the building, ensuring that upper levels benefit from maximum lettable and active use.

Ground Floor

- 4.13. The ground floor of the tower element comprises the single residents' entrance to the building via a lobbied access on Port Street. Beyond this a secure entry point provides access to residents' amenity space, potentially including a gym, wrapping around the southern aspect of the tower; and the lifts and stairs to residential floors. A 24-7 active residents' concierge will be onsite within a dedicated management suite.
- 4.14. The ground floor of the permitter block comprises two flexible commercial units fronting onto Great Ancoats Street and Port Street. The units provide a total of 595 sq.m. commercial space (Use Class E and F2) to create active frontages on Great Ancoats Street and Port Street. The units have been designed to accommodate a range of commercial uses, including retail, restaurant, café and small businesses.
- 4.15. The entire space, including the commercial units and main lobby, will be curated and managed by the Applicant. Under the operational management regime, this will further be facilitated through dedicated community organisers who will provide a programme of events for residents and the community.
- 4.16. An access corridor links through to the secondary core and access to apartments within the perimeter block.

- 4.17. Back-of-house facilities are limited to a refuse store, management suite and plant space to the west of the building as well as additional space for plant and an electrical substation to the south eastern corner.

Levels 1 – 6

- 4.18. Each floorplate from level 1 – 6 comprises of two apartment types:
- Eight 1 bed apartments with private bathroom, kitchen and living room.
 - Seventeen 2 bed apartments with private bathroom, kitchen and living room.
- 4.19. Apartments within the perimeter block are accessed via a shared “loggia” overlooking the central courtyard. All floors benefit from two stair cores and four passenger lifts.

Level 7 and 8

- 4.20. At the seventh floor, the block facing Port Street has reached its full height, expressing the tower element and the Great Ancoats Street / Brownsfield Mill blocks. These floorplates comprise of two apartment types:
- Eight 1 bed apartments with private bathroom, kitchen and living room.
 - Nine 2 bed apartments with private bathroom, kitchen and living room.
- 4.21. A double-storey residential amenity space is provided within the tower element. Additional amenity is provided in the form of an external terrace on the roof of the Port Street block.

Levels 9 and 10

- 4.22. These floorplates comprises just the tower element and Brownsfield Mill block. These floorplates comprise three apartment types as follows:
- Four 1 bed apartments with private bathroom, kitchen and living room.
 - Eleven 2 bed apartments with private bathroom, kitchen and living room.
 - Two, 2 bed duplex apartments with private bathroom, kitchen and living room.

Levels 11 – 30

- 4.23. Each floorplate from level 11 – 30 comprises of two apartment types contained within the tower element:
- Four 1 bed apartments with private bathroom, kitchen and living room.
 - Eight 2 bed apartments with private bathroom, kitchen and living room.
- 4.24. All apartments are access via the central core. All floors benefit from two stair cores and four passenger lifts.

Level 31

- 4.25. This floorplate comprises of two apartment types as follows:
- Eight 2 bed apartments with private bathroom, kitchen and living room.
 - Two, 3 bed apartments with private bathroom, kitchen and living room.
- 4.26. All apartments are access via the central corridor and benefit from a stair core and three passenger lifts.

Levels 32 – 33

- 4.27. Both floorplates comprise of one apartment type:
- Eight 3 bed apartments with private bathroom, kitchen and living room.
- 4.28. All apartments are access via the central corridor and benefit from a stair core and three passenger lifts.

Appearance and Design

Approach

- 4.29. The elevational strategy has been carefully considered throughout the design development process to ensure that the proposals are robust and deliverable.

- 4.30. The elevations of the perimeter block have been carefully considered to respond to the immediate surrounding context of historic mills plus emerging new developments, responding to more traditional construction techniques and detailing.
- 4.31. The tower element acts as a local landmark element and employs modern materials. This appearance strategy links the entire Site through the materials used and the colour palette chosen.

North and East Elevations

- 4.32. The north and east elevations are flat. These elevations are composed as a vertical array of windows, solid panels and perforated purge ventilation panels. The orientation of these facades and their flat nature provides an opportunity for interesting sky reflections adding animation to the facades.
- 4.33. The selected colour for the anodised aluminium is dark red/brown, providing a complementary colour to the lower podium brick.

South and West Elevations

- 4.34. The south and west elevations incorporate projecting fins into the composition, adding a layer of texture and shadow to be read from the city. Being south facing facades they will obtain crisper shadows and help with the solar gain within the rooms.
- 4.35. The selected colour for the anodised aluminium is dark red/brown, providing a complementary colour to the lower podium brick.

Perimeter Block

- 4.36. The podium facade is designed with a combination of brick and aluminium. This responds to the immediate context of the surrounding area whilst linking the podium with the tower. The colour palette chosen for the brick relates to the local red brick and terracotta traditionally used in the area.
- 4.37. The rhythm of windows and brick piers varies depending on what they face, changing gradually to respond to the different aspects of the context: the grid facing Port Street is tighter, as this is a narrower street; the grid facing Great Ancoats street is wider, to respond to its urban scale; and the grid facing Brownsfield Mill is vertical, to complement the historic building proportions.

Balconies, Terraces and Loggia

- 4.38. These elements of the design are emphasised in the composition with the use of a white/light cream brick, which is traditionally used in Victorian buildings for the back facades and courtyards. This composition device helps articulate the different elements of the design and makes it clearly readable from street level.

Inclusive Access

- 4.39. All residential, commercial and amenity areas will be level accessed from the street or via the lifts in the buildings core.
- 4.40. A total of 40% (114) of the residences will be AD M4 (2) adaptable. The design has been developed in full consideration of national legislation. This includes the provisions of BS8300: 2001 and The Building Regulations Part M (2015 edition incorporating 2016 amendments). The design also reflects the importance that the Applicant places on complying with the requirements of the Equality Act 2010 and emerging Equality Act 2010 (Amendment) Bill 2015-16.
- 4.41. The car park will contain 10 accessible parking spaces which can be accessed by lift from the entrance lobby.
- 4.42. The public areas of the building will be compliant with both Part M of Building Regulations and Manchester City Council's DDA requirements.

Landscape and Public Realm

- 4.43. The landscaped areas extend to approximately 2,005 sqm and will comprise a private courtyard for the residents and high quality landscaped areas on the southern boundary of the Site. Together these areas will deliver: planting of 45 trees within the Site boundary; provision of street furniture and grassed areas for public use; and level access to enable better connectivity with the Piccadilly Basin and Great Ancoats Street.

- 4.44. The public realm element will be named Wharf Gardens. This will be a landmark public green space, comprising accessible footpaths and various seating opportunities situated amongst a planting and trees. The gardens respond to the Site's topography, integrating a combination of planted terraces and steps, as well as compliant ramps to attractively transition between levels and create an inclusive environment.
- 4.45. The landscaping is designed to facilitate future pedestrian routes through the area as adjacent development sites come forward. These are shown indicatively in the submitted landscape strategy. In the interim period, before these developments come forward, the public realm will be open during daylight hours and closed off via a gate on Great Ancoats Street during night-time to allow for suitable management of the space before it is a functioning through-route. The space will be fully managed and maintained by the Applicant.
- 4.46. The private communal courtyard will offer residents of the building an external space to enjoy within a secure boundary. The courtyard will offer a variety of uses to residents in the form of open lawns, for small gatherings and informal leisure activities, a seating area with a covered shelter and various places to sit on the edges of planters. A terrace within the courtyard will benefit from a sunny aspect and overlook Wharf Gardens, providing natural surveillance. The space will also provide a spill-out for the internal amenity area within the building.
- 4.47. Extensive analysis of the footways on Port Street and Great Ancoats Street has been undertaken to determine the suitability of street trees. Due to the presence of underground utilities this will not be possible across Great Ancoats Street; however, this footway will be upgraded with quality flag paving to MCC Highways adoptable standards. The footway on Port Street will also be upgraded with high quality paving but will also include two new street trees within the paving. It will also include a new service layby and on-road cycle lane extension.
- 4.48. Further information can be found within the Public Realm Strategy prepared by Reform submitted with this application.

Waste Management and Servicing

- 4.49. It is proposed that residents within the Proposed Development would be provided with four bins. One for general waste, one for mixed dry recyclables, another one for glass and a small receptacle for food. The residents would store and segregate waste into four main streams internally before taking it to the closest communal waste storage room, conveniently located close to each of the two cores of the proposed building.
- 4.50. The development proposals include two waste storage rooms at ground floor. These areas will be well lit and ventilated. The floor will comprise an easily cleaned surface and adequate drainage will be provided.
- 4.51. It is proposed that the commercial uses would store the waste internally within their units. The staff of the unit would be responsible for keeping the waste storage facilities clean and safe. They would also be responsible for cleaning the bins on a regular basis and arranging for replacing damaged bins when necessary.
- 4.52. All waste will then be collected from the service bay on Port Street, via private collection, twice a week.
- 4.53. The waste store has been designed to allow for the maximum amount of ground floor space to be used as active, useable floor, opening opportunities for active frontages on all sides of the development, and maximizing amenity space.

Safety and Security

- 4.54. A Crime and Impact Statement is being prepared by Greater Manchester Police Design for Security. A 'letter of comfort' is being submitted with the application which confirms that they are in support of the Proposed Development.
- 4.55. The ground floor layout has been designed to maximise opportunities for passive surveillance of the public realm spaces.
- 4.56. The development will benefit from 24 hour on-site concierge/management staff in each tower. The car park entrance will be provided with a security shutter / bi-fold gate arrangement.

- 4.57. The ground floor layout provides good visibility to access routes and spaces. Entrances will be well lit and the development will incorporate CCTV.

Construction Programme

- 4.58. Subject to Planning Permission being granted, the Applicant intends to begin works in mid-2022, with a programme of three and a half years, estimating an opening year of 2025.

5. Development Plan and Material Considerations

5.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

“If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”.

5.2. This Chapter details the relevant documents that make up the Development Plan and material considerations such as guidance and MCC’s Strategic objectives.

5.3. Detailed assessment of the Proposed Development against the Development Plan and material considerations is provided within this Chapter 7 of this Statement.

Local Development Plan

Manchester Core Strategy (2012) and Saved Policies from Unitary Development Plan (1995)

5.4. The Local Development Framework (LDF) is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester.

5.5. Manchester’s Local Development Plan comprises:

- Manchester Core Strategy (2012);
- Manchester Proposals Map (2012);
- Saved Policies of the Manchester Unitary Development Plan (1995);
- Greater Manchester Joint Waste Development Plan Document (2012); and
- Greater Manchester Joint Minerals Plan (2013).

5.6. Of relevance to this planning application are the following documents:

Manchester Core Strategy (2012)

5.7. The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities.

5.8. In regard to the local economy, the Core Strategy emphasises that the economic priorities for Manchester are to increase productivity, grow the market and labour force, attract investment, improve skills and support businesses. This is identified by Strategic Objective 2 which states:

SO2. Support a significant further improvement of the City’s economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

5.9. Furthermore, a key element within Manchester’s growth is to deliver the required housing for those wanting to live in Manchester, meeting the demand as the local population grows. This is identified by Strategic Objective 2 which states:

SO3. Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.

- 5.10. The Core Strategy outlines that more housing will be required in order to attract economically active families that will contribute to the local economy but also there is a need to renew old stock, provide affordable homes, and meet the needs of a growing elderly population as well as providing housing for disabled people, people with special needs, BME communities, Gypsies and Travellers and Travelling Show people, young people and those on low incomes. This new housing can help to revitalise communities and ensure areas become “Neighbourhoods of Choice”.

Saved Policies of the Unitary Development Plan (1995)

- 5.11. The Unitary Development Plan was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012 significant proportions of the UDP have been replaced, however, a number of policies were saved on 11 July 2012 and remain extant.

Material Considerations

- 5.12. The following published policy, executive reports and guidance documents are of material considerations relevant to the Proposed Development:

National Planning Policy and Guidance:

- National Planning Policy Framework (NPPF) 2021.

Regional Planning Policy:

- Draft Places for Everyone (2021);

Local Planning Guidance:

- Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015);
- Providing for Housing Choice Supplementary Planning Document and Planning Guidance (2008); and,
- Manchester Residential Quality Guidance (2017).
- Our Manchester Strategy 2016-2025;
- Piccadilly Basin Strategic Regeneration Framework (2016);
- Manchester Piccadilly SRF (2018);
- Manchester Climate Change Framework: 2020-2025 (2020);
- Design for Access 2 (2003);
- Manchester Green and Blue Infrastructure Strategy (2015); and
- City Centre Transport Strategy (2021).

National Planning Policy

National Planning Policy Framework

- 5.13. At the heart of the 2021 NPPF lies the ‘presumption’ in favour of sustainable development; the golden thread running through plan-making and decision taking (paragraph 11). The NPPF notes there are three dimensions to sustainable development; economic, social and environmental. These dimensions are considered to be mutually dependent with the NPPF, in its entirety, defining sustainable development.
- 5.14.
- 5.15. The economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating well-designed, beautiful and safe places, with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment.
- 5.16. The NPPF states that ‘the purpose of the planning system is to contribute to the achievement of sustainable development’ (paragraph 7). It summarises the objective of sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their needs. It goes on to state that at a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection.
- 5.17. The sections which hold the most pertinence to the proposals are discussed in the following paragraphs. The NPPF, however, has been considered throughout the full assessment, including the technical reports prepared for this application.
- 5.18. The NPPF (revised version published July 2021), articulates the Government’s drive to ensure new developments are ‘beautiful’ through the use of Design Codes and the provision of street trees. Section 5 (paragraphs 60 to 80) is titled ‘Delivering a sufficient supply of homes’. It outlines the need to provide high quality homes, widen opportunities for home ownership and create sustainable communities. It identifies that the mix of housing should be based on demographic trends and market trends, and that there is an appropriate mix of size, type and tenure of housing to meet local demands.
- 5.19. Section 6 (paragraphs 81 to 85) is titled ‘Building a strong, competitive economy’. It emphasises the Government’s commitment to support economic growth, including that the planning system should help create conditions in which businesses can thrive. Local planning authorities should support existing business sectors, and foster innovation in these sectors to address the challenges of the future including being flexible enough to accommodate new and flexible working practices.
- 5.20. Section 11 (paragraphs 119 to 125) is titled ‘Making effective use of land’. It sets out that planning policies and decisions should promote the effective use of land to meet the need for homes and other uses. In particular it states that substantial weight to the use of brownfield land, as well as ensuring developments make efficient use of the land. As part of this it notes that a flexible approach daylight and sunlight in high density areas, so long as acceptable living standards are maintained.
- 5.21. Section 12 (paragraphs 126 to 136) is titled ‘Achieving well-designed places’. It states that the planning process is fundamental to creating high-quality buildings and places. Good design is key to sustainable development and contributes to creating better places in which to live and work. It outlines that developments should aim to:
- Add to the overall quality of the area and function well over the lifetime of the development.
 - Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
 - Be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).

- Establish or maintain a strong sense of place, using arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
- Optimise the potential of the Site, create and sustain an appropriate mix of uses.
- Create safe, inclusive and accessible environments which promote health and well-being.

National Planning Practice Guidance

- 5.22. The National Planning Practice Guidance (NPPG) was published in March 2014 and sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource that is regularly updated.
- 5.23. The NPPG stresses the importance of good design and that planning should drive up standards across all forms of development. As a core planning principle plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or spaces that work well for everyone, look good, last well and will adapt to the need of future generations.
- 5.24. With particular reference to housing design issues, the NPPG sets out that well-design housing should be functional, attractive and sustainable. Consideration should be given to the servicing of dwellings including the storage of bins and cycles and provision of space for drying clothes or places for deliveries. Additionally, parking should be given consideration with there being several different approaches that can support successful outcomes such as on-street parking, in-curtilage parking and basement parking.
- 5.25. The NPPG references pre-application discussions, DAS and Design Reviews as some of the methods that can be used to achieve good design.
- 5.26. The NPPG also sets out processes and expectations on pre-application discussions. The NPPG sets out that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success.

Greater Manchester Policy

Places for Everyone 2021 (Draft)

- 5.27. The Draft Plan outlines a target for 56,528 homes to be built within these 9 districts between 2021-2037. Draft Policy JP-H4 outlines that new housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the Site by walking, cycling and public transport, in accordance with the minimum densities set out in the Plan. As part of this it notes that Manchester has Manchester City Centre is a key economic driver for the City Region and will be crucial in meeting the region's housing delivery targets. It suggests that Manchester should deliver 3,333 homes per year and recommends that for the City Centre the minimum net residential density is 200 dwellings per ha.
- 5.28. The joint plan places a strong focus on Manchester City Centre to deliver a significant majority of new housing development across the region. This will be achieved by maximising the re-use of previously-developed land and delivering higher densities in the most accessible locations which will help to reduce the total amount of land required for new buildings and hence minimise the need for development of greenfield sites. Overall, the strategy identifies Manchester will deliver 56,528 new homes from the period between 2021-2027, equating to an annual average of 3,533 of new homes being delivered.
- 5.29. A period of public consultation has recently closed with regards to the Draft 'Places for Everyone' Plan which ran between 9 August 2021 and 3 October 2021. Following this there is an intention to submit the Plan to the Secretary of State together with all the supporting documents / background evidence and any representations received during this final stage of consultation. An independent Inspector will then be appointed to undertake an independent examination into the plan. It is expected that the plan will be adopted by the local authorities in 2023. Given that it is yet to be examined it is considered that the Draft Plan holds limited weight in the determination of planning applications within Greater Manchester.

Local Planning Guidance

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

- 5.30. The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.
- 5.31. In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.
- 5.32. The documents reflect and provide guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development that is anticipated in Manchester.

Providing for Housing Choice SPD (2008)

- 5.33. This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision.
- 5.34. The SPD highlights that a core driver of success will be the creation of "Neighbourhoods of Choice" with truly sustainable communities where people choose to live because of the quality of life on offer:
- "It is through the creation of neighbourhoods of choice that (we) will succeed in delivering the household growth needed to underpin the City Region's economic growth potential. The creation of neighbourhoods of choice will demand an integrated and planned approach that can ensure that there are quality public services in the right location, along with quality local amenities, a choice of housing, a quality local environment and low levels of crime and disorder."*
- 5.35. One of the central themes in the 'Neighbourhoods of Choice' vision is that there should be wide choice of housing, across tenures, with higher levels of home ownership than currently exist and higher overall property values. The needs of existing residents should also be met.

Manchester Residential Quality Guidance (2017)

- 5.36. The Manchester Residential Quality Guide was published in 2017. The Guide requires proposals for residential development to demonstrate the highest quality of design in accordance with its recommended approach. If a Proposed Development does not comply with the design principles the developer is required to provide robust justification, evidence and options analysis.
- 5.37. These standards have resulted in a positive shift in terms of the quality of residential schemes coming forward, and space standards represent only one of the key ingredients for creating attractive and sustainable residential environments.
- 5.38. The Guidance completes this picture, providing clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.
- 5.39. The document outlines the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. The document sets out nine components that, when combined, will inform and help to create high quality residential development and which will be used to shape the delivery of future housing provision in Manchester up to 2025 and beyond.
- 5.40. The nine components are as follows:
- *Make it Manchester* – understand the character and qualities of the various part of the City.
 - *Make it Bring People Together* – encourage a sense of community and neighbourliness.

- *Make it Animate Streets and Spaces* – the interrelationship between buildings, streets and spaces in making a place feel safe and inviting.
- *Make it Easy To Get Around* – ensuring the development is accessible, well connected and easy to get around.
- *Make It Work With the Landscape* – enhance and improve the connection with landscape and nature.
- *Make It Practical* – dealing with the clutter of life.
- *Make It Future Proof* – anticipate the impacts and effects of climate change that can make residential design more efficient.
- *Make It a Home* – provide sufficient space, natural light and storage to allow people to settle down and flourish.
- *Make It Happen* – ensuring that the proposals are delivered as designed, well-constructed and sustainably built.

City Centre Transport Strategy (2021)

- 5.41. A City Transport Strategy to 2040 was endorsed by MCC’s Executive on 17 March 2021 and Salford City Council’s Regeneration Committee on 22 March, before being fully ratified by the Greater Manchester Combined Authority on 26 March 2021.
- 5.42. The strategy presents an overarching vision for a well-connected, zero-carbon City Centre at the heart of the North, offering our residents, employees and visitors a great place to work, live in and visit. In order to achieve this, seven ambitions are set out:
- Ambition 1: Walking is the main way of getting around the City Centre
 - Ambition 2: The City Centre is cleaner and less congested
 - Ambition 3: more people choose to cycle to destinations within the City Centre
 - Ambition 4: The City Centre benefits from better public transport connections
 - Ambition 5: Parking in the City Centre is smarter and integrated with other modes
 - Ambition 6: Goods are moved and delivered sustainably and efficiently into and within the City Centre
 - Ambition 7: Innovation is embraced where it benefits the City Centre and its users.
- 5.43. As part of the Transport Strategy, The ‘City Centre Triangle’ has been proposed as a strategic intervention that builds on temporary road closures introduced in response to the COVID-19 pandemic and the Northern Quarter Bee Network scheme. After securing funding, this intervention will consider some of the remaining links in the City Centre Triangle, particularly on Deansgate, Liverpool Road, Aytoun Street and Whitworth Street to provide Network standard infrastructure that connects the heart of the City Centre.
- 5.44. It is also recognised that the amount of Metrolink and train journeys made into the City Centre at peak hours will almost double by 2030. Measures and improvements are proposed to both systems in order to alleviate congestion and increase the capacity of the network.

- 5.45. In September 2021, Greater Manchester have asked government to back early delivery of a London-style public transport system for the city-region. As part of the vision, which requires an initial £1.4 billion of funding from national government, Greater Manchester will deliver significant investment in transport facilities. This is considered integral to the infrastructure required to create the Bee Network, creating vital new connections between towns, high streets and communities, fast orbital bus routes, new and improved stations and high-quality cycling and walking routes. The target for this initiative is to be in place by 2024.
- 5.46. As highlighted by the strategy, the Manchester Salford Inner Relief Route can act as a barrier for people accessing the City Centre core, therefore the seamless integration of new developments, uninterrupted by these barriers is important for sustainable and inclusive growth as the city expands.

Manchester's Green and Blue Infrastructure Strategy (2015)

- 5.47. MCC recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.
- 5.48. The vision for green and blue infrastructure in Manchester is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.
- 5.49. Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality of life people expect and enhancing the City's global image as a place in which to live, work and invest. A summary of how the Proposed Development responds to the strategy is provided in Appendix B of this Statement.

Manchester Zero Carbon Framework: Playing Our Part on Climate Change (2020)

- 5.50. There is increasing evidence of global temperature rises and the prospect therefore of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity. Whilst Manchester may not feel these effects as severely as other areas globally, there is an identified urgent need for all cities to consider what they need to do to play their full part in addressing climate change.
- 5.51. The Climate Change and Low Emissions Implementation Plan (2016-2020) is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps that will be taken to become energy-efficient and investing in the natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality.
- 5.52. In November 2018, MCC made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester.
- 5.53. The key commitments are as follows:
- To becoming zero carbon by 2038, significantly accelerated from the original target of 2050;
 - To adopt a carbon budget and emit only a maximum of 15 million tonnes CO₂ for the period 2018-2100. This has been transposed from a global carbon budget which has been calculated as "likely" to maintain global temperature change within 2°C as agreed in the Paris Agreement;
 - To achieve a 13% year-on-year reduction in citywide CO₂ emissions from 2018 to achieve this carbon budget.

- 5.54. On 13th March 2019, MCC fully endorsed the Zero Carbon Framework 2020-2038, outlining how Manchester can meet its aim to being a zero carbon city by 2038. Building from this, on 10 July 2019, MCC debated a motion to declare a Climate Emergency, declaring that climate change is a serious risk to Manchester's future. The Council committed to embedding the issue as an integral part of council decision-making, making sure that all key decisions are taken with the City's target of becoming zero-carbon by 2038 in mind.
- 5.55. Areas for action in the Manchester Zero Carbon Framework (2020-2038) Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.
- 5.56. Following this commitment, the Council's Executive endorsed the Manchester Climate Change Framework 2020-2025 in March 2020 which has been produced by the Manchester Climate Change Partnership and Agency. Within this, all developments where the Council has additional influence, for example as a client / end-user, landowner or development partner, all new development will need to be zero carbon from 2025 at the latest, when the new Manchester Local Plan is expected to become operational and is expected to become a policy requirement.
- 5.57. In addition, the Council developed a Climate Change Action Plan 2020-2025 to ensure that all aspects of the Climate Emergency Declaration were converted into clear actions with tonnes of CO2 savings included where applicable. The Plan builds on over a decade of previous activity which has seen the Council's direct CO2 emissions reduce by 54.7% between 2009/10 and 2019/20.
- 5.58. In July 2021 the Manchester Climate Change Partnership endorsed a roadmap to net zero carbon for new buildings within Manchester. The Partnership is a task force made up of private, public and third sector representatives and has been developed collaboratively with MCC. The roadmap sets out that all new buildings in the City should be net zero carbon from 2023. Whilst the roadmap is not formally endorsed by MCC, they have stated that it will be considered as they draft the new Local Plan.

Design for Access 2

- 5.59. The Design for Access 2 Manual was published in January 2003, it provides a 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.
- 5.60. The Council will expect developers to comply with the standards detailed in its 'Design for Access 2' Manual, and to produce an access statement, which identifies the philosophy and approach to inclusive design. However, this should also be balanced against new guidance and give consideration of buildings regulations.
- 5.61. Information of how the Proposed Development has been designed to respond to the requirements of Design for Access 2 is contained within the DAS submitted in support of this planning application.

Manchester Piccadilly HS2 SRF (2014 & 2018) and Piccadilly Basin SRF (2016)

- 5.62. These documents are summarised in Section 3 of this report.

6. Consideration of Proposed Development

- 6.1. This Section assesses the proposals against the policies in the Development Plan and in relation to the key planning considerations of relevance to this application.
- 6.2. Where material considerations provide additional requirements or detail to the policies of the Development Plan that merit discussion, these are considered.
- 6.3. This section will cover the following themes:
- Principle of Use
 - Design
 - Layout, scale and massing
 - Internal accommodation
 - Appearance and materiality
 - Landscaping and public realm, including Blue and Green Infrastructure
 - Inclusive design
 - Ventilation
 - Sustainability and Climate Change
 - Designing out crime
 - Fire Strategy
 - Aviation
 - Affordable Housing and development viability
 - Environment and Amenity
 - Heritage
 - Archaeology
 - Built Heritage
 - Ecology biodiversity
 - Arboriculture
 - Ground conditions
 - Air quality
 - Noise
 - Traffic and transport
 - Flood risk and drainage
 - Daylight, sunlight and overshadowing
 - Wind microclimate
 - Implementation and Operation

- Construction management
- Operational management
- Local Labour

Principle of Use

Policy and Guidance

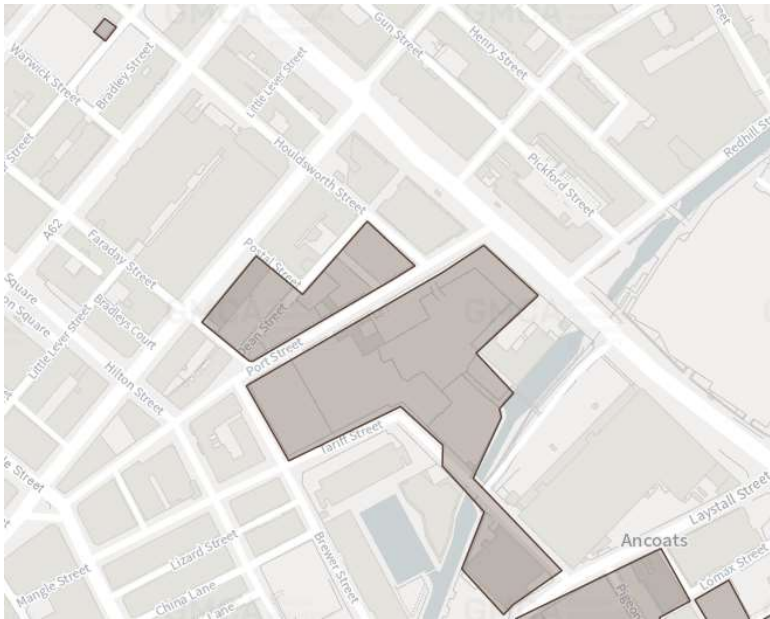
- 6.4. The Core Strategy outlines the Council’s vision for Manchester towards a successful, sustainable and accessible city at the front rank of cities in Europe and worldwide, with a growing economy driven by the strength of the Regional Centre.
- 6.5. The Core Strategy identifies broad development requirements and spatial locations for delivering new development over the plan-period. In particular, it identifies an opportunity for the City Centre as a major economic driver and centre of employment. It emphasises the importance of the City Centre in supporting Manchester’s economic performance and the role it will play in spreading the benefits of economic growth. The Core Strategy identifies this as a location where higher density residential development will be appropriate.
- 6.6. A key strategic priority seeks to “provide for a significant increase in high quality housing provision at sustainable locations throughout the city, to both address demographic needs and to support economic growth”. This is translated in Policy SP1 (Spatial Principles), which sees the Regional Centre as the focus for economic and commercial development, retail, leisure and cultural activity, together with high quality city living. Within this context, the Council require all development to make a positive contribution to neighbourhoods of choice, including (inter alia):
- Creating well designed places that enhance or create character;
 - Making a positive contribution to the health, safety and wellbeing of residents;
 - Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- 6.7. Core Strategy Policy CC1 Primary Economic Development Focus: City Centre and Fringe states that within the City Centre and the fringe a variety of high quality accommodation types, sizes and footplates will be encouraged to boost investment by local, national and international businesses. It also outlines that the City Centre and fringe are considered a suitable location for the consideration of high density buildings.
- 6.8. Core Strategy Policy CC3 Housing states that the City Centre will see the most intensive development of housing in Manchester and identifies Piccadilly and the Northern Quarter as key locations. Residential development will comprise high quality accommodation with a large quantum and varied mix of apartments.
- 6.9. Core Strategy Policy CC6 City Centre High Density Development outlines that City Centre developments will generally be high-density, and in a location where land should be used to maximise its efficiency.
- 6.10. Core Strategy Policy H1 Overall Housing Provision states that Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. High density developments (over 75 units per hectare) are considered appropriate in both the City Centre and parts of the Regional Centre given the accessible location. Within the City Centre there is a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester.
- 6.11. The Piccadilly Basin SRF (2016) sets out a clear vision for the Site, as identified through the development principles and an indicative masterplan which are formally endorsed by MCC. The SRF identifies the Site as being suitable for high-density, residential apartment development with commercial uses within the ground floors and supporting public realm to create a strong residential community and neighbourhood of choice.

- 6.12. Section 5 of the NPPF emphasises the Government’s ambition to significantly increase the supply of homes. It sets that Local Planning Authorities should undertake an assessment of the needs for homes and with strategic policies made based on this assessment. This is reflected above in Core Strategy Policy H1, however, it should be noted that the Places for Everyone Draft Policy JP H-1 sets out that Manchester City Council should deliver 56,528 new homes between 2021 and 2037. It goes on to set the requirement for Local Planning Authorities to produce a Strategic Housing Land Availability Assessment (SHLAA) (2020)¹⁶ to aid in their delivery of new homes.

Compliance of the Proposed Development

- 6.13. The Site is within an area expressly identified for high-density apartment residential development in the adopted Core Strategy, under Policies CC3. It will provide commercial uses on ground floor, delivering an efficient mix of uses, as required by Policy CC6. The development will contribute to the City Council’s housing delivery targets set out in Policy H1.
- 6.14. The Site has been identified within MCC’s Brownfield Land Register (2020) and as part of the SHLAA as a Capacity Site. The Brownfield Site is identified in Figure 6.1 below and is approximately 1.44 hectares. These records indicate the Site as being suitable to deliver approximately 840 residential units. The Proposed Development will be able to deliver a just over a half of the identified capacity with additional housing provision by providing 485 high-quality residential dwellings.

Figure 6.1 Manchester City Council Brownfield Land Register, 2020



- 6.15. The Piccadilly Basin SRF envisages that a residential neighbourhood of choice in this part of the regeneration area, and the indicative masterplan specifically envisages high density residential development on the Site.
- 6.16. Residential-led mixed use development was approved on the Site in 2007 but never implemented, establishing the principle of residential use on the Site.
- 6.17. As demonstrated within Chapter 3 of this Statement, there is a continuing demand for Manchester to provide quality accommodation to support its economic growth and increased population. The Proposed Development will improve the supply of high-quality residential-led accommodation within Manchester City Centre.

¹⁶ Manchester City Council Strategic Housing Land Availability Statement 2020
https://secure.manchester.gov.uk/download/downloads/id/28087/strategic_housing_land_availability_assessment.pdf

- 6.18. The proposed use is therefore considered to be fully compliant with planning policy and the development principles outlined in the SRF.

Design

Policy and Guidance

- 6.19. Core Strategy Policy EN1 Design Principles and Strategic Character Areas states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located.
- 6.20. Core Strategy Policy DM1 Development Management states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detail; and to impact on the surrounding areas in terms of the design, scale and appearance.
- 6.21. The Manchester Residential Quality Guidance (2017) sets several design criteria that should be followed within the scheme.
- 6.22. Core Strategy Policy EN9 Green Infrastructure outlines that new developments are expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function and that where the opportunity arises the Council encourages developers to enhance the quality and quantity of green infrastructure.
- 6.23. Section 11 of the NPPF promotes the effective use of land in meeting the need for homes and other uses by utilising previously developed or 'brownfield' land. At paragraph 120, substantial weight is given to developments that repurpose underutilised Sites and that developments which develops and under-utilised Site should be supported..
- 6.24. Section 12 (paragraphs 126 to 136) is titled 'Achieving well-designed places'. It states that the planning process is fundamental to creating high-quality buildings and places. Good design is key to sustainable development and contributes to creating better places in which to live and work. It outlines that developments should aim to:
- Add to the overall quality of the area and function well over the lifetime of the development.
 - Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
 - Be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
 - Establish or maintain a strong sense of place, using arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
 - Optimise the potential of the Site, create and sustain an appropriate mix of uses.
 - Create safe, inclusive and accessible environments which promote health and well-being.
- 6.25. Core Strategy Policy EN2 sets out MCC's policy on tall buildings. The Policy defines tall buildings as those that are substantially taller than their neighbourhoods and/or which significantly change the skyline. A Tall Building Evaluation is included at Section 7 of this Statement, demonstrating compliance with the requirements of Historic England Guidance Note 4 on Tall Buildings and Policy EN 2.

Compliance of the Proposed Development

- 6.26. The DAS submitted in support of this application provides an assessment of the Proposed Development against this Guidance, demonstrating compliance.

Layout, Scale and Massing

- 6.27. The Site is identified in the SRF as an important intersection in the City Centre, connecting the Piccadilly Basin to Ancoats, New Islington and beyond to Holt Town and through to the Etihad; to the Northern Quarter; and to the wider City Centre. As such the SRF, endorsed by the City Council in October 2016, envisages tall buildings on the Site to create a sense of arrival to the area. The indicative masterplan within the SRF envisages two tall buildings rising to 19- and 33-storeys respectively.
- 6.28. The scale and form of the building responds to the surrounding areas both with regard to height and massing as well as the potential impact on the historical environment. Site specific considerations have informed the design, and these have included surrounding developments, the location and accessibility of the Site, the proposed public realm, the sensitive receptors (residential apartments and listed buildings) and the relationship with existing and future built context.
- 6.29. Through design development, the layout, massing, Site position and facade have been tested and refined so that the building reaches its potential and provides a high quality addition to Manchester's built environment. In this way the project team has scrutinized the Site to create a scheme which makes an effective use of the land.
- 6.30. The design team have undertaken detailed analysis and iterative design process informed by expert heritage, overshadowing and wind microclimate advice to design a more sensitive, fitting response to the Site's context. Many options have been considered to find the best solution that delivers a high quality building that respects both its historic context and neighbouring communities.
- 6.31. Rather than two towers, as envisaged in the SRF, a single tower is proposed, offset from the road, with a lower perimeter block that repairs the streetscape. Key benefits of this move are:
- Reducing the visual impact on nearby historic buildings, reducing overshadowing of neighbouring buildings, and improving the wind environment on the streets around the building.
 - The offset taller element with a lower perimeter block ties the building into its existing context and creates a more human scale along Great Ancoats Street and Port Street.
 - A new public open space is created in the heart of the Piccadilly Basin, creating the opportunity to make new connections through the area and to the canal when neighbouring development sites come forward.
- 6.32. The design quality and impact of the proposals on surrounding townscape and heritage views has been fully justified and assessed within the submitted DAS, Townscape and Visual Impact Assessment and Heritage Assessment, which conclude, overall, the Proposed Development will enhance the currently dilapidated character of the streetscape and introduce a sense of cohesion along Great Ancoats Street and at the north western gateway to the Piccadilly Basin.
- 6.33. Within this context, the design of the proposals is in accordance with the requirements of Historic England Guidance Note 4 on Tall Buildings and Policy EN2 of MCC's Core Strategy.

Internal Accommodation

- 6.34. The development delivers a sustainable mix of 1-, 2- and 3-bed apartments. All apartments meet or exceed Manchester Space Standards, as defined in the Manchester Residential Quality Guidance. All apartments are designed to a very high quality, in-line with the Applicant's brand standards and track record evidenced elsewhere in the regional centre. Apartments are spacious, intelligently designed with equitable bedroom sizes, and appropriate storage. Apartments benefit from good natural light; all apartments within the perimeter block are dual aspect onto the courtyard access "loggia" and externally to the street.
- 6.35. Residents will benefit from 681 sqm high quality amenity space located on the ground floor and within a double level space between floors 7 and 8. As emphasised by the Manchester Residential Design Quality guidance, the entrance lobby plays an integral part of the internal design by providing a large, high quality and legible space. These amenity / lobby areas are expected to include a number of uses for the residents including co-working spaces, spaces to relax and a residents' gym. Together, these spaces will help to foster the community feel that is central to the Affinity Living product.

- 6.36. As the commercial tenants have not been identified, the layout of these two units is to be left reserved for future adaptation to meet the needs of the end user. Operators will be carefully selected by the Applicant to support the overall vision and ethos of the development and will therefore be designed to the highest quality and will benefit from proximity to an internal corridor providing quick access to bin storage, the underground car park and out of the building. These will be serviced from the front face, via either Port Street or Great Ancoats street. The servicing bay on Port Street will minimise the number of vehicles stopping on busy areas. The floor to ceiling windows and doors will help to animate the streetscape as well as increase the level of natural surveillance on Great Ancoats Street and Port Street. If included in the scheme, commercial kitchen spaces shall be served by means of local dedicated kitchen extract systems.

Appearance and Materials

- 6.37. Selecting the most appropriate façade treatment was a key aspect of the design process which was undertaken by SHP. Inspiration has been taken widely from the local vernacular that exists with the adjacent Ancoats and Stevenson Square Conservation Areas as well as within the Piccadilly Basin. As suggested by the Piccadilly Basin SRF, Port Street's façade treatment has taken the approach of utilising a material palette that follows not only the historical context provided by the buildings in the Conservation Area but that as a whole across Manchester and its industrial heritage. This can be shown by the adoption of brick facades with a red tint which pays homage to many of Manchester's listed buildings and mills.
- 6.38. This treatment has been balanced against the need to provide glazed elements across the development. At ground level, the floor to ceiling windows and doors will help to animate the streetscape as well as increase the level of natural surveillance on Great Ancoats Street and Port Street. In the residences, these floor to ceiling windows allow for greater penetration of natural light as well as enabling spectacular views of Manchester. In addition, the buildings' thermal performance and therefore overall sustainability will be advantaged by increased light penetration as this helps to heat up spaces in warmer periods reducing the need for heating.
- 6.39. The materials being used will be of the highest specification and their selection has been determined by their durability, and overall appearance as well as level of sustainability.

Landscaping and Public Realm

- 6.40. Currently the Piccadilly Basin provides limited external green and public space and the existing quality of the public realm is somewhat lacking. Therefore, there is a clear opportunity for placemaking by delivering high quality public realm as part of these proposals. Behind the structures on Great Ancoats Street and Port Street, approximately 2,005 sqm of external soft and hard landscaped areas are being delivered. Enclosed by the various building blocks, the residents will enjoy access to a private courtyard whilst the southern boundary of the Site (in between the Proposed Development and Brownsfield Mill) is delivering green and open space accessible to the general public.
- 6.41. This new public realm will help to encourage movement through the Piccadilly Basin as well as future proof enhanced linkages with the wider area. It will benefit from durable street furniture including benches to allow users to relax whilst informal patches of grass provide opportunities for play. These spaces have been adequately landscaped and are DDA compliant to ensure that all users can effectively use the space without any difficulty.
- 6.42. The soft landscaping will include a mixture of planting but will incorporate native species that will thrive in Manchester's City Centre context. This inclusion of new planting will provide a drastic improvement to the biodiversity levels from the existing use as a hard landscaped surface level car park and therefore allows healthy ecosystems to develop in the City Centre.
- 6.43. A Green and Blue Infrastructure Statement is included as part of the application.

Inclusive Design

Policy and Guidance

- 6.44. Core Strategy Policy CC10 A Place for Everyone states that developments will be supported where they promote high standards of accessibility to buildings and across spaces in the City Centre. Core Strategy Policy DM1 Development Management also states that buildings and neighbourhoods should be fully accessible to people with disabilities.

- 6.45. The Manchester Residential Quality Guidance (2017) sets several design criteria that should be followed within the scheme.
- 6.46. Design for Access 2 provides guidance on measures that should be incorporated into schemes to increase their accessibility.

Section 12 of the NPPF sets out the need for developments to be inclusive and accessible for existing and future users.

Compliance of the Proposed Development

- 6.47. The proposals have been designed to apply inclusive design principles to the internal spaces, creating a safe and secure environment which respond to the needs of all users. A total of 40% of the residences will be M4 adaptable (114). The design has been developed in full consideration of national legislation. This includes the provisions of BS8300: 2001 and The Building Regulations Part M (2015 edition incorporating 2016 amendments). The design also reflects the importance that the Applicant places on complying with the requirements of the Equality Act 2010 and emerging Equality Act 2010 (Amendment) Bill 2015-16.
- 6.48. The considerations seek to ensure that people are not discriminated against regardless of disability, age or gender. These extend from accessing the new buildings and the public realm within the Site through to moving around the internal parts of the buildings and accessing information, including signage and contact details.
- 6.49. A total of 10 (21%) of car parking spaces within the resident basement car park will be accessible car parking spaces.
- 6.50. Consideration has also been given to the requirements of MCC Design for Access 2. The design team has endeavoured to develop the detailed design of the scheme to comply with DFA2 standards, whilst meeting the client brief. Further information on the measures incorporated is found within Section 8 of the DAS.
- 6.51. The public realm has also been designed to be inclusive and provides step-free access across the Site and therefore within the Piccadilly Basin. There are plenty and regular seating opportunities to also provide areas to pause as needed.
- 6.52. The development has been designed in accordance with regulatory guidance ensuring it promotes the principles of inclusive design.

Ventilation

Policy and Guidance

- 6.53. Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects on amenity.

Compliance of the Proposed Development

- 6.54. A Ventilation Strategy Report has been prepared by FutureServ and is submitted in support of this planning application. This statement has been produced to detail the supply and extract ventilation strategy for the Proposed Development and describes how ventilation requirements have been incorporated into the design of the buildings, including the underground car parking areas.
- 6.55. The ventilation strategy has been designed to comply with the Building Regulations approved document Part F Means of Ventilation, 2010 with 2013 amendments, Domestic and Non-Domestic Ventilation Compliance guides.
- 6.56. The ventilation strategy improves on the fundamental principles of the Building Regulations and will make a contribution to reducing the annual CO₂ emissions of the Proposed Development.
- 6.57. The Proposed Development will incorporate energy reduction measures in the ventilation systems to reduce the carbon footprint of the Site using heat recovery devices and energy efficient fan selections.
- 6.58. Waste heat will be recovered by the mechanical ventilation heat recovery (MVHR) systems. This type of ventilation will help to reduce heat demand and provide filtered air to the apartments thus promoting healthy living conditions for the occupants. All fans and motors shall be specified to incorporate ECA accredited technology and appropriate controls.

Sustainability and Energy Strategy

Policy and Guidance

- 6.59. The Core Strategy Policy EN4 encourages the reduction on CO2 Emissions through following the Energy Hierarchy principles:
- To reduce the need for energy through design features that provide passive heating, natural lighting and cooling.
 - To reduce the need for energy through energy efficient features such as improved insulation and glazing to meet residual energy requirements through the use of low or zero carbon energy generating technologies.
- 6.60. Policy EN6 of the Core Strategy seeks CO2 reductions from low or zero carbon energy supplies and includes the following targets:
- A CHP/district heating anchor or connection, or where not feasible.
 - A 15% increase on Part L 2010.
- 6.61. Policy EN8 Adaptation to Climate Change of the Core Strategy sets out that all new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.
- 6.62. The 2013 edition of Approved Document L1A: Conservation of fuel and power in new dwellings gives guidance for compliance with Building Regulations for building work carried out in England.
- 6.63. The supplementary planning document, Guide to Development in Manchester (2007) also details the environmental standards developments in Manchester are expected to achieve, including energy efficiency, renewable energy and environmental design.
- 6.64. In respect of climate change, Paragraph 152 of the NPPF advises that to support the transition to a low carbon future in a changing climate, taking account of flood risk and coastal change. It should help to:
- Shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience;
 - Encourage the reuse of existing resources, including the conversion of existing buildings; and
 - Support renewable and low carbon energy and associated infrastructure.

Compliance of the Proposed Development

- 6.65. The Environmental Standards Statement (ESS) and Energy Statement submitted in support of this application sets out how the Proposed Development will incorporate sustainability measures, including energy efficiency and environmental design. In addition, Chapter S of the ES assess the impact of the Proposed Development on Climate Change and as part of this includes an assessment of Green House Gas (GHG) emissions and embodied carbon.

Energy Strategy

- 6.66. The Proposed Development directly supports the Council's 2038 Net Zero Carbon target and has been designed on the basis that it will seek to achieve the following overall targets:
- Incorporating an enhanced 'fabric led' material specification along with high quality design and exemplary construction standards.
 - Being designed and specified in accordance with the principles of the energy hierarchy.

- Demonstrating an alignment with the energy efficiency requirements and carbon dioxide emission reduction targets within local planning policy.
 - A commitment to achieving a significant dwelling emission rate reduction relative to the current Part L1A (2013) compliance standard.
 - The water consumption of the development will be minimised, and the internal water strategy will exceed the regulatory standard specified.
- 6.67. A combination of enhanced building fabric specification (significantly beyond the current regulatory compliance standard) allied to efficient mechanical and electrical systems and sophisticated controls will achieve compliance with the emission reduction targets stipulated by MCC's adopted planning policy, Building Regulation Part L (2013) and forthcoming Building Regulation Part L (2021) requirements.
- 6.68. In addition to the Passive design measures described in the preceding Section to improve the building envelope performance, the Active Building Services are to be designed to minimise direct energy consumption and CO₂ emissions, with particular emphasis on the following:
- Increased Hot Water Generating Efficiencies;
 - Reduced Standing Losses from Pipes and Cylinders;
 - Energy Efficient LED Lighting;
 - Improved Lighting Controls;
 - Low Energy Motors in Pumps and Fans;
 - Efficient Heat Recovery in relevant systems and,
 - Enhanced heating controls
- 6.69. The carbon emissions on this Proposed Development have been calculated to be compliant with the 15% reduction below Part L 2010 which is therefore in line with the local Manchester energy policy (Policies EN4 and EN6).
- 6.70. When applying up to date carbon factors through the use of SAP 10 Beta software, the buildings are seen to improve upon the Part L1A (2021) carbon dioxide compliance standard by circa 53% and a 6.4% reduction in primary energy on day one of the development.
- 6.71. This will improve over time as the UK electricity grid continues to decarbonise in the future. The whole-life embodied carbon emissions of the Proposed Development (including the construction transport emissions) are estimated to be 702.8 kgCO₂e/m² and therefore comply with the RIBA 2025 Climate Challenge target (800 kgCO₂/m²).

Energy Efficiency and Carbon Reduction

Renewable Energy

- 6.72. FutureServ, the projects energy consultant, has considered the use of photovoltaics (PV) and air source heat pumps. Photovoltaic (PV) panels were discounted on the grounds of limited roof areas for PV location and

the remaining area within the application Site is allocated for public/private realm, which doesn't lend itself to renewable energy plant.

- 6.73. The use of air source heat pumps in order to provide heating to the development would conflict with the proposed servicing strategy for the building which utilises electric space heating and individual hot water cylinders per apartment.
- 6.74. However, for the main ground floor communal area of the development, refrigerant based air source heat pumps will be utilised in the form of a VRF system to heat and cool the areas, due to the higher concentration of occupancy.
- 6.75. For this reason, we have not considered the use of water based air source heat pumps throughout this development.
- 6.76. Due to the nature of the Proposed Development, the remainder of the renewable energy techniques considered have been ruled out. Further details on each of these can be found in the ESS and Energy Statement prepared by FutureServ.

Build Fabric and Thermal Performance

- 6.77. On the completion of the model and establishment of the Target Emission Rates (TER), the building emissions have been reduced through judicious passive design. This has involved an assessment of non-energy consuming design decisions to create a fabric first approach to energy efficiency.
- 6.78. Passive fabric measures across all the building include improvements to the thermal performance and air tightness above Part L requirements of the Building Regulations and this effectively allows the building envelope to attenuate external conditions without recourse to active Building Services.
- 6.79. High performance thermal insulation is provided throughout the building envelope (ensuring very low U-values for all heat loss elements) and thermally efficient windows and doors will minimise heat loss through the main building elements.
- 6.80. An airtightness of 2.4 m³/hr/m² @50Pa is targeted for this development in order to minimise uncontrolled ventilation. An improved air tightness reduces heat losses and energy demand of the development.
- 6.81. The Applicant has a demonstrable track-record of delivering similar high-density residential developments in Manchester, where very high U-values have been achieved.

Heating and Ventilation

- 6.82. The Proposed Development will be designed to be served by electric heating throughout, utilising the ever-increasing clean electricity provided from the UK grid. The space heating will be via electric panel heaters or similar in all residential areas of the building. These will be complete with thermostatic and time controllers.
- 6.83. It is currently proposed that the heat energy for the domestic hot water will be generated using individual electrical hot water cylinders located within each apartment.
- 6.84. The ventilation will be via whole dwelling Mechanical Heat Recovery Ventilation (MVHR) units in each apartment. These will provide extract ventilation to kitchens and bathrooms, and balanced supply ventilation to all occupied rooms. Purge ventilation will be via openable windows, giving the occupants the final control over the environment in their homes.
- 6.85. Communal and general areas of the building will be ventilated and potentially cooled as required by detailed calculations, with dedicated mechanical ventilation heat recovery units or air handling units.
- 6.86. All fans, motors and pumps shall be specified to incorporate ECA accredited technology and appropriate controls.

Lighting

- 6.87. All internal lighting installations will make use of low energy technologies combined with presence and absence detection in conjunction with timed setbacks. 100% low energy lighting provision will be included within the development. Photo switching and automatic dimming will be specified to the communal areas of the building in order to improve the efficiency of the lighting system.

Climate Change

- 6.88. A Climate Change Chapter has been prepared by WSP which forms Chapter 6 of the ES. The chapter reports the impacts of the Proposed Development on the climate by providing an assessment of greenhouse gas (GHG) emissions. To do this, it takes an estimate of embodied carbon and operational carbon.
- 6.89. The effects from whole life embodied emissions (including construction transport), operational building and operational transport emissions assessed are likely to be 'not-significant' in EIA terms.
- 6.90. Overall, the Proposed Development is not expected to have a significant impact on Greater Manchester or UK carbon budgets.

Summary

- 6.91. The Environmental Standards Statement, Energy Statement and Climate Change ES chapter provide further details of the energy and carbon performance of the proposed development.
- 6.92. Minimising the impacts of climate change has been integrated into proposed design. In this respect, the proposed energy strategy incorporates an enhanced 'fabric led' material specification (benefiting from very low air permeability and optimised glazing provision allied to high specification u values), along with high quality design and exemplary construction standards to improve the energy efficiency of the scheme.
- 6.93. The development has been designed and specified in accordance with the principles of the energy hierarchy in line with the adopted Core Strategy Policy EN4.
- 6.94. In summary, these proposals will deliver a scheme that is energy efficient and cost-effective during occupation and it is demonstrated that the proposals will accords with the adopted Core Strategy Policy EN 4, EN6, EN8 and the Supplementary Planning Document (SPD) criteria while seeking to make a positive contribution towards Manchester strategic target of achieving Net Zero Carbon by 2038.

Designing Out Crime

Policy and Guidance

- 6.95. Core Strategy Policy DM1 Development Management outlines that all development should have regard to the specific issues including community safety and crime prevention.

Compliance of the Proposed Development

- 6.96. A Crime and Impact Statement is being prepared by Greater Manchester Police Design for Security. A 'letter of comfort' is being submitted with the application which confirms that they are widely in support of the Proposed Development.
- 6.97. The ground floor layout has been designed to maximise opportunities for passive surveillance of the public realm spaces. The residential entrance foyer is situated adjacent to the public realm which will be well lit and overlooked. Retail units are proposed along Port Street and Great Ancoats Street, that will increase the active frontage and provide an "eyes on the street" approach, which would improve the current situation particularly on Port Street.
- 6.98. The development will benefit from 24 hour on-site concierge/management staff in each tower. The car park entrance will be provided with a security shutter / bi-fold gate arrangement. The ground floor layout provides good visibility to access routes and spaces. Entrances will be well lit and the development will incorporate CCTV.

Fire Strategy

Policy and Guidance

- 6.99. The requirement for a fire statement at planning is requested under the Town and Country Planning (Development Management Procedure and Section 62A Application (England) (Amendment) Order 2021.
- 6.100. As of 1st August 2021, a fire statement is required at Gateway One of the new regulatory regime, as detailed in the Building Safety Bill (2021) for relevant buildings. The regulatory regime also establishes the Health and Safety Executive as a statutory consultee.

Compliance of the Proposed Development

- 6.101. A Fire Strategy has been prepared by Design Fire Consultants that provides a summary of the approach to fire safety design, the Site layout, access and facilities for firefighting and details of consultation undertaken on fire safety.
- 6.102. Each tower is to be provided with a firefighting shaft with their respective common corridors performing the function of the firefighting lobby. Each firefighting shaft shall include the following provisions:
- A firefighting stair with minimum width of 1100mm, designed in accordance with BS 5395-1
 - Each firefighting stair are to be provided with a 0.7m² aerodynamic area AOV, located at the head of the stair. The vent is to open in the event of smoke detection in any common corridor. An override switch is required at the base of each firefighting stair for fire service control
 - A firefighting lift designed and installed in accordance with BS 9999, BS EN 81-72 and BS 81-1, as appropriate
 - A mechanically smoke ventilated residential common corridor
 - Both towers are to be provided with wet fire mains in accordance with BS 9990 (tanks/pumps to be shared between both towers)
 - Fire vehicle access shall be provided within 18m of the wet riser inlet.
- 6.103. A swept path analysis has been conducted by the design team that has demonstrated the emergency vehicle tracking route within the Site to the siting points for appliances are clear and unobstructed.

Aviation Consideration

Policy and Guidance

- 6.104. Paragraph 20 of the National Planning Practice Guidance on Consultation and Pre-Decision Matters refers to the need for additional consultation to take place in specific local circumstances. This process, 'consultation direction' includes the consideration of proposals in the vicinity of existing facilities, including airports.

Compliance of the Proposed Development

- 6.105. At a maximum of 34 storeys (including ground), the Proposed Development, at 152.500m AOD exceeds the 90 AOD aviation safeguarding threshold. Manchester Airport Group (MAG), Barton Aerodrome and NATS will be contacted for consultation advice. It is considered from professional experience of similar scale developments within this area of MCC that the Proposed Development will not give rise to aviation conflicts which cannot be resolved via appropriate mitigation to avoid any residual impacts arising.

Affordable Housing and Development Viability

Policy and Guidance

- 6.106. Core Strategy Policy H8 Affordable Housing sets out requirements for affordable housing or an equivalent financial contribution, as set out in any published SPD and Planning Guidance. The policy applies to Sites of 0.3 hectares and above or where 15 or more units are proposed.
- 6.107. Policy H8 highlights that 20% affordable housing provision should be provided for residential schemes, subject to viability and therefore being deliverable with a reasonable profit allowed for the developer. This necessitates the submission of a viability appraisal.
- 6.108. In September 2019 the Council's Executive Committee received a report entitled Delivering Manchester's Affordable Homes to 2025. This report provides an update on progress against the policy ideas contained in the Affordable Housing Report considered by the Executive in December 2018 which considered the demand for and supply of Affordable Homes in the City.
- 6.109. The NPPF and NPPG provides the framework for the Council to mitigate the effects of conducting upfront viability assessments, based on scheme estimates, with a reconciliation appraisal based on actual performance of the scheme.

Compliance of the Proposed Development

- 6.110. A Viability Assessment has been prepared by the Applicant and is submitted in support of this planning application.
- 6.111. In addition to deliver a high quality residential-led development with public realm, the Applicant has agreed to make a financial contribution to Manchester City Council for affordable housing. This is set out within the attached viability statement and which will be independently assessed by the LPA.

Archaeology

Policy and Guidance

- 6.112. Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects relating to archaeological heritage.
- 6.113. Section 16, paragraph 194 of the NPPF sets out that *“where a Site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.”*

Compliance of the Proposed Development

- 6.114. A Desktop Archaeological Assessment has been undertaken by Salford Archaeology to establish the nature and significance of the sub-surface archaeological resource within the area and assess the impact of any future development upon this resource.
- 6.115. There are no designated heritage assets, such as listed buildings, within the Site and there are no below-ground archaeological remains that are afforded statutory protection as designated heritage assets that would require preservation in-situ.
- 6.116. It can be concluded from the information gained from the desk-based research that the Site is of archaeological interest and has the potential to contain remains of local significance, including remains associated with the infrastructure of the Rochdale Canal and buildings related to the canal wharf and timber and slate yards.
- 6.117. The Site also has the potential to contain below ground remains of remains of midnineteenth- century commercial properties, including the Imperial Hotel (formerly Big Tub), however, these remains would be of little archaeological significance.
- 6.118. The scope and extent of any such further investigation will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council. It may be anticipated, however, that further archaeological investigation via evaluation trenching may be required to establish the presence or absence of buried archaeological remains and, if present, their extent and significance. This should be focused on the area that is most likely to contains the remains of the Rochdale Canal arm and City Wharf.
- 6.119. Should significant archaeological remains be encountered during the evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the National Planning Policy Framework.

Built Heritage

Policy and Guidance

- 6.120. The Planning (Listed Building and Conservation Areas) Act 1990 sets out the general duty on decision makers in exercising their planning functions with respect to heritage assets.
- 6.121. Section 66 requires:
“In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses...”

- 6.122. Paragraph 8 of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment.
- 6.123. Paragraph 193 requires that when considering the impact of the Proposed Development on the significance of the asset, great weight should be given to the asset's conservation, the more important the asset the greater the weight should be. Any harm or loss requires clear and convincing justification.
- 6.124. Paragraph 195 states that:
"Where a Proposed Development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss..."
- 6.125. Paragraph 196 of the NPPF states that:
"Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use."
- 6.126. The Planning Practice Guidance (PPG) defines 'public benefits' as follows:
"Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit."
- 6.127. Core Strategy Policy EN3 'Heritage' highlights that throughout the City, MCC will encourage development that complements and takes advantage of the distinct heritage and heritage features of its districts and neighbourhoods. New developments must be designed so as to support MCC in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance. Proposals which enable the re-use of heritage assets are encouraged where they are considered consistent with the significance of the heritage asset.
- 6.128. Policy CC9 relates to design and heritage where development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled monuments.

Compliance of the Proposed Development

- 6.129. The Proposed Development has been designed through an iterative process in close consultation with MCC and Historic England.
- 6.130. A Heritage Statement, prepared by Stephen Levrant Heritage Architecture, has been submitted in support of this application as part of the submitted EIA.
- 6.131. The Proposed Development addresses the need to redevelop the currently dilapidated and underused site at Port Street. In regenerating the area and bringing the Site into active use, the proposals introduce a sense of cohesion and complement the historic character of the multi-layered environment (which was historically defined by the introduction of canal structures).
- 6.132. Despite the proximity of the Proposed Development to the Ancoats Conservation Area, the relative impact upon the designated area's significance will be negligible, due to the established contemporary nature of the developments within the boundary of the area. It is considered that the Proposed Development will be read as an incidental contributor to the skyline beyond in conjunction with this new development.

- 6.133. Further to this, the relative impact upon the Stevenson Square Conservation Area is demonstrated to be minor adverse due to the significance of the area being largely preserved through the retention and abundance of Listed Buildings which characterise the area. Whilst the Proposed Development will result in some visual change within one key view, when assessed as a whole, it will be clear that the proposals will not diminish the area's distinct character and appearance to anything beyond a minor degree.
- 6.134. It is however recognised that within certain views, particularly short range views of the Site, the Proposed Development will incur a greater visual change and incur a higher level of harm upon the settings of heritage assets within the view.
- 6.135. The Proposed Development has been demonstrated to result in one instance of moderate adverse impact upon the Grade II listed buildings at 50-62 Port Street and four instances of minor-to-moderate adverse impact upon the setting of the Grade II* Brownsfield Mill. In the case of 50-62 Port Street, this is due to the development creating a visually intrusive new element within key streetscape views in which the listed buildings have remained the principal focus since their conception in the late 18th-to-mid 19th century. Regarding Brownsfield Mill, although the setting of the building only contributes to the significance of the listed building to a low-to-medium extent, the height, form and mass of the Proposed Development will result in a major change to the setting of the building which will create a dominant, visual intrusion when viewed in conjunction. However, the fact that the Site as existing has an adverse impact on the setting of the Grade II* listed building, and that the proposed landscaping works and creation of high quality pedestrian environments around the Proposed Development will enhance the immediate setting of the listed building, should be taken into consideration.
- 6.136. The Proposed Development will herald further investment in this part of Manchester, which is currently underutilised and lacking a coherent urban form. The Proposals will clearly make a positive contribution to the vitality of this part of the City Centre, which is currently being redeveloped in line with the Piccadilly Basin SRF.
- 6.137. Consequently, the Proposed Development is demonstrably consistent with national and local policy, in particular, the proposals accord with local planning policy EN2 (Tall Buildings) and accords with the requirements of the NPPF, paragraph 190.
- 6.138. Where the proposals have been demonstrated to result in instances of adverse impact upon the built historic environment, the perceived level of harm is required to be outweighed by the public benefits brought about by the Proposed Development as per the requirements outlined within the NPPF paragraph 202.

Public Benefits

- 6.139. The Proposed Development will result in a number of public benefits and these are summarised as follows. It is considered that these benefits would outweigh any perceived less than substantial harm, addressing the policy tests within the NPPF.

Economic Benefits

- Through the delivery of the Proposed Development, it will create 601 person years of construction employment (the equivalent of 60 full time permanent jobs). Further jobs will be created throughout the Construction Phase due to supply chain expenditure and those employed on the development spending money in local businesses and facilities. The overall economic impact of the Construction Phase is estimated to be approximately £28.55 million across the wider impact area.
- Creation of jobs and additional economic benefits through the provision of commercial units. The Applicant estimates that 24 full time equivalent jobs will be created when the Proposed Development is operation.
- Further supply-chain economic benefits for businesses who service the commercial units.
- The provision of new households within Manchester will lead to an uplift in Council Tax of circa £0.88 million per annum.
- The Proposed Development will create high quality residential homes. This will support local business growth and specifically support the growth of the City Centre economy, as the development will assist in creating confidence that future employees can continue to access a ready supply of well-located residential accommodation in proximity to office accommodation.

Social Benefits

- Key development site on the corner of Great Ancoats Street and Port Street; helping to physically link the existing residential community with the wider economic area of the Piccadilly Basin and the City Centre.
- Creation of natural surveillance within the neighbourhood improving safety and security in the area both during the day and at night.
- New commercial units providing opportunities for social and community events.
- Bringing activity and vitality to the area through the creation of inclusive routes and connections which will be accessible to all including those visiting, living and working in the Piccadilly Basin regardless of age and ability.
- Landscaped areas surrounding the Proposed Development will provide opportunities for social and community events whilst paying homage to the Rochdale Canal by enhancing residents and visitors enjoyment of it.

Environmental Benefits

- Sustainable reuse of underutilised brownfield land through the delivery of new homes which will meet the needs of Manchester's expanding population.
- Supporting the promotion of electrical vehicles through the provision of EV charging infrastructure.
- Improved pedestrian routes and cycling facilities which will encourage the use of sustainable modes of transport and connect key regeneration areas and transport hubs.
- Utilising a fabric-first approach to the buildings design as well as other key measures to minimise direct energy consumption and CO₂ emissions.
- The Proposed Development will create active frontages on Great Ancoats Street and Port Street, improving the streetscape environment in this part of the neighbourhood.
- Incorporation of greenspace and trees within the Proposed Development, providing enhanced biodiversity levels

Heritage Benefits

- Infill development within the existing historic blocks to deliver a more attractive experience at street level.
- Retention and reinforcement of the historic grid, responding positively to the historic grain

Ecology and Biodiversity

Policy and Guidance

- 6.140. Core Strategy Policy EN15 Biodiversity and Geological Conservation outlines that the Council will seek to maintain and enhance Sites of ecological value throughout the City. Developers are required to demonstrate that they have assessed and taken account of the potential effect of the development on biodiversity including European, national and locally priority species such as the great crested newt, pipistrelle bats and certain bird species.
- 6.141. Chapter 15 of the NPPF Conserving and enhancing the natural environment (paragraphs 170 to 183), identifies numerous ways in which planning policies and decisions can contribute to and enhance the natural and local environment. It states that new development should minimise impacts on ecology, and developments should be encouraged to incorporate biodiversity improvements in and around developments.

Compliance of the Proposed Development

- 6.142. An Ecological Survey, prepared by Penny Anderson, is submitted in support of this Application. This report presents the results of a Desktop Study, extended Phase 1 Habitat Survey and a licensed bat survey carried out in August 2021.

- 6.143. The desk study identified that the Site is within the Impact Risk Zone of the Rochdale Canal SSSI and Hollinwood Branch Canal SSSI. Natural England should be consulted if development proposals are to include certain activities that might impact the features of the designated Site; however, no such activities are associated with the Proposed Development.
- 6.144. The nearest Priority Habitat to the Site is an area of open mosaic habitat which is located 160m north-east from the Site boundary. This habitat is separated from the Site by a major road and is sufficiently distant not to be impacted by any development within the Site boundary.
- 6.145. The extended Phase 1 habitat survey highlighted no features of significant nature conservation interest within the Site. The plant species list was limited to species that are common and typical of early successional communities of urban Sites. None of the plant species recorded within the Site are either Nationally Scarce or Nationally Rare or of any other conservation significance.
- 6.146. The Schedule 9 listed INNS wall cotoneaster was recorded within the Site boundary in a single location at TN1.
- 6.147. The Site provides a small area of low quality bat foraging habitat and is unlikely to be used by significant numbers of foraging bats. The loss of or disturbance to the vegetation due to predicted increased public use and lighting of the Site under the Proposed Development is, therefore, predicted to have a negligible impact on the conservation status of bats within the local area and Greater Manchester.
- 6.148. The brick walls within the Site are generally in good condition and any crevice features present are considered to be too low to the ground and too well-lit for use by roosting bats. No other structures of buildings were present on the Site.
- 6.149. Two buildings off Site, but adjacent to the Site, have some potential features capable of supporting roosting bats and the nearby Rochdale Canal likely acts as a commuting and foraging route for bats.
- 6.150. Some areas of dense scrub provide suitable nesting habitat for a range of common bird species.
- 6.151. The Site lies within the Greater Manchester Black Redstart Priority Area (Greater Manchester Biodiversity Partnership 2008). The Site is also considered to have only very limited foraging potential for black redstart and, therefore, is unlikely to form a key part of the foraging habitat for any local populations of black redstart. No features suitable for nesting black redstart were present.
- 6.152. A number of recommendations have been highlighted within Section 4 of the report and include the following:
- Any vegetation clearance of the dense scrub areas should be undertaken outside of the breeding season for birds (i.e. avoiding the March to August inclusive period).
 - The removal of wall cotoneaster from Site should be undertaken in such a way as to avoid incidental spread of this INNS, as required under Schedule 9 of the WCA.
 - The development proposals should take account of the presence of buildings adjacent to the Site with bat roost potential, along with the nearby Rochdale Canal which is likely to form an important foraging and commuting resource for bats. Measures to consider include preparing an ecologically sensitive lighting plan to avoid excessive illumination of the building roofs and the canal area during construction and operation, and also considering any significant disturbance during construction (noise and vibration) on any roosting bats potentially roosting within the buildings adjacent to the Site.
- 6.153. The proposals will secure an opportunity to implement beneficial measures such as habitat creation that will safeguard habitats for wildlife such as birds and bats, with the aim of providing a net gain in biodiversity in accordance with the principles of the NPPF.

Arboriculture

Policy and Guidance

- 6.154. Core Strategy Policy EN9 Green Infrastructure highlights that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. It continues by stating that the Council will seek to protect existing street trees and promote new planting.

- 6.155. The Manchester Residential Quality Guide states that where a loss of trees is required as part of a new development, replacement provision of at least 2-to-1 equivalent will be required.
- 6.156. Section 12 of NPPF highlights the important contribution which trees make to the character and quality of urban environments. It goes on to state that decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

Compliance of the Proposed Development

- 6.157. The submitted Ecological Survey was undertaken by Penny Anderson. It found that only young tree species such as field maple and silver birch were infrequently scattered along the tops of the brick walls.
- 6.158. A public realm strategy has been prepared by Reform, the landscape architect in support of this Application. As part of the landscaping proposals, 45 trees are to be planted within the public and private realm including 2 street trees at the Port Street entrance. This will therefore provide a significant increase in the overall biodiversity of the surrounding area whilst creating a more attractive setting.
- 6.159. A variety of tree species will provide differing characteristic in terms of form and colour. A number of larger 'anchor' species will create focal points and additional scale within the landscape. For further details refer to section 4 of this document and drawing 0894-RFM-XX-00-DR-L-0002 Planting Strategy.
- 6.160. All species will be selected for their tolerance to challenging urban environments resilience to varying degrees of drought. Larger, deciduous broad leaf and evergreen species will be located within the Wharf gardens where space permits. These will be combined with smaller ornamental species.
- 6.161. Tree species within the courtyard will be more compact, due to the courtyard being located on structural podium above the basement car park.
- 6.162. Further information on arboriculture can be found within the Green and Blue Infrastructure Statement, Public Realm Strategy and Planting Strategy submitted with this Application.

Ground Conditions

Policy and Guidance

- 6.163. Core Strategy Policy EN18 Contaminated Land and Ground Stability sets out that the Council will give priority for the remediation of contaminated land to strategic locations.
- 6.164. Paragraph 183 of the NPPF requires that planning policies and decisions should ensure that Sites are suitable for any proposed use by taking account of ground conditions and risks arising from land instability and contamination. This includes the risks arising from natural hazards or former activities such as mining and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation).

Compliance of the Proposed Development

- 6.165. A Phase 2 Interpretative Ground Investigation Report has been undertaken by WSP for the Proposed Development.
- 6.166. Concentrations in exceedance of the adopted assessment criteria protective of human health have been identified for arsenic, lead, cyanide and benzo(a)pyrene in exceedance of their respective GACs were recorded (in both Made Ground and natural soils) from across the Site and over a range of depths including at shallow depth below ground level. Two samples of Made Ground were reported by the laboratory to have asbestos fibre bundles. The asbestos content within these two samples was recorded as below the hazardous waste limit of 0.1%.
- 6.167. Marginally elevated concentrations of heavy metals, hydrocarbons and PAH have been recorded in groundwater on the Site. The risks to controlled waters is considered to be low and remedial measures are not considered to be warranted.

- 6.168. The Site is considered to be at a very low risk from hazardous ground gases and gas protection measures are not considered to be required. The Site is not indicated to be in an area where radon gas protection measures are required for new buildings.
- 6.169. The identified contamination within the Made Ground at the Site can be suitably remediated allowing safe development and therefore mitigate the risks to human health once the following measures have been implemented:
- Placement of clean cover soils in landscaped areas to mitigate against risks from direct exposure of Site users to contaminated soils;
 - Monitoring and management of risks from dispersed asbestos fibres in soils and ACM within buildings during bulk earthworks; and
 - Verification of remediation measures by an independent specialist.
- 6.170. In summary, the Proposed Development therefore complies with Core Strategy Policy EN18 and Paragraph 183 of the NPPF as any contamination will be suitably remediated as part of the construction process. Full details are included in the Phase 2 Interpretative Ground Investigation Report prepared by WSP.

Air Quality

Policy and Guidance

- 6.171. Core Strategy Policy EN16 Air Quality states that *“the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester’s principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.”*
- 6.172. Paragraph 12.81 continues, *“other policies within the Core Strategy will guide the location of development in order to reduce the need for private transport and encourage the use of decentralised and renewable energy and green infrastructure to reduce both emissions and their impact still further.”*
- 6.173. Developers will be expected to take measures to minimise and mitigate the local impact of emission from traffic generated by the development, as well as emissions created by the use of the development itself, including Combined Heat and Power and biomass plant.
- 6.174. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

Compliance of the Proposed Development

- 6.175. An Air Quality Assessment has been prepared by Hoare Lee and is submitted in support of this planning application.
- 6.176. The Application Site is located within the Manchester City Centre Air Quality Management Area declared for exceedances of the annual mean objective for nitrogen dioxide (NO₂). The baseline assessment shows that the annual mean NO₂ Air Quality Objective (AQO) is generally exceeded at roadside and kerbside locations. The 60 µg/m³ threshold indicative of exceedance of the short term AQO for NO₂ has not been exceeded since 2016. Annual mean concentrations of PM₁₀ and PM_{2.5} in the vicinity of the Application Site have been below the respective AQOs since 2015.
- 6.177. The traffic generated by the Proposed Development was supplied by Curtins, the project transport consultants, and has been screened against the criteria set-out in the Environmental Protection United Kingdom and Institute of Air Quality Management planning guidance to determine the need for a detailed assessment. There is expected to be a net reduction of 106 vehicle trips per day when compared to the existing uses and therefore a detailed assessment is not required.

- 6.178. The impacts of demolition and construction work on dust soiling and ambient fine particulate matter concentrations have been assessed. The assessment has identified that there is a medium risk of dust soiling impacts and a low risk to human health. The risk of dust causing a loss of local amenity and increased exposure to fine particulate matter concentrations has been used to identify appropriate mitigation measures.
- 6.179. Detailed dispersion modelling has been completed to determine the Site Suitability of the Proposed Development due to its roadside location within an AQMA. This assessment indicates that there are no exceedances of the annual mean NO₂, PM₁₀ or PM_{2.5} AQOs at any sensitive proposed receptors, or any exceedance of the short term AQOs at relevant exposure locations such as commercial uses or balconies. As such, mitigation is not required.
- 6.180. Based on the assessment results, the Site is considered suitable for the Proposed Development without the need for mitigation.

Sunlight, Daylight and Overshadowing

Policy and Guidance

- 6.181. Saved UDP Policy H2.1 states that the Council will not permit development which will have an unacceptable impact on residential areas.
- 6.182. Core Strategy Policy DM1 Development Management outlines that all development should have regard to effects of amenity including privacy and light.
- 6.183. Paragraph 125, part C of the NPPF stipulates that “...local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a Site.”
- 6.184. In encouraging developers to “appreciate scale”, the Manchester Residential Quality Guidance (2017) acknowledges that taller buildings can have an impact on the character and atmospheric quality of the spaces immediately around them; affecting light and shadow amongst other things and requiring developers and their design teams to demonstrate how massing and scale have been considered in terms of its impact on the neighbourhood, street and block.

Compliance of the Proposed Development

- 6.185. A Sunlight, Daylight and Overshadowing Assessment has been carried out by GIA. This has been considered within detail in Chapter 7 of the ES which is submitted as part of this Application.
- 6.186.
- 6.187. The assessment has been undertaken in accordance with the methodologies set out in The Building Research Establishment (BRE) Guidelines ‘Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice 2011, 2nd edition’.
- 6.188. To assess the surrounding existing properties, the BRE Guidelines provide two main methods for assessing daylight: Vertical Sky Component (VSC) and No Sky Line (NSL).
- 6.189. The VSC method measures the amount of light available on a vertical wall or window following the introduction of barriers such as buildings. The NSL method is a measure of the distribution of daylight at the ‘working plane’ within a room (i.e. a horizontal ‘desktop’ plane of 0.85m in height). The NSL divides those areas of working plane in a room which receive direct sky light through the windows from those areas of the working plane which cannot. Where all of the windows meet the VSC and all of the rooms meet the NSL criteria within a property the effect is considered to be negligible.
- 6.190. For the assessment of sunlight, the approach considers the APSH for a reference point on a window (i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight). Windows are checked to see if they are facing 90° due south, with the emphasis on main living rooms and other rooms such as the kitchen and bedrooms being less important.

- 6.191. The method for assessing overshadowing is the 'sun-on-ground indicator' (SHOG). The BRE Guidelines recommend that at least half (50%) of a garden or amenity area should receive at least 2 hours of sunlight on March 21 or the area which receives 2 hours of direct sunlight should not be reduced to less than 0.8 times its former value (i.e. there should be no more than a 20% reduction).
- 6.192. A total of 835 windows facing the Site serving 503 rooms within six buildings were assessed for VSC and NSL for daylight and 238 rooms were assessed for APSH for sunlight within six buildings.
- 6.193. The baseline conditions around the Site were assessed to understand the levels of daylight and sunlight to existing surrounding residential properties.
- 6.194. Out of the 835 windows assessed for daylight, 529 (63%) meet the BRE guidelines for VSC. For NSL, 422 (84%) of the 503 rooms assessed meet the BRE criteria. For sunlight, 218 (92%) of the 238 rooms assessed meet the BRE criteria for both Winter and Annual APSH.
- 6.195. With the Proposed Development in situ out of the 835 windows assessed for daylight, 524 (63%) meet the BRE guidelines for VSC. 413 (82%) of the 503 rooms assessed meet the BRE criteria for NSL. The effects identified on specific receptor buildings range from negligible to moderate adverse in nature..

For sunlight, 202 (85%) of the 238 rooms assessed meet the BRE criteria for both Winter and Annual PSH. The effects identified are negligible to minor adverse in nature.

- 6.196. The Site currently comprises a surface car park and is identified as strategic regeneration priority in a location designated in the Core Strategy as being suitable for high-density residential development. Whilst comprehensive redevelopment of the Site will inevitably lead to impacts upon the daylight and sunlight received by the surrounding area, the impacts of development are not considered to be significant within this city centre context.
- 6.197. Consideration of daylight and sunlight impacts has been an important component of the design process, and one of the principal drivers behind the decision to off-set the tower element of the development southward into the Site. The resulting daylight and sunlight impacts, summarised above, significantly improve on the impacts that would have resulted from the envisaged SRF massing which afforded less space between facing elevations of the surrounding residential buildings. It is considered therefore that no further mitigation is necessary.
- 6.198.
- 6.199. Furthermore, to provide context, the envisaged SRF massing has been assessed. This assessment demonstrates that the Proposed Development performs significantly better than the SRF with regards to daylight and overshadowing, illustrating the considered and sensitive approach taken to distributing massing across the Site.

Flood Risk and Drainage

Policy and Guidance

- 6.200. Core Strategy Policy EN14 Flood Risk outlines that development should be directed away from Sites at the greatest risk of flooding, and towards Sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).
- 6.201. In addition to the requirements for Site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on Sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.
- 6.202. All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.
- 6.203. Core Strategy Policy EN17 Water Quality sets out that following elements a development must consider in relation to water quality:
- Avoid any adverse impact on water quality, including during the construction phase.

- Minimise surface water run-off, maximise the use of appropriate sustainable drainage systems, and minimise groundwater contamination.
- If close to a watercourse the development should ensure waste and litter cannot enter the watercourse

6.204. Chapter 14 of the NPPF provides policy guidance on climate change, flooding, and coastal change. Paragraph 159 explains the basic principle that inappropriate development in the areas at risk of flooding should be avoided. This is achieved through applying a Sequential and Exception Test as governed by Paragraphs 161-166. This provides the tests that must be met to allow development on land at risk of flooding and is explained in detail further within this section.

Compliance of the Proposed Development

6.205. A Flood Risk and Drainage Strategy has been prepared by WSP which is being submitted in support of this planning application.

Flood Risk

- 6.206. The Environment Agency's Flood Map for Planning indicates that the Site is wholly located in EA Flood Zone 1 and therefore has a Low risk of flooding from rivers or the sea.
- 6.207. The risk of flooding to the Site from surface water is considered to be Low.
- 6.208. The Manchester City, Salford City and Trafford Councils Level 2 SFRA Groundwater Flood Map (2011) indicates that the Site is not at risk of groundwater flooding.
- 6.209. No incidents of sewer-related flooding have been identified in proximity of the Proposed Development. Therefore, risk of sewer flooding is considered to be Low.
- 6.210. The closest Canal to the Site is the Rochdale Canal which lies approximately 30 metres to the south east of the Site. The Manchester, Salford and Trafford Level 2 SFRA Hydraulic interactions map indicates that the Site is not affected by flooding caused by hydraulic interactions between rivers and the canal.
- 6.211. The Canal and River Trust (CRT) were contacted and confirmed that there are no records of the Rochdale Canal breaching in this area. However, the CRT did confirm that there have been recorded events of overtopping of the section of the canal closest to Site.
- 6.212. The proposed ground floor level of the development is to be 49.5 m AOD at its lowest point. The tow path level of the Rochdale canal is 47.33m AOD. Therefore, it is extremely unlikely that the ground floor of the development will be affected by any overtopping event of the Rochdale Canal. Therefore, it is considered that the Site is not at risk of flooding from the Rochdale Canal.
- 6.213. The Environment Agency Map of long-term flood risk from surface water indicates that there is a low risk of surface water flooding in the centre of the existing Site. This area of the Site is being developed and will either be part of the new roof area or ground floor courtyard. Both of these areas will be positively drained as part of the development proposals negating the risk of surface water flooding on Site.
- 6.214. The proposed levels on the Site suggest that runoff from some areas within the externals of the development will pond at a low point at the bottom of the steps adjacent to Brownsfield Mill. A gully had been included to encourage free drainage of this area, and measures to ensure that the neighbouring property is not affected by this ponding will be included in the detailed design.
- 6.215. This Flood Risk Assessment and Drainage Strategy has concluded that a development of this type is appropriate in its proposed location, can be occupied safely for its lifetime, does not increase flood risk elsewhere in the local catchment and where possible seeks to reduce the risk of flooding overall. This is subject to implementation of the recommended flood risk management and mitigation measures being carried out.

Drainage Strategy and SuDs

- 6.216. This outline drainage strategy has been carried out in due cognisance of the Defra Sustainable Drainage Systems Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) and all other relevant national and local planning policy and guidance documents.

- 6.217. A number of drainage options have been explored but were not considered feasible for the Proposed Development. These have been discounted further within Section 7 of the Flood Risk Assessment.
- 6.218. The proposed foul and surface water drainage from the building and the basement will be discharged into the existing combined public sewer in Port Street and surface water drainage from the external areas to the south of the Site will drain via the existing drain which southwards off the Site towards the existing combined public sewer in Tariff Street.
- 6.219. The type of connection and details of the connection to the sewer in Port Street will be agreed with United Utilities at detailed design stage and a section 106 sewer connection application will be submitted to UU for approval of the proposed connections. The provision of Sustainable Urban Drainage Systems (SUDS) has been considered and these will, where appropriate, be incorporated into the surface water drainage proposals.
- 6.220. There is limited scope to incorporate swales or a detention basin within the Site due the spatial constraints and rainwater harvesting has been discounted due to the cost of the initial installation, potential ownership and future maintenance issues and uncertainty around the overall sustainable benefits of this type of system due to the embodied carbon associated with the installation and long-term operation.
- 6.221. It is currently anticipated that SuDS will be provided in the form of filter drains and permeable paving to capture and treat runoff from external areas and an attenuation storage tank to temporarily store surface water from the building and frontage areas before controlled release to the public sewer in Port Street.

Wind

Policy and Guidance

- 6.222. Core Strategy Policy EN2 Tall Buildings states that, *“by their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.”*
- 6.223. Paragraph 12.14 goes on to state, *“it is for these reasons that it is considered particularly important that they are designed to the highest quality, both in terms of appearance and their impact on the functioning of surrounding space.”*
- 6.224. The Manchester Residential Quality Guidance (2017) states that *“buildings that are taller than their immediate surroundings will have an impact on the wind environment at street level. Where this is the case, wind analysis should be undertaken to understand and where required mitigate the effects of wind on pedestrian comfort and safety.”*
- 6.225. In addition, under Section 12 of the NPPF paragraph 130 it sets out the proposals should create a place with a high standard of amenity for both existing and future residents.

Compliance of the Proposed Development

- 6.226. A Wind Assessment has been prepared by GIA and is submitted in support of this planning application. It is located within Chapter 13 of the ES. The wind microclimate has been assessed through comparison of computational simulations of the wind around the Site and surrounding area with and without the Proposed Development.
- 6.227. Conditions have been assessed on local thoroughfares, building entrances (both for the Proposed Development and surrounding buildings), bus stops and the proposed public realm and private amenity within the Proposed Development.
- 6.228. Conditions for the baseline are typically suitable for the intended pedestrian activities, with regions which are suitable for sitting, standing or walking and no significant risk to pedestrian safety due to strong winds.

- 6.229. The inclusion of the proposed development makes local wind conditions marginally windier than for the baseline but it has been demonstrated that it will continue to be both safe and comfortable for pedestrians. The terraces on levels 7 and 10 require mitigation due to being marginally windier than desirable. The applicant is committed to providing this mitigation through landscaping details which will be provided as part of the detailed scheme that will be provided in order to discharge a relevant planning condition..
- 6.230. More information can be found with the Wind Microclimate Chapter within the ES.

Transport

Policy and Guidance

- 6.231. Core Strategy Policy T1 Sustainable Transport sets out to deliver a sustainable, high quality, integrated transport system in order to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.
- 6.232. Core Strategy Policy T2 Accessible Areas of Opportunity and Needs sets out that developments should provide a level of car parking which reflects the realistic requirements of the users of the development. Regard should also be given to the need for disabled and cycle parking provision.
- 6.233. Core Strategy Policy CC5 Transport outlines that developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.
- 6.234. Section 9 of the NPPF relates to the promotion of sustainable transport. It sets in paragraph 104, the proposals should:
- a) The potential impacts of development on transport networks can be addressed;*
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

Compliance of the Proposed Development

- 6.235. A Transport Statement and Travel Plan has been prepared by Curtins and is submitted as part of this Application.
- 6.236. Within the basement car park, there would be a total of 47 car parking spaces, 10 of which would be disabled bays. This equates to a c. 10% car parking provision, with 21% of all car parking allocated as disabled bays. Additionally, all of the car parking spaces will be designed for electric vehicle (EV) charging capabilities, with 10 bays (21%) fitted with active provision, with the potential for all spaces to be upgraded in the future.
- 6.237. A review of baseline conditions and highway safety in the vicinity of the Site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the Proposed Development.
- 6.238. The Site is accessible by sustainable modes of transport. The surrounding area exhibits opportunities for pedestrian and cycling use, and there are several public transport stops within acceptable walking distance of the Site.
- 6.239. The Site currently comprises a surface level car park operated by Citi Park. It has a total capacity of circa 100 parking bays. It is considered that the removal of 100 parking spaces and development of a high-density residential building with 47 parking spaces is likely to result in a net decrease in vehicular trips to and from the Site.

- 6.240. The trip generation exercise has demonstrated that any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation. Additionally, it is envisaged that the majority of residents and staff of the Site would not travel by car and would mostly arrive on foot, cycle, or public transport. Sustainable travel initiatives have been proposed to increase the level of walking, cycling and public transport use to and from the Site.

Noise

Policy and Guidance

- 6.241. Saved UDP Policy DC26 Development and Noise outlines the Council intends to use the Development Control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:
- a) the effect of new development proposals which are likely to be generators of noise; and
 - b) the implications of new development being exposed to existing noise sources which are effectively outside planning control.
- 6.242. In addition, Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects on amenity, including noise.
- 6.243. NPPF paragraph 174 e) sets out that development should neither contribute nor be at risk of the impacts of noise.

Compliance of the Proposed Development

- 6.244. The ES contains an assessment of the noise and vibration associated with the Proposed Development in Chapter 10 as prepared by Fisher Acoustics.
- 6.245. The principal long-term potential environmental noise source due to the operation of the Proposed Development is building services plant. Building services plant noise emissions from the Proposed Development will be controlled through careful design and specification of building services plant and by provision of acoustic screens and attenuators where required to meet the noise emissions criteria at each noise sensitive receptor at and around the Site. As such, negligible impact is expected.
- 6.246. The minimum required sound insulation performance of the curtain wall to the dwellings of the Proposed Development has been identified. Compliance with the performance criteria should ensure that the impact of environmental noise levels at the Site on the occupants of the Proposed Development is negligible.
- 6.247. External noise criteria have been specified for the allowable levels of activity noise egress from the proposed amenity spaces and commercial units. Compliance with the criteria would lead to negligible noise effects at sensitive receptors.

Implementation and Operation

Policy and Guidance

- 6.248. Core Strategy Policy DM1 Development Management, states that development should have regard to effects on amenity, including noise, air quality, road safety and traffic generation. Policy SP1 Spatial Principles, states that developments should minimise emissions.
- 6.249. Core Strategy Policy EN19 Waste requires all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.
- 6.250. MCC has prepared a Waste Storage and Collection Guidance Note (GD04) which contains minimum standards to be considered for the storage and collection of waste. This guidance follows the recommendations set on the Waste Management Plan for England, strongly encouraging and promoting high levels of quality recycling.

- 6.251. The note states that all planning applications for new developments and conversions must include a Waste Management Strategy that includes:
- An estimated storage area for the waste produced by the development, including residential, F&B and retail uses;
 - Details of internal and external stores for both waste and recycling; and
 - Location of the proposed collection point and details of the route the collection will take.
- 6.252. The Manchester Residential Quality Design Guidance (2017) acknowledges that effective operational management of a development is central to maintaining quality of the accommodation and the use and enjoyment of the space by its residents over the long term. Early consideration of operational requirements is important.

Compliance of the Proposed Development

Construction Management

- 6.253. The Construction Methodology and Programme detailed within Chapter 5 of the ES (Volume 1) has been prepared by the Applicant. The Chapter sets out best practice for the construction process to minimise the impact on residential amenity and the surrounding area and has informed the assessments within the ES technical chapters.
- 6.254. The construction methodologies have been refined through the Applicant's extensive experience in the construction of high-rise and major developments.
- 6.255. The Guidance also recognises the benefits of new technologies to establish networks as part of the operational management strategies.

Operational, Servicing and Waste Management

- 6.256. The Applicant is a wholly owned subsidiary of Vita. Vita is a best-in-class residential developer and operator who has pioneered a range of award-winning living products in Manchester Regional Centre and across the UK. Vita's ethos is formed around a customer-focused approach whose central aim is forming sustainable, diverse and vibrant communities in and around its properties.
- 6.257. An Operational Management Plan has been prepared by Vita and is submitted in support of this planning application. It provides further details of the management processes proposed to be undertaken at Port Street, including the following:
- Staffing / Reception Services
 - Response to Incidents
 - Security
 - Cleaning and Refuse
 - External Cleaning and Maintenance
 - Car Parking
 - Bikes
 - Post and Deliveries
- 6.258. The Proposed Development will benefit from Vita's highly experienced property management team providing the occupiers with direct contact for any queries as well as general housekeeping. This includes a 24/hr concierge and customer service team.
- 6.259. Large areas of public space are proposed withing the development. The difference in height across the Site provides an opportunity to control the access between public and private terraces. The public space is also proposed to be gated and closed at night.
- 6.260. Both retail units are fully segregated from the residents area, and are proposed to include full height glazing along their external facades, increasing the active frontage.

TV Reception

Policy and Guidance

- 6.261. The MCC Validation Checklist requires that any development over four storeys be supported by a TV reception impact assessment. The report should assess the possible interference created by the Proposed Development on TV and radio reception within the area.

Compliance of the Proposed Development

- 6.262. A Television Desk-Based Report has been undertaken by Pager Power, to determine the potential effects on the local reception of television broadcast services arising from the Proposed Development.
- 6.263. The Proposed Development is within the coverage area for the Winter Hill television transmitter which is expected to be the main transmitter serving the area.
- 6.264. Any interference would be due to diffraction (shadowing) effects i.e. the weakening of the transmitted signal due to the physical presence of the Proposed Development.
- 6.265. A Site survey was undertaken on the 16th of September 2021 to confirm the relevant transmitter and record the signal quality.
- 6.266. Low rise residential properties are mostly located over 1.9km away within the shadow zone where interference issues at this range are unlikely to have significant effect. The signal quality at this range is generally very good within the Proposed Development shadow zone for the main multiplexes.
- 6.267. Negative effects upon signal strength are most likely at locations close to the Proposed Development i.e. within 1km of the Proposed Development and within its shadow zone. This area is predominantly commercial and populated by tall buildings where some residences may exist. The signal quality within this range was recorded as moderate for the main multiplexes and therefore interference effects are possible; however, if receiving aerials exist it is unlikely that they will be located below 10 metres above ground therefore effects may not be noticeable in practice.
- 6.268. It is possible that no adverse effects will occur due to the current reception quality in the surrounding area and the scarcity of residential receptors at a low height in the immediate shadow zone.
- 6.269. It is therefore recommended to investigate any reports of interference in order to determine whether these are attributable to the Proposed Development. If this is found to be the case, mitigation can be applied. Therefore, at this stage there is no reason to install pre-emptive mitigation.

Broadband Connectivity

Policy and Guidance

- 6.270. Under MCC Planning Guidance, all new residential developments must incorporate measures to facilitate digital connectivity, having regard to the Data Ducting Infrastructure Guidance produced by the Department for Levelling Up, Housing and Communities.

Compliance of the Proposed Development

- 6.271. A Broadband Connectivity Assessment has been prepared by Pager Power in support of this Application. The Assessment seeks to ensure that new residences have access to superfast broadband speed, to ensure future occupants can obtain the associated services.
- 6.272. Suitable superfast broadband speed, understood to mean a minimum of 24 Mbps, is available at some addresses near to the Proposed Development location; however, it is inconclusive if this will be available to the Proposed Development under baseline conditions.

- 6.273. Virgin Media provide services with of an average of 1130Mbs to some addresses near to the Proposed Development location. However, for some addresses near to the Proposed Development location, there are no services from Virgin Media. Openreach typically provide Fibre To The Cabinet (FTTC) infrastructure, and this is leased by BT and Sky who provide internet services, amongst other retail providers. However, a review of addresses near to the Proposed Development location has shown that FTTC infrastructure may not currently be available for the Proposed Development from Openreach. The review has also shown that for many addresses near to the Proposed Development location, there is no superfast services from BT and Sky.
- 6.274. The Proposed Development consists of more than 19 plots. Therefore, Fibre To The Premises (FTTP) infrastructure is available free of charge for this development subject to application to Openreach. This would ensure internet speeds are maintained and is recommended for the Proposed Development. If the installation of FTTP were to be pursued, the application must be done at least six months before provision of the service to the first property is provided.

Local Labour Agreement

Policy and Guidance

- 6.275. Core Strategy Policy EC1 Employment and Economic Growth in Manchester requires Local Employment Agreements to contain a commitment to work with the Work Skills Team to ensure that employment opportunities resulting from this development are made available to Manchester residents through existing recruitment offer and allow hard to reach groups equal opportunity to be successful in applying.

Compliance of the Proposed Development

- 6.276. The Applicant is committed to a Local Labour Agreement as part of the proposed construction process for the Proposed Development. Further details are provided in the Local Labour Agreement submitted with the planning application.

Planning Assessment Summary

- 6.277. This section of the report provides a summary of how the application proposals have been comprehensively assessed in relation to the Development Plan and other material considerations. This has taken place during an extensive process of pre-application consultation and technical due diligence including the preparation of an Environmental Impact Assessment and other technical reports. The conclusion of that process is that the proposals are in accordance with the Development Plan when taken as a whole and positively address the material planning considerations such that they merit the support of the Local Planning Authority.

7. Tall Building Statement

- 7.1. This chapter contains justification against relevant policies and guidance contained in Manchester's Core Strategy and Historic England Guidance on Tall Buildings.

Introduction

- 7.2. The Manchester Guide to Development SPD states that *"it will always be important for the City to be able to accommodate new interest and activity in its different forms, including tall buildings"* (p.46).
- 7.3. Manchester's Guide to Development SPD states that the Council *"would require any such proposals to be presented in context of the joint guidance produced by CABI and English Heritage for assessing tall buildings"* (p.50).
- 7.4. On 10 December 2015, Historic England published Advice Note 4, Tall Buildings which represents an update to the CABI and English Heritage Guidance published in 2007, responding to the requirements of the NPPF and the marked increase in proposals for new tall buildings. Therefore, the evaluation of this element of the Proposed Development as set out below is based on the 2015 guidance.
- 7.5. The Proposed Development is also assessed against the Core Strategy Policy EN2 (2012) on Tall Buildings.

Pre-Application Consultation

- 7.6. Historic England Advice Note 4 identifies a series of steps that should be undertaken pre-application in close consultation with the LPA and Historic England. These are as follows:
- Identify the zones of visual influence of a proposal, which help to understand the character of the areas that may be affected and any individual heritage assets. A series of key views were agreed with LPA and HE officers during pre-application discussions and these have formed the basis of visual assessment to determine heritage and townscape impacts.
 - Guide and improve design: Design Review is an established tool for the assessment of impact. The Proposed Development has also been the subject of a Places Matter! Design Panel Review. The Places Matter! Design Review Panel and the design response is explained in further detail in the DAS, prepared by SHP, submitted in support of the application.
 - Understand what illustrative material is likely to be needed in terms of the quality, accuracy, clarity and detail, so that the impact can be properly and objectively assessed. The full suite of supporting information was agreed with LPA prior to preparation of the planning application and the submitted EIA was subject to a robust EIA Scoping exercise.
- 7.7. The remainder of this section will consider the proposal against the Historic England guidance recommended design criteria in the following order:
- Assessment of Context and Heritage Assessment;
 - Architectural Quality;
 - Sustainable design and construction of the proposal;
 - Credibility of the design;
 - Contribution to public space and facilities;
 - Consideration of the Effect on the local environment; and
 - The provision of a well-designed, inclusive environment.

Assessment of Context and Heritage Assessment

Townscape Context

- 7.8. Advice Note 4 states that applications need to deliver architectural quality which also includes, impact on streetscape and near views, impact on cityscape and distant views, and impact on the skyline. The guidance also outlines that proposals should have a positive relationship with the character of place.
- 7.9. A Townscape and Visual Impact Assessment has been prepared as part of the EIA submitted with the application. This identifies and assesses the impact of development on potentially affected character areas and key views around the Site.
- 7.10. With regards to character areas, the TVIA identifies the Site as being an “urban” character type, as defined in the Greater Manchester Landscape Character and Sensitivity Assessment. The TVIA also references MCC’s Strategic Level City-Wide Urban Characterisation, which was undertaken in 2010 as an evidence base for the Core Strategy, and identifies two character areas potentially affected by the proposals: the City Centre and the Central Area of Change.
- 7.11. The City Centre is characterised by the following:
- *“The urban form is one of contrasts;*
 - *The scale of built form also varies, sometimes dramatically, but the core area is mainly one of higher, larger scale buildings;*
 - *The core has a relatively modest amount of open space (when compared to built floorspace);*
 - *The Conservation Area status of much of the centre and the concentration of listed buildings reflects the urban history and quality of the urban environment;*
 - *It contains a mix of building ages, types and quality;*
 - *Outside the core, the intensity of activity falls and, within larger areas, uses are less mixed with fewer uses of particular regional significance but that can include uses not generally found in the core area including elements of industrial use;*
 - *The non-core area includes significant areas of cleared land (often used for surface car parking) and a growing component of contemporary residential use as the core area pushes outwards.”*
- 7.12. The Central Area of Change is characterised by the following:
- *“The majority of the area is engulfed by the industrialised expansion of the city;*
 - *The area remains the focus of the city’s industrial and other out-of-centre commercial activity mostly in low-rise industrial shed-style buildings;*
 - *Change is once again underway with regeneration programmes that have, and continue, to transform the urban form of significant parts of the area;*
 - *There are, however, localities which exhibit increased levels of overall activity: Those close to the City Centre and the Higher Education Precinct and areas that have recently experienced regeneration to higher densities that can now sustain a greater range of associated facilities.*
- 7.13. At a more local level, the Manchester City Centre Strategic Plan identifies local level Townscape Character Areas (TCAs). The TVIA considers TCAs within 500m of the Site, which include: New Islington; Ancoats; Northern Quarter; Piccadilly; Retail Core; and Kampus. The TVIA concludes that the proposals will have a moderate beneficial impact on the townscape within Ancoats and the Northern Quarter, a minor-moderate beneficial effect on Piccadilly, and a neutral or negligible impact on the wider Character Areas.
- 7.14. In terms of visual impact, a total of 13 representative views within the established Zone of Theoretical Visibility (ZTV) have been selected for the analysis of visual effects. A study area radius of 500m from the centre point of the Site has been defined. This is based upon the ZTV, which has identified the likely (or theoretical) extent of visibility of the Proposed Development. Townscape and visual receptors assessed within this TVA are located within the Study Area boundary. Beyond this extent, it is considered that there will be no likely perceivable change to the townscape baseline or to views in the direction of the Site. This is

due to the urban context of the Site and the resulting screening effects of surrounding buildings and structures, including railway viaducts, topography and intermittent vegetation and trees.

- 7.15. Of the 13 representative viewpoints there are only seven views that are assessed as 'significant'. These include three Moderate Neutral effects, one Moderate – Major Neutral effect, and a single Moderate – Major Adverse Effect. The adverse impact relates to the view looking northwards along Port Street.
- 7.16. The design principles embedded into the proposals have ensured that, wherever possible, adverse effects on the townscape and visual amenity have been designed out and the opportunity for beneficial effects has been maximised.
- 7.17. Further information can be found within the Townscape and Visual Impact Statement prepared by Re-Form that is submitted with this Application.

Heritage Context

- 7.18. Advice Note 4 states that applications should include a Heritage Assessment and seek to have a positive impact with heritage assets and their settings. The guidance outlines that a high quality scheme would have a positive relationship with the following:
- a) Topography
 - b) Character of place
 - c) Heritage assets and their settings
 - d) Height and scale of development (immediate, intermediate and town- or city-wide)
 - e) Urban grain and streetscape
 - f) Open spaces
 - g) Rivers and waterways
 - h) Important views including prospects and panoramas
 - i) The impact on the skyline
- 7.19. A full heritage assessment, prepared in-line with national and local planning legislation, policy and guidance, is submitted as part of the ES. This assessment first details the baseline heritage significance of the Site and its surrounds, and details key views from which the heritage impact of development should be assessed. This baseline significance and these key views were agreed with Historic England and the LPA during early pre-application discussions.
- 7.20. These have also been informed by the heritage analysis undertaken by Stephen Levrant Heritage Architecture (SLHA) as part of the 2016 Piccadilly Basin SRF, which was endorsed by the Council following consultation with statutory and non-statutory consultees including Historic England. The 19 October 2016 MCC Executive Report reporting this consultation, notes that, *"Historic England agrees with the principle that height could build up fronting Great Ancoats Street. However they add that the visual impact of the indicated height would need to be carefully assessed to establish the impact on surrounding highly designated assets."*
- 7.21. Having established the baseline heritage significance of the Site and its surrounds, the Design Team undertook an iterative design process informed by options appraisal to reach the optimum design solution for the Site. This was undertaken in close consultation with Historic England and the LPA, together with wider technical and non-technical stakeholders.
- 7.22. The conclusions of the Heritage Assessment are detailed in the previous chapter of this Statement and in summary are that the Proposed Development is demonstrably consistent with national and local policy and that where the proposals have been demonstrated to result in instances of adverse impact upon the built historic environment, the perceived level of harm is required to be outweighed by the public benefits brought about by the Proposed Development as per the requirements outlined within the NPPF paragraph 202.
- 7.23. These include a number of social, economic and heritage benefits which have been outlined in paragraph 6.112. Full details on heritage considerations can be found within the Heritage Statement prepared by Stephen Levrant Heritage Architecture.

Architectural Quality of the Proposed Development

- 7.24. Advice Note 4 sets out that delivering high quality architecture involves consideration of, amongst other things:
- Scale;
 - Form and massing;
 - Proportion and silhouette;
 - Materials and surface design; and
 - Relationship to other structures.
- 7.25. It also suggests impact of streetscape and skyline is a feature of high quality architecture and which has been addressed above in respect of the Townscape Context.
- 7.26. The quality of the design is detailed in Chapter 6 of this report and in detail within the submitted D&A.
- 7.27. The current use of the Site as a surface level car park contributes negatively to the overall character of the Piccadilly Basin and therefore detracts from the attractiveness of the area. The Site has been identified as a strategic regeneration priority within the 2016 Piccadilly Basin SRF, potentially for a building of height.
- 7.28. The Applicant has appointed a high-calibre design team, led by Simpson Haugh Architects and Re-Form Landscape Architects, with a demonstrable track record in delivering some of the most iconic buildings and public spaces in Manchester City Centre.
- 7.29. The evolution of the design has been through a rigorous design process and has been shaped by consultation with statutory and non-statutory consultees, including Manchester City Council, Places Matter Design Review, Historic England, and the local community.
- 7.30. The quality of the resultant design and how this has responded to the local and city-wide context is summarised in Chapter 6, and in explained in detail in the submitted Design and Access Statement prepared by Simpson Haugh and the Landscape Strategy prepared by Reform.

Sustainable Design and Construction

- 7.31. Advice Note 4 notes that tall buildings should give consideration to ‘sustainability’. This is not explored in-depth within the Advice Note 4, and therefore the NPPF provides the principal guidance on how the proposal accords with sustainable design and construction.
- 7.32. The Proposed Development’s approach and performance with regards to sustainability and supporting the City Council’s response to the climate change emergency is detailed in Section 6. This summarises how the proposals will contribute to securing sustainable development and regeneration in the City. Full details are provided within the Energy Strategy, Environmental Standards Statement and Climate Change assessment submitted with the application.

Credibility of the design

- 7.33. Advice Note 4 sets out that planning applications should consider the credibility of proposed tall buildings. There is limited advice on what Historic England defined as a ‘credible design’, however it does note that design should provide an inclusive environment and take opportunities to improve permeability and legibility.
- 7.34. The proposals have considered the Manchester Residential Quality Guide throughout, alongside the underlying principles of the two SRFs. Creating ‘credible’ design is similar to creating good design, and from good design there should be an inclusive environment.
- 7.35. The DAS prepared by SHP comprehensively sets out a strong and detailed narrative which fully justifies the design intent, including how the scheme contributes enhances permeability and legibility. The DAS sets out the ways in which good design has been applied throughout, in line within paragraph 130 of the NPPF.

- 7.36. In regard to physical security, the ground floor layout has been designed to maximise opportunities for passive surveillance of the public realm spaces but will also incorporate CCTV. Residential entrance lobbies are situated adjacent to the public realm, which will be well lit and overlooked. The development will also benefit from 24 hour on-site concierge/management staff in each tower. The car park entrance will be provided with a security shutter / bi fold gate arrangement.
- 7.37. On this basis, the proposals accord with Advice Note 4 and will deliver a credible design which accords with 'good design' as set out in the NPPF.

Contribution to public space and facilities

- 7.38. Advice Note states that *"consideration needs to be given to tall building's contribution to public space and facilities. This applies both internally and externally, including provision of a mix of uses (especially on the ground floor of towers), as part of a well-designed public realm."*
- 7.39. This can also be read alongside paragraph 130 of the NPPF, it is stated that proposals should use effective landscaping and sustain an appropriate amount of development such as public space as part of the proposals. It also goes on to emphasise the importance of trees to the character of urban environments and notes the role trees have in helping to adapt and mitigate climate change.
- 7.40. As summarised in Chapters 4 and 6 of this Statement, and explained in detail in the submitted Design and Access Statement and Landscape Strategy, the proposals will transform an existing low-grade, poor quality surface car park to create a substantial new green landscaped area, extending to c.2,005 sq. m, to provide private amenity for residents of the development and new public realm. The public realm will create a new dwell space in the City Centre and facilitate future connections through the Piccadilly Basin area, as envisaged in the 2016 SRF.
- 7.41. Internally, the building is amenity rich. It provides extensive residents' amenity space on ground and intermediate floors and on roof levels. The ground floor of the perimeter block comprises two commercial units, which will activate Port Street and Great Ancoats Street to serve existing communities and those within the Proposed Development.

Consideration of the impact of the Local Environment

- 7.42. The Advice Note 4 sets out that, *"consideration of the impact on the local environment is also important, including microclimate, overshadowing, night-time appearance, light pollution, vehicle movements, the environment and amenity of those in the vicinity of the building, and the impact on the pedestrian experience."*
- 7.43. A comprehensive suite of environmental technical analysis has been undertaken to assess the potential impacts of the Proposed Development. These technical reports together consider the impact of the proposals on the local environment, and specifically the application is supported by the submission of an Environmental Statement (ES), the scope of which was formally confirmed by the LPA via the EIA Scoping Opinion issued on 30 September 2021. The environmental effects of the development are summarised in Chapter 6 of this Statement.

The provision of a well-designed, inclusive environment

- 7.44. Advice Note 4 sets out that *"Well-designed tall buildings provide an inclusive environment, both internally and externally, taking opportunities to offer improved permeability, accessibility and, where appropriate, the opening up or effective closure of views to improve the legibility of the wider townscape."*
- 7.45. Care has been taken to ensure that the design contributes to and enhances the quality of life for residents, workers and visitors.
- 7.46. The Proposed Development is to provide residential-led development with supporting commercial uses and high-quality public and private realm that is currently limited in Manchester City Centre. This is closely in line with the high-quality design of the wider area and the development principles identified within the Piccadilly Basin SRF (2016).
- 7.47. A mixture of one, two and three-bed units will help to create a new residential community that is richly diverse in its demographics. The Applicant is well experienced in delivering residential products that are highly successful in creating inclusive environments which foster social interaction.

- 7.48. Altogether, the final design has been able to create a 'unique sense of place' in this part of the City Centre and will make a significant contribution to the Piccadilly Basin SRF area. Further information can be found within the Design and Access Statement prepared by Simpson Haugh and the Landscape Strategy prepared by Reform which are being submitted as part of this application.
- 7.49. Overall, the proposals comply with Advice Note 4 and provide a well-designed environment.

Accordance with Manchester's Core Strategy Tall Buildings Policy

- 7.50. Policy EN2 of the adopted Core Strategy (July 2012) states that: "Tall buildings are defined as buildings which are substantially taller than their neighbourhood and/or which significantly change the skyline." As the Proposed Development meets this criteria as a tall building it is required to meet Policy EN2 and which has been addressed above, as well as is in Appendix A.
- 7.51. In summary, the Proposed Development positively contributes and fully complies with the policy and guidance set out in regard to tall buildings.

8. Conclusion

- 8.1. This Planning and Tall Building Statement ('the Statement') has been prepared by Deloitte LLP and accompanies a Full Planning Application made by Manchester (Port Street) Limited for redevelopment of land on the corner of Great Ancoats Street and Port Street for a residential-led use.
- 8.2. The Applicant is a best-in-class residential developer and operator who has pioneered a range of award-winning living products in Manchester and across the UK. Their ethos is formed around a customer-focused approach whose central aim is forming sustainable, diverse and vibrant communities in and around its properties. The Affinity Living build-to-rent residential offer the development will bring to the Site already successfully operates in the Regional Centre.
- 8.3. The Site is in a highly sustainable location due to the proximity of a wide range of transport links. The current use of the Site does not fully utilise the Site's locational advantages. The Site is within easy reach of areas of work, leisure facilities, public transport and other social infrastructure facilities and would cater to the growing need for housing in Manchester and Greater Manchester more broadly.
- 8.4. The Site is currently a surface level car park of low-quality hardstanding that is detrimental to the streetscape and contributes nothing to the local area. The Site is a strategic regeneration priority, identified in the 2016 Piccadilly Basin SRF as an important intersection in the City Centre, connecting the Piccadilly Basin to Ancoats, New Islington and beyond to Holt Town and through to the Etihad; to the Northern Quarter; and to the wider City Centre. As such the SRF, endorsed by the City Council in October 2016, envisages tall buildings on the Site to create a sense of arrival to the area.
- 8.5. The indicative masterplan included in the SRF envisages c.450 apartments within two tall buildings on the Site, rising to 19- and 33-storeys respectively.
- 8.6. The development proposed in this planning application have evolved through an iterative design process, informed by exhaustive options appraisal and undertaken in close consultation with the Planning Authority, Historic and other statutory and non-statutory consultees, including the local community. The resulting design represents a more considered and sensitive response to the Site and its context than was envisaged in the SRF, whilst delivering a similar density of development and thereby supporting the objectives of Core Strategy Policy CC6 in maximising the efficient use of land in the city core.
- 8.7. The high quality residential accommodation will enhance housing choices in the City Centre, supporting the city's continued population and economic growth. A significant financial contribution will be made to affordable housing provision in the city, subject to independent review of the submitted viability appraisal. A reconciliation mechanism is anticipated in any Section 16 legal agreement to allow for further contributions should development viability improve in the future.
- 8.8. The Proposed Development has been designed to respond to the surrounding area and context. A comprehensive townscape and massing analysis has been undertaken to ensure that the scale of the development reflects its prominent location. The Proposed Development fully complies with the policies and guidance in relation to tall buildings.
- 8.9. The development will deliver circa 2,005 sq. m new green open space and 45 trees to the Site, together with repairing and enhancing the streetscape along Port Street and Great Ancoats Street. The public realm will facilitate future delivery of safe, attractive and accessible pedestrian routes through the Piccadilly Basin area, as envisaged in the 2016 SRF.
- 8.10. Sustainable measures have been incorporated into the proposed design from the outset. When incoming building regulations are taking into account, the development performs well and is compliant with the new Building Regulations by achieving a 53% reduction in target carbon emissions and a 6.4% reduction in primary energy on day one. Full and detailed analysis of the impact of development on climate change has been undertaken as part of the EIA.

- 8.11. The Core Strategy and all material considerations identified have been considered in the preparation of the application and evolving the design of the development, alongside site-specific considerations. Policies and guidance contained within these documents are assessed in more detail within other technical reports submitted with the Application.
- 8.12. A detailed assessment of the proposals has been undertaken against planning policy at all levels as set out within the body of this report and at Appendix A. Taking all of this into account, it can be concluded that the Proposed Development is considered to be substantially compliant with the aims and objectives of the Development Plan taken as a whole.
- 8.13. It is further supported by the assessment of other material considerations including the NPPF and it has been demonstrated that the Proposed Development will deliver the overarching economic, social and overarching objectives of sustainable development as a whole. As such, the Proposed Development therefore merits of the support of the Local Planning Authority and the grant of Planning Permission.



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