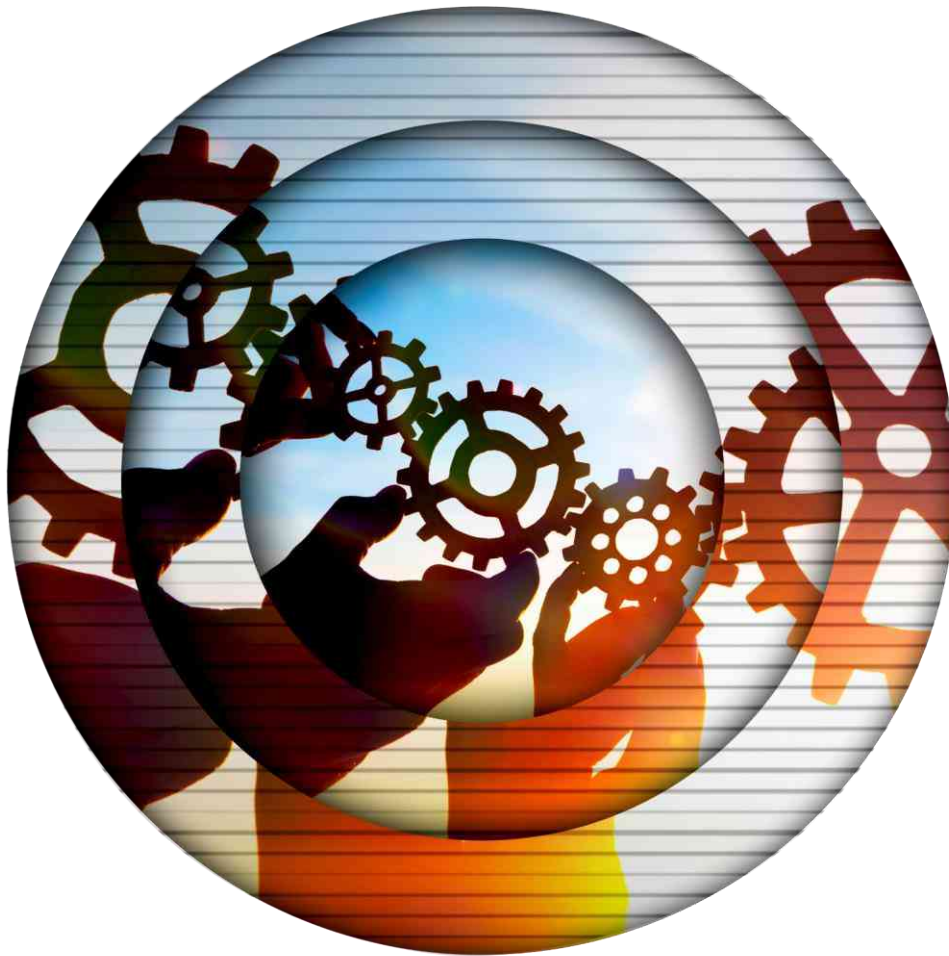




Planning and Tall Building Statement

Plot F, Great Jackson Street

November 2021

Contents

1	Introduction	4
2	Site and Surroundings	11
3	Strategic Context	18
4	Proposed Development	28
5	Planning Policy Framework	39
6	Tall Building Evaluation	48
7	Planning Assessment	63
8	Conclusions	98
	Appendix A: Detailed Response to Planning Policy	102
	Appendix B – Viewpoint Locations	110
	Appendix C - TVIA Proposed View Photos	111

Planning and Tall Building Statement

Ed Britton, Assistant Director

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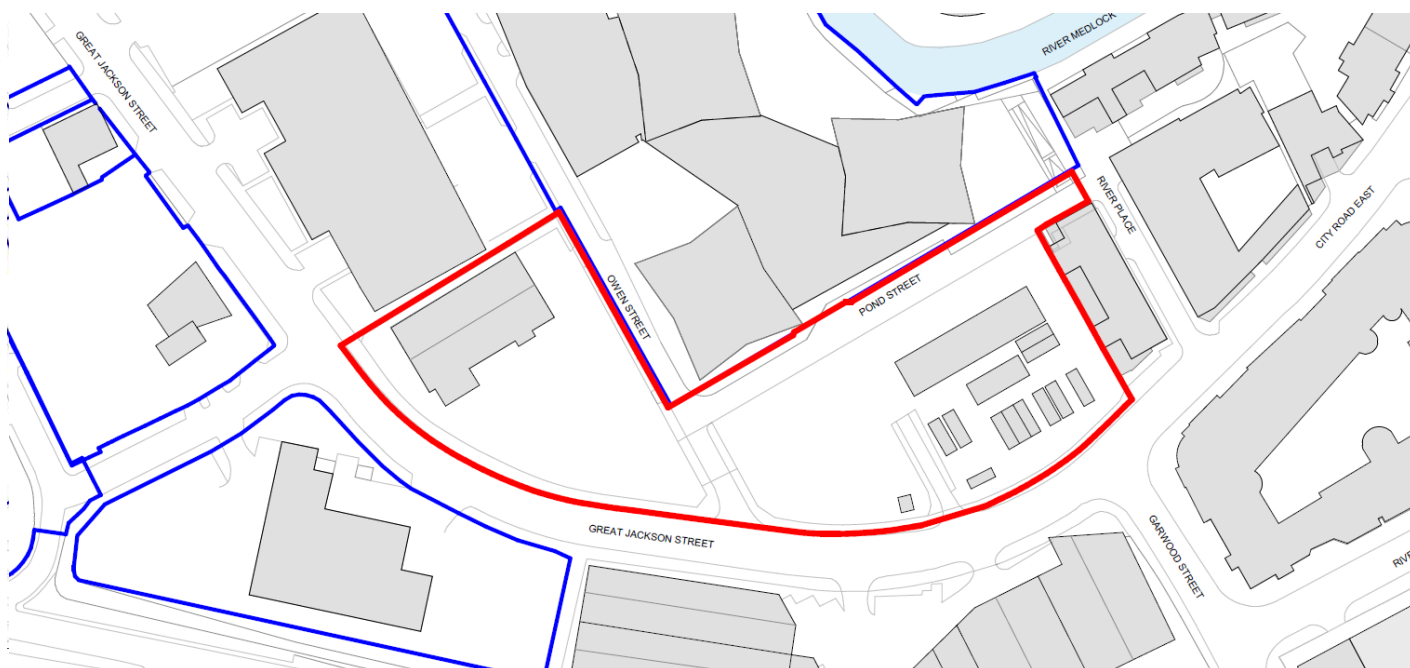
Mark Underwood, Partner

1 Introduction

Introduction

- 1.1 This Planning and Tall Building Statement ('the Statement') has been prepared by Deloitte Real Estate in support of an application for Full Planning Permission for the redevelopment of Plot F, as identified in the Great Jackson Street Development Framework (2018) (GJS Framework) ('the Site'). The Site is situated within the Deansgate Ward.
- 1.2 The Statement considers the Proposed Development in its strategic and local urban context and assesses its acceptability in the context of the Development Plan and other material considerations.
- 1.3 Guidance of particular relevance includes Historic England's Tall Buildings Guidance (2015), which provides recommended criteria for assessing tall building proposals. The GJS Framework and the Manchester Residential Quality Guidance (2017) are also key considerations that are addressed within this Statement.

Figure 1.1 Existing Site Plan (Simpson Haugh and Partners (SHP))



The Applicant

- 1.4 The Applicant is Renaker Build Limited ("the Applicant"). The Applicant is firmly established as one of the North West's leading property developers, with a proven track record in design, build and delivery of high quality and high-rise residential schemes – with approximately 1,600 new homes currently under construction, including Crown Street Phase 2 and Castle Wharf.
- 1.5 The Applicant has also recently completed construction of 1,700 new homes as part of Crown Street Phase 1 and the landmark Deansgate Square development, which has set a new benchmark for residential quality in Manchester.

- 1.6 The Applicant has led the delivery of the transformative GJS Framework area, where the Site is located. The Applicant's vision is to transform the urban landscape and skyline through the delivery of buildings of exceptional design quality, which provide high quality homes and create resilient and sustainable neighbourhood that will become part of the physical and social fabric of the city centre.

Proposed Development

- 1.7 This section provides an outline of the Proposed Development, further details can be found within Chapter 4 of this Statement.

- 1.8 The Proposed Development comprises two 51 storey buildings, which will deliver 988 new residential homes in two phases. The development will deliver a mix of 1-bed, 2-bed and 3-beds homes, in addition to internal and external residential amenity spaces comprising a gym, residents' gardens, basement car parking to provide 296 spaces and 988 secure cycle parking spaces and access. The proposals also include extensive high-quality public realm, which will substantially enhance pedestrian and cycle connections through and around the Site.

- 1.9 The Proposed Development is described as follows:

"Full planning permission for the demolition of existing structures and the erection of two 51-storey residential buildings (Use Class C3) across two phases, including residential amenity facilities, basement car parking, landscaping and public realm, servicing and access arrangements, highways alterations, and associated works."

- 1.10 The Proposed Development will provide significant regeneration benefits, as summarised below and outlined further in Section 6 of this Statement.

- Redevelopment of a long-term under-utilised City Centre brownfield site to deliver a high quality scheme that aligns with the objectives of the GJS Development Framework;
- Delivery of high quality, highly visible and well-designed buildings in an area of the City Centre that is identified for tall buildings;
- Provision of high quality residential accommodation within Manchester City Centre, which will make a positive contribution towards addressing Manchester's housing needs;
- Creation of 0.59 ha. of high quality public realm (comparable to the scale of Deansgate Square), which will include both hard and soft landscaping;
- Enhanced connections from Hulme into the City Centre, Castlefield and First Street. Improved connectivity to Manchester's existing blue and green network, including Hulme Park and the River Medlock;
- Improvements to safety along Pond Street, Owen Street and Great Jackson Street through well considered design, in consultation with Greater Manchester Police, which facilitates a greater level of passive overlooking;
- Creation of opportunities for construction internships and apprenticeships among the varied and specialised trade contractors during the construction phase; and,
- During the operational phase, the additional households accommodated in the proposed development will support additional household spend, and this is estimated to be some expenditure of £11.6m that is sufficient to support 80 FTEs. The addition of new homes in the

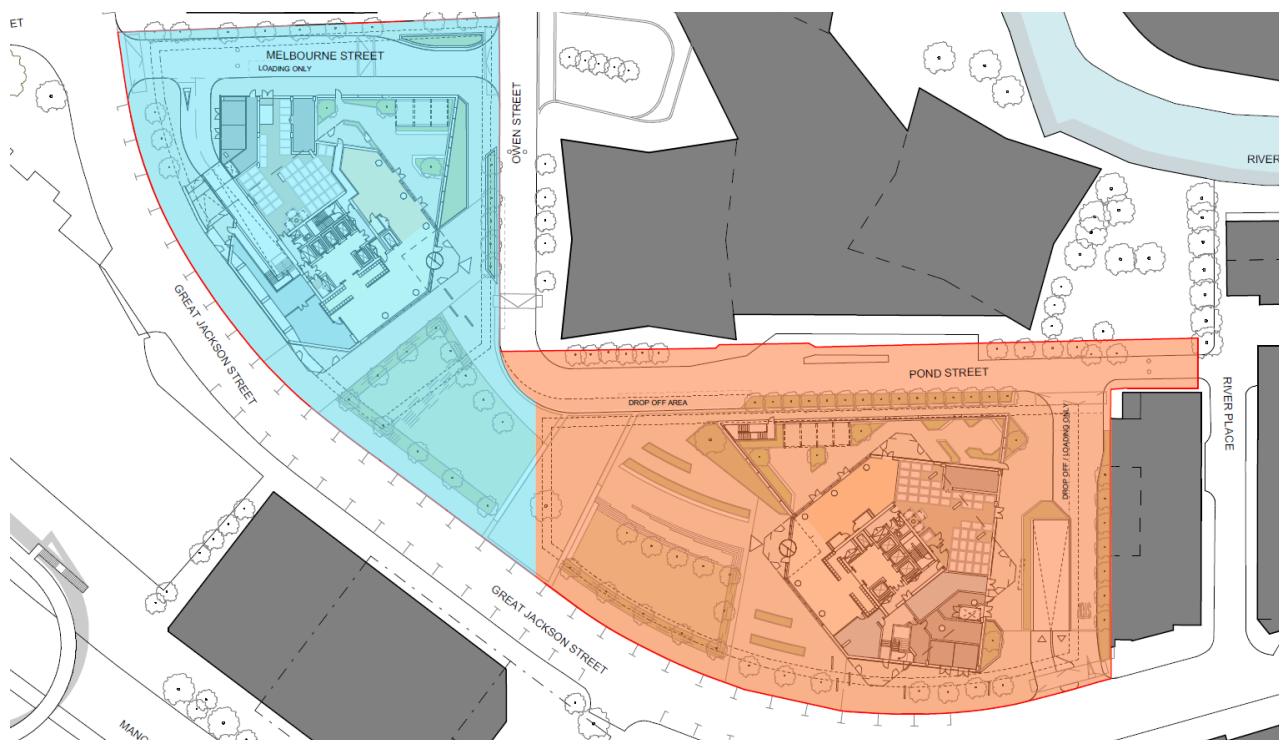
assessment area will generate additional Council Tax revenue for the City Council and this is estimated to be £1.4m annual income that will support delivery of services across the local authority. Phasing and Programme

1.11 The Proposed Development will be phased as described below in order to facilitate delivery process of each part of the scheme:

- Phase A – Construction of Tower F2, plus F2 basement car parking, landscaping and access.
- Phase B – Demolition of existing industrial building on-site and the construction of Tower F1, plus F1 basement car parking, landscaping and access.

1.12 Figure 1.2 below shows the proposed phasing layout for the Proposed Development.

Figure 1.2 Proposed Phasing Layout (Source: SHP)



1.13 The Applicant has provided the following indicative construction sequence and programme for delivering the proposals, assuming that planning permission is granted in early Q1 2022:

- Q2 2022 – F2 Anticipated Start on Site;
- Q4 2023 – F1 Anticipated Start on Site;
- Q2 2026 – F2 estimated completion; and
- Q4 2027 – F1 estimated completion / project completion.

1.14 This is an indicative construction programme and the Applicant highlights that there are multiple unknown factors involved in the development process. This may result in the programme ultimately being extended in the event delays are caused by sustained periods of poor weather, unexpected ground conditions or other abnormals, volatility in economic and housing markets, political uncertainty, the

availability of funding and any on-going effects from COVID-19. Notwithstanding these factors, Renaker has a demonstrable track record of delivering high density residential schemes within the City Centre and applies this extensive experience to all its projects.

- 1.15 For further details, please refer to the Phasing Plans (Drawing References: 10334-Z1-SHP-G000-PL-Grd-B5D802) prepared by SHP covering both above ground and below ground works, both submitted in support of this Application.

Pre-application Stakeholder Engagement

- 1.16 A Statement of Consultation has been prepared in support of the application. This document explains the programme of consultation that the Proposed Development underwent in order to ensure that issues could be considered and addressed as the design and content of the scheme developed.

- 1.17 A summary of the pre-application consultation undertaken is provided below:

- Three pre-application meetings with Manchester City Council (MCC) in February, May and June 2021.
- Virtual Councillor briefing meeting with Deansgate and Hulme Ward Councillors on 10 June 2021.
- Pre-application public consultation was undertaken virtually via a consultation website, which included information about the GJS Framework, the Site and the Proposed Development and invited members of the public to make comments. The consultation was publicised via a leaflet drop to 2,133 homes, businesses and landowners in the local area and via local press. The website was visited by 1,706 people and the comments received have been considered as part of the design development.
- The consultation website included details of an open consultation webinar, which was hosted on 23 June 2021. The webinar comprised a presentation of the proposals and provided a forum for members of the public to raise questions for the project team to answer. The webinar was attended by eight people.
- Places Matter! Design Panel were consulted on 19 May 2021 and provided a written response to the proposals on 28 May 2021.
- A briefing note was issued to Historic England (HE) to offer a meeting to discuss the proposals. HE confirmed that they would not need to be involved in further discussions.
- Other organisations consulted during the pre-planning stages include MCC Environmental Health, MCC Highways and Manchester Airport.
- Castlefield Forum were also invited for a briefing on the proposals, but no response was received.
- A pre-application meeting was also undertaken with Greater Manchester Police (GMP) to present the proposals and receive feedback on security credentials of the scheme.

- 1.18 Overall, pre-application engagement has demonstrated continued support for the delivery of new residential developments in the Great Jackson Street area in line with the GJS Framework.

- 1.19 Technical queries have been addressed within the Planning Statement, Statement of Consultation, Design and Access Statement and other submission information. Further statutory consultation will be undertaken on the proposals during the determination period and the Applicant will continue to engage with the Local Planning Authority as part of the on-going planning process.

Document Structure

1.20 The remainder of this Statement is structured as follows:

- Section 2 provides a description of the site and its wider context.
- Section 3 sets out the strategic and economic context of the proposals.
- Section 4 describes the application proposals and their design evolution.
- Section 5 details the relevant documents that make up the Development Plan and material considerations.
- Section 6 presents a detailed evaluation of the proposed tall buildings.
- Section 7 assesses the proposals against the policies in the Development Plan and in relation to the key planning considerations of relevance to this application.
- Section 8 provides our conclusions in relation to the overall merits of the proposals.

Application Documentation

1.21 This Statement should be read in conjunction with the following supporting documents submitted as part of this application:

Table 1: List of documents submitted in support of this Planning Application.

Document	Prepared By
Location Plan	SHP
Existing Site Plan and Elevations	SHP
Planning Application Drawings – Proposed Plans, Elevations and Sections	SHP
Phasing Plan	SHP
Landscape Plans	TPM Landscape
Statement of Consultation	Deloitte
DAS	SHP with input from the Landscape Architect
Landscaping Design Statement (included within DAS)	TPM Landscape
Green and Blue Infrastructure Statement	Deloitte
Lighting Strategy	SHP
Arboricultural Impact Assessment Report (AIA)	Godwins
Archaeological Desktop Study	Salford Archaeology

Document	Prepared By
Broadband Connectivity Assessment	Pager Power
TV Reception Survey	Pager Power
Safety Assessment (Manchester Airport)	Pager Power / MAG
Crime Impact Statement (CIS)	GMP
Phase 1 Ground Conditions Report	Coffey
Ecology Survey	ERAP
Environmental Standards Statement (ESS) and Energy Statement	Element Sustainability
Local Labour Agreement	Renaker
Development Management Strategy	Zenith
Servicing Strategy (included within Transport Statement)	Curtins
Site Waste Management Strategy (included within the DAS)	SHP
Ventilation Statement	FutureServ
Viability Assessment	Renaker
Flood Risk Assessment and Drainage Strategy	Curtins
Heritage Statement	SLHA
EIA Scoping Opinion	MCC

The Environmental Impact Assessment (EIA) of the proposals, which comprises:	
Volume 1: ES including: • Introduction • EIA Methodology • Alternatives and Design Evolution • Site Development Description • Summary of Residual Effects	Deloitte

The Environmental Impact Assessment (EIA) of the proposals, which comprises:	
Construction Management, Programme, Methodology and Phasing	Renaker
Air Quality	Ensafe
Climate Change	WSP
Daylight, Sunlight and Overshadowing	GIA
Solar Glare	GIA
Human Health	Enfusion
Noise and Vibration	Fisher Acoustics
Townscape and Visual Impact	Chris Burnett Associates
Traffic and Transport	Curtins
Wind Microclimate	WSP
Socio-Economics	Ekosgen
Volume 2: Technical Appendices	EIA Consultants, as necessary
Volume 3: Non-Technical Summary	EIA Technical Team

2 Site and Surroundings

- 2.1 This Chapter includes a description of the Site, its context to the surrounding area and the Site's suitability for the Proposed Development.

Site and Surroundings

- 2.2 The Application Site ("the Site") comprises Plot F of the GJS Framework area, and measures approximately 0.88 ha. The Site is bounded by Great Jackson Street to the south, Deansgate Square to the north, the Boatmans apartments to the east, and by industrial units to the west.
- 2.3 The Site has been historically underutilised and is currently occupied by a low-rise industrial unit and construction compound, with associated car parking, supporting the construction of Crown Street Phase 2. Prior to this, the Site's permanent use was as a Peugeot car compound. There is no recent planning history of relevance to the Site.
- 2.4 The Site is situated within the Deansgate Ward, with Hulme Ward located beyond the southern edge of the Mancunian Way.
- 2.5 The Site is currently accessed from Great Jackson Street via Owen Street. Owen Street currently runs through the centre of the Site and is currently not accessible to general traffic as a result of the construction traffic associated with the construction of Deansgate Square. Both Owen Street and Pond Street are privately owned by the Applicant and have been stopped up.

Environmental Designations

- 2.6 The Site is not within, nor does it contain, any ecological designations including sites of specific scientific interest (SSSI), sites of biological importance (SBI) or special protection areas (SPA).
- 2.7 The Site is secured by metal fencing and has some shrub vegetation and trees are present along the Site boundaries. There are currently seven individual trees and two groups of shrubs on the Site. There are no Tree Preservation Orders located on the Site.
- 2.8 As with the majority of Manchester City Centre, the Site is located within the Greater Manchester Air Quality Management Area (AQMA).
- 2.9 It is entirely located within Flood Zone 1 and is therefore at a low probability of flooding. As with the majority of Manchester City Centre, the Site is located within the Conurbation Core Critical Drainage Area as identified from the Manchester, Salford and Trafford Strategic Flood Risk Assessment (2011).

Figure 2.1 Flood Map for Planning - Risk of Surface Water Flooding (Source: Government Flood Map for Planning)



Conservation and Heritage

2.10 The Site itself is not located within a Conservation Area, nor are there Listed Buildings within the red line boundary or immediately adjacent to the Site. However, there are 21 listed buildings and one scheduled ancient monument located within a 500m radius of the boundary of the Site (listed below), which could be affected by the Proposed Development (See Figure 2.2 below):

1. Eastern wall fragment of Roman fort, Scheduled Ancient Monument
2. Church of St George, Grade II*
3. Churchyard Walls, Gate Piers and Gates of St. George's Church, Grade II
4. Former Bridgewater Canal Offices, Grade II
5. Artingstalls Auctioneers (378 Deansgate), Grade II
6. Merchant's Warehouse, Grade II
7. Middle Warehouse at Former Castlefield Goods Yard, Grade II
8. 29-41 Liverpool Road, Grade II
9. Lock-Keeper's Cottage at Lock No 91 Next to Gaythorn Tunnel, Grade II
10. Lock No. 91, at east end of Gaythorn Tunnel, Grade II
11. Rochdale Canal Lock No 92 (Dukes Lock) and Castle Street Bridge, Grade II
12. Manchester South Junction and Altrincham Railway Viaduct, Grade II
13. Deansgate Station, Grade II.
14. Floodgate on east side of Knott Mill Bridge, Grade II
15. Boundary Stone on Knott Mill Bridge, Grade II
16. Roman Catholic Church of St. Wilfrid, Grade II
17. School House, Grade II
18. G MEX (Manchester Central), Grade II*
19. The Britons Protection Public House, Grade II
20. Nos. 13-17 Albion Street, Grade II

- 21. Former Cotton Mill on West side of junction with Cambridge Street, Grade II
- 22. Mill Chimney Stack on West side of junction with Cambridge Street, Grade II

2.11 Whilst the Site is not located within a Conservation Area, the Site is located approximately 250m from the south- eastern boundary of the Castlefield Conservation Area.

Regeneration Context

Great Jackson Street Development Framework

- 2.12 The Site forms Plot F of the GJS Development Framework; a major part of the Southern Gateway redevelopment initiative situated on a key gateway into Manchester City Centre. The GJS Framework was originally endorsed in 2007 and was updated in both 2015 and 2018.
- 2.13 Most recently, the GJS Framework was updated to reflect the potential for further growth in this part of Manchester City Centre. Following public consultation organised by MCC, the GJS Framework was endorsed by the Executive Committee in January 2018 and now forms a material consideration in the determination of any planning application within its boundary. Within the context of the Development Framework as guidance, some flexibility can be applied to its development principles and masterplan, subject to robust justification being provided.
- 2.14 The vision for the GJS Framework area has remained consistent since the 2015 endorsed version of the document; to 'create a vibrant, safe, secure and sustainable community'. The GJS Framework envisions that Great Jackson Street will be characterised by high rise residential development.
- 2.15 Existing uses within the GJS Framework area include light industrial units in addition to residential uses in developments that have recently completed construction. Several of the key GJS Framework plots have now either completed or are now under construction to deliver new residential-led schemes.
- 2.16 Of particular note, Deansgate Square, to the north of the Site and beyond Pond Street, comprises four towers that have recently completed construction (Planning Ref: 111719/FO/2016/C1), delivering 1,508 apartments of a mix of 1, 2 and 3 bedrooms across four towers of 62, 50, 44 and 37 storeys (plus a four storey amenity building). Retail units are also provided on the ground floor to serve the new residents and visitors.
- 2.17 Crown Street Phase 1 is also nearing completion and will deliver 664 units with a mix of 1, 2- and 3-bedroom apartments, as well as townhouses and duplex apartments (Planning Permission Ref: 119806/FO/2018) once complete. Residential amenity space is provided in each building, as well as a communal terrace and ground floor commercial units including a proposed GP surgery. Victoria Residence, which is the first building at Crown Street Phase 1 to be delivered, completed construction in Q4 2020 and delivered 180 residential units in a new 21 storey tower. The 51 storey tall Elizabeth Tower, which is currently under construction, will deliver the remaining 484 units and is due for completion in Q4 2021.
- 2.18 Crown Street Phase 2 is currently under construction for two new 52 storey residential towers, seeking to deliver 855 units under planning permission Ref: 126668/FO/2020. It includes a public underground car park, primary school and a 0.5ha public park and is proposed for completion in 2024. The first tower of Crown Street Phase 2, the Blade, will provide 414 residential apartments. The second tower, three60, is scheduled to commence construction in November 2021 for completion also by the end of 2024.
- 2.19 Planning Permission was also approved in February 2018 on land bounded by Great Jackson Street and to the north west of the Site at Plot E of the GJS Framework area (Planning Ref: 116850/FO/2017). This approved the demolition of existing buildings and the construction of three residential buildings, which

range in height of 32, 26 and 18 storeys to deliver 399 residential units, 50 retirement units and offers 675 sq. m. of commercial floorspace. At present, the planning permission remains extant, but construction has not commenced.

- 2.20 South of Great Jackson Street lies Plot G of the GJS Framework. A Planning Application for the development of Plot G was approved at the MCC Planning and Highways Committee Meeting in July 2021 for the development of two 56 storey tall residential buildings comprising 1,037 units and a ground floor commercial unit (Planning Ref: 129273/FO/2021).

Wider City Context

- 2.21 The Site is itself located within Manchester City Centre and the Regional Centre as defined in the MCC Local Development Framework and is located in a key strategic location to the south of the City Centre.
- 2.22 The Site is located in close proximity to various defined areas, which are characterised by their proximity to the City Centre, their built environment and mix of uses, including:
- **Hulme:** Hulme is situated to the south of the Site on the other side of the Mancunian Way. Hulme is predominantly a residential area with associated services and amenities as well as Hulme Park, which is a significant green space in the City, connected to the GJS Framework via a bridge over the Mancunian Way.
 - **Castlefield:** Castlefield is located to the north and west of the Site. The whole of Castlefield forms a Conservation Area, the boundary of which runs along Chester Road, to the west of the Site. Castlefield has a rich history dating back thousands of years. The Roman Fort of Mamucium, established in c. 79 A.D, was found here, giving rise to Manchester's name. In addition, the Museum of Science and Industry is located within Castlefield, on Liverpool Road, which is where the world's first passenger railway line, from Liverpool to Manchester, terminated in 1830. This area and its buildings, railway infrastructure and canals, epitomises Manchester's role in the Industrial Revolution in the 19th Century. Castlefield is now predominantly a mature residential district with additional leisure and commercial uses. It mixes new buildings with converted mill buildings from Manchester's once booming cotton industry.
 - **Deansgate:** Deansgate is Manchester's primary north-south cross city centre thoroughfare and is located to the north of the Site. It has recently undergone temporary changes to restrict vehicle movements and create a more pedestrian and cycle friendly environment, which is expected to be made permanent in the future. Deansgate provides a range of retail, leisure, commercial and residential uses. The southern end of Deansgate has witnessed a significant amount of regeneration over the last 15 years focused on the re-use of Deansgate Terrace, the success of Deansgate Locks, enhancements to the Deansgate / Castlefield tram station and interchange.
 - **Knott Mill:** this area, immediately adjacent to the GJS Framework, is a predominantly low-rise area of converted mills and warehouse, with businesses focused on digital, media, creative sectors and professional / business services. This area plays a valuable role in the City Centre. The Knott Mill Masterplan was endorsed in October 2019 and has been prepared to guide the future development of Knott Mill, whilst recognising the significant potential for the area to become a more distinctive and successful mixed-use neighbourhood of choice. The Masterplan sets out a series of development and urban design principles, and identifies an appropriate mix of uses, height and density, suitable materiality and a place-making strategy.
 - **First Street:** Great Jackson Street connects into City Road East, which in turn joins onto Medlock Street, adjacent to which First Street is located. First Street is a major new City Centre destination

anchored by HOME, which is Manchester's centre for contemporary theatre, film, art, music and other cultural content. The area also provides a mix of offices, leisure uses, residential and student residential uses and amenity space for all hours of the daytime and evening. First Street connects to Oxford Road; home to many of Manchester's major institutions, and a significant focus of employment and economic growth potential.

Transport and Accessibility

- 2.23 The Site is in a sustainable and accessible location to the south of the City Centre and near the district of Hulme, just beyond the Mancunian Way to the south. It is also within easy access of the City's Inner Ring Road which connects with key arterial routes leading to the strategic motorway network.
- 2.24 It is located close to transport hubs including the Deansgate/Castlefield tram stop and Deansgate Train Station. There are also a number of bus services that run along Chester Road and Oxford Road with many services linking Manchester City Centre, the Oxford Road Corridor, and South Manchester.
- 2.25 Manchester is a compact and walkable City Centre and the Site also therefore has excellent access to the services and facilities it has to offer. A summary of the connectivity to the existing site by each mode of transport is set out below.

Pedestrian

- 2.26 The Manchester Residential Quality Guidance (2017) suggests that higher density residential developments should be located in areas of the City, which are well connected to "public transport and have greater access to public services, community facilities, amenity and recreation provision." (p.30).
- 2.27 The Site is well connected to key destinations by a comprehensive network of pedestrian routes, typical of a City Centre location. Key leisure, cultural, business and retail facilities on Deansgate, First Street and Castlefield are within easy reach of the Site.
- 2.28 Convenience retail provision for the area includes Deansgate General Store at Deansgate Square, two Sainsbury's Locals, one on Medlock Street (next to First Street – 8 minute walk from the Site) and one on Quay Street (by Spinningfields – 10 minute walk) as well as a Tesco Express on Quay Street (10 minute walk). A large Sainsbury's supermarket can be found at Regent Retail Park (20 minute walk).
- 2.29 There are a number of additional retail facilities and areas of public realm within 15-minute walk of the Site, including:

Retail

- Commercial units at Deansgate Square – 2 minute walk;
- Six proposed commercial units at Crown Street Phase 1 and Phase 2 in addition to a proposed medical centre, primary school and nursery – 2 minute walk;
- A single commercial unit proposed at Plot G, Great Jackson Street – opposite the Site;
- Five proposed units at Plot E, Great Jackson Street - 2 minute walk;

Public Space

- Hulme Park – 9 minute walk;

- Castlefield Bowl – 9 minute walk;
- Castlefield Urban Heritage Park – 10 minutes; and
- Proposed Public Park at Crown Street Phase 2 – less than 1 minute.

2.30 The Site is in a highly accessible location by foot with various employment, education, health, retail and leisure facilities within walking distance of the Site. The majority of the City Centre facilities are within a 15 to 20 minutes' walk from the Site, including the main employment areas, such as Spinningfields, the City Core, and the Oxford Road Corridor, as well as the Central Retail District and a wide range of cultural facilities such as the Museum of Science and Industry and HOME on First Street.

Cycle

- 2.31 The Site is near to several cycleways, including traffic free cycle routes on Chester Road connecting to Deansgate, linking the Site to Old Trafford, Stretford, Sale, Altrincham, Trafford Park and Media City. The Ashton Canal Cycleway is also accessible from Manchester City Centre, whilst National Cycling Route 6 can be accessed from the Liverpool Road junction of Deansgate circa 650m from the Site. This links the Site to Bury as well as onto Route 55 to Wigan and Route 85 to Wilmslow.
- 2.32 The existing and proposed Bee Network cycleways also provide connections to Old Trafford, Oxford Road, Hulme, Ordsall, and beyond.
- 2.33 The Site is therefore highly accessible by bicycle and would provide a realistic alternative to travel by car.

Public Transport

- 2.34 The nearest railway station is Deansgate Railway Station, located approximately 600m to the north of the Site and providing routes across Greater Manchester. Deansgate-Castlefield also provides the closest Metrolink stop to the Site providing frequent links across Manchester.
- 2.35 Manchester Oxford Road Station and Piccadilly Station are also within walking distance the Site, both of which offer local, regional, and national main line rail connections. Both stations also provide direct access to Manchester Airport. There are also several bus stops located in close proximity to the Site. The nearest is located to the north-east of the Site on Medlock Street, within a c.400m walk providing regular routes across Manchester through to Chorlton, Hulme, Stretford, Flixton and Cheetham Hill.
- 2.36 Overall, the Site is well served by public transport.

Highway Network

- 2.37 The Site is well placed for access to the City's arterial ring road with the Mancunian Way and Deansgate Interchange round-about within 500 metres of the Site. The road is a two-lane, two-way dual carriageway that provides access to other major arterial routes and to the wider motorway network.

Planning History

- 2.38 A planning history search for the Site has been undertaken using MCC's Public Access system.
- 2.39 There have been no recent applications of interest on the Site. There are a number of historic planning applications which indicate the former use of the Site.

- 2.40 In 1983, an application was approved for the land to the east of the line of the stopped-up section of Owen Street for used car display, which included laying out of the land, a temporary sales building, boundary fencing and flood lighting (Ref: 019631).
- 2.41 An application was then approved in 1988 for use of the majority of the Site, including land to the west of the stopped-up section of Owen Street, as a car compound (Ref: 031798).
- 2.42 The existing building on Site was also granted planning permission in 1989 to be used for motor repairs (Ref: 035414).
- 2.43 A Non-Material Amendment application to the Deansgate Square Planning Permission (Ref: 111719/FO/2016/C1) is submitted to MCC concurrent with this application. It seeks to formalise amendments to the landscaping along Pond Street to tie in with the landscaping proposals for Plot F.

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's increasingly buoyant economy continues to benefit from growth in financial and professional services and is being further strengthened and diversified by high added value growth in key sectors such as Creative and Digital, Science and Innovation, Culture, Sport and Tourism.
- 3.3 Manchester has seen unprecedented growth over the past two decades, with growth concentrated in the City Centre and surrounding wards. Population growth in recent years has been particularly evident in a younger 20-35 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 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.
- 3.5 Manchester's economy continues to grow at a faster rate than the UK as a whole, with the City Centre acting 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 business¹.
- 3.6 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.
- 3.7 Finally, the Manchester Strategy 2016-25 identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by economic growth.

Manchester - A Growing City

- 3.8 Over a thirty-year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. 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 London².
- 3.9 Manchester is one of the fastest growing cities in Europe. By 2025, almost 650,000 people are expected to live in the boundary of the Local Authority, with the wider City Centre population growing to 100,000 as expected new apartment-led residential development adds further capacity³.
- 3.10 This exceptional increase in the city's population has been underway since the late 1990s and is the leading example in both Europe and the UK of a major urban centre reversing long-term population

¹ Manchester City Council, *State of the City Report 2019*.

² Office for National Statistics, 2011 Built Up Areas

³ Manchester City Council Forecasting Model 2018

decline. However, the City is still some way below its historical peak population of 766,311, achieved in 1931. Forecasts suggest that the total population will grow by 189,800 from 2016 to 2036⁴. 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. The Greater Manchester region has a resident population of over 2.8⁵ million and a combined GVA of over £62.7 billion.

- 3.11 GVA in the region is forecast to grow at an average annual rate of 1.7% per year up to 2036, in line with the UK average. This is equivalent to an additional £36.8 billion of economic activity in GM's economy in 2036. In addition, a significant proportion of forecast employment growth is expected to occur in sectors with higher than average GVA⁶. In 2017, almost one third of the GVA generated in Greater Manchester was produced in the City of Manchester⁷.
- 3.12 Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a more knowledge intensive service-based high-growth economy. Manchester's economy is continuing to strengthen and diversify with strong high added value growth forecast in Business, Financial and Professional Services, Science and Innovation, and Creative and Digital, as well as Sports and Culture, Leisure and Tourism sectors⁸.

Manchester - Encouraging the Growth of a Dynamic Private Sector

- 3.13 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 London⁹.
- 3.14 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.
- 3.15 The award of Enterprise Zone status for Manchester Airport City and Corridor Manchester has significantly assisted in creating such clusters and has further acted to provide significant new incentives for businesses to locate in Manchester.
- 3.16 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 MediaCity: 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 Manchester¹⁰.

⁴ GMCA Economic Forecast for Greater Manchester 2019

⁵ Invest in Manchester, Access to Talent, <https://www.investinmanchester.com/why-manchester/talent>

⁶ GMCA Economic Forecast for Greater Manchester 2019

⁷ Office for National Statistics, *ibid*.

⁸ Manchester City Council, State of the City Report 2018,

https://www.manchester.gov.uk/downloads/download/6964/state_of_the_city_report_2018_whole_document

⁹ Ernst and Young (EY) *EY UK Attractiveness Survey (July 2019)*, [https://www.ey.com/Publication/vwLUAssetsPI/ey-uk-attractiveness-survey-2019/\\$FILE/EY-UK-Attractiveness-Survey-2019.pdf](https://www.ey.com/Publication/vwLUAssetsPI/ey-uk-attractiveness-survey-2019/$FILE/EY-UK-Attractiveness-Survey-2019.pdf).

¹⁰ Savills, *Market in Minutes: Manchester Offices* (Winter 2019) https://www.savills.co.uk/research_articles/229130/293405-

Manchester - A Thriving City Centre

- 3.17 Over the last twenty years, 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 allows Manchester to compete as an international investment location and visitor destination today.
- 3.18 Given Manchester's economic growth, its universities and buoyant leisure and cultural sector, it is not surprising that the largest population increases are within the age bands that are typically considered to fuel economic growth. Across Greater Manchester, the 2011 Census identified that the 20-24 age band experienced the greatest level of growth, with the 25-29 age band also witnessing a significant increase of just fewer than 30,000 over the same period¹¹. Equally, research by Centre for Cities in July 2018 highlighted that, from 2002 to 2015, Manchester experienced population growth of 149% in the City Centre and jobs growth of 84% from 1998 to 2015.

Manchester - A Growing Creative Sector

- 3.19 The Digital and Creative economy is now an increasingly important feature of the City economy and has been the fastest growing in recent years, helping to establish Manchester as a UK 'creative capital' alongside London and Reading¹². There is a significant core hub of businesses clustered within the centre and east of Manchester and Salford Quays. In terms of growth between 2015 and 2016 in broad industry groups, information and communication was the strongest growing industry in the UK (6.05%) outside the services and manufacturing sectors¹³.
- 3.20 In Manchester in particular, between 2016 and 2018, there was a growth of 18% in jobs within the creative industry, alongside an increase of 1,618 new creative companies operating in the City¹⁴. Of these the fastest job growth was found in publishing at a 58% rise, whilst architecture jobs also grew by 44%. Building on the City's existing strengths, growth was also seen in the IT, software and computing services, which is the largest creative sector in Manchester¹⁵. This impressive increase in creative jobs and creative businesses is ultimately driving economic growth within the City.
- 3.21 Cultural activity is key to the growth agenda for Manchester and MCC continues to support the growth of the City's cultural institutions. The pace of development has posed some challenges, in particular relating to the cost of workspace or studio space as a result of redevelopment. As such this remains a key priority for the Council.
- 3.22 The Factory development, a new international arts and culture centre, has continued to progress having secured significant funding from the Arts Council England. The Factory development will make a powerful contribution to the growing creative sector; it is set to add £1.1 billion to the City's economy and create 1,500 jobs¹⁶ once fully operational.

¹¹ Manchester City Council, Public Intelligence 2011 Census, http://www.manchester.gov.uk/downloads/download/5154/public_intelligence_2011_census

¹² Nesta, *Creative Nation: How the creative industries are powering the UK's nations and regions* (2018) <https://www.nesta.org.uk/report/creative-nation/>

¹³ Office for National Statistics, *op. cit.*

¹⁴ Ibid.

¹⁵ Ibid.

¹⁶ Manchester City Council, *State of the City Report 2019*.

Manchester – A Mobile and Skilled Workforce

- 3.23 The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of the City¹⁷. 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 Manchester¹⁸.
- 3.24 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.

Manchester – National, Regional and City Region Connectivity

- 3.25 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 capacity of its travel to work area, 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 by reducing reliance on cars for commuters, creating a more walkable city centre.
- 3.26 Significant investment has been made in the Metrolink network, including the Manchester Airport link, which opened in 2015, the Second City Crossing, which opened in 2017, and the Trafford Park Metrolink line, which opened in 2020. Metrolink services run through Manchester Victoria Station, Shudehill and Piccadilly, linking the network to other longer distance transport modes. There is also good access to Oxford Road Station and Deansgate Station with Metrolink stops nearby. 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).
- 3.27 In addition, accessibility improvements in terms of enhanced infrastructure to promote walking and cycling, including the Bee Network initiative, 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

- 3.28 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.
- 3.29 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 environment¹⁹.

¹⁷ Invest in Manchester, *Workforce*, <https://www.investinmanchester.com/why-manchester/workforce>.

¹⁸ Invest in Manchester, *Universities in Manchester*, <https://www.investinmanchester.com/why-manchester/education>.

¹⁹ Manchester Airport Group (MAG), *Manchester Airport is the UK's global gateway in the North* (2019), <https://www.manap.co.uk/about/>.

Sport

- 3.30 Manchester's pre-eminence in football is represented by the presence of two of the leading teams in England, Europe and the world with Manchester City Football Club (MCFC) based at the Etihad Campus, and Manchester United Football Club (MUFC) located in Trafford.
- 3.31 The City is also home to the National Cycling Centre and has established itself as the home for the British Cycling Team. Additionally, the National Squash centre has developed as a global centre of excellence, the GB Water Polo Team uses the pool facilities at Beswick, and the GB Taekwondo team is based at Ten Acres Lane.
- 3.32 The Manchester Institute of Health and Performance (MIHP) in Beswick is the home of the English Institute of Sport and the facilities within that complex are world leading. Other major sports such as rugby league, rugby union and cricket have a significant presence across the conurbation.

Culture, Leisure and Tourism

- 3.33 The importance of culture, leisure, and tourism to the Manchester economy is increasing, underlining the significance of the City's existing and growing asset base. Manchester's image as a cultural City that attracts regional, national, and international events is a sign of its increasing importance in this sphere.
- 3.34 Manchester's cultural, tourism and leisure sector continues to grow significantly, a feature of a service-based high-growth economy with world class large entertainment facilities and sport stadia. In recent years, this has been boosted by significant investment in new world class facilities and events, such as the Whitworth Art Gallery, the forthcoming Factory in St. John's that will become a permanent home for the Manchester International Festival, and the Co-op Live arena at the Etihad, which is currently under construction.
- 3.35 Such investments have sustained and opened new domestic and overseas markets, giving Manchester its status as the third most visited City in the UK by international visitors after London and Edinburgh. The total number of international visits to Manchester increased by 42% between 2013-2018, compared to the UK growth rate of 16%²⁰. This growth in the visitor economy has been underpinned by, and acted as a catalyst for, a significant increase in the supply of visitor accommodation within the City Centre over the last decade.

Emerging Residential Trends

- 3.36 Developing socio-economic trends, as described above, are driving changes in how people choose to live and work.

Residential Supply and Demand

- 3.37 Manchester's ongoing economic and population growth will continue to drive the need for new high-quality residential accommodation across a range of tenures.
- 3.38 The overall volume of residential units under construction has in fact remained at a consistent level since 2017, at circa 12,000, with 12,322 units under construction in 2020. This reflects the strong demand and performance of the residential markets in Manchester and Salford city centres over recent years²¹.
- 3.39 As reported in Deloitte's Manchester Crane Survey 2021, 4,698 new homes started construction in Manchester and Salford in 2020. During the same period, 4,914 new homes were delivered and brought

²⁰ 2018 International Passenger Survey cited in Manchester City Council, *State of the City Report 2019*.

²¹ Deloitte, *ibid*.

to market. The Survey predicts that delivery will increase to 5,800 homes during 2021 and will represent another record-breaking year for completing new residential properties within the city and bringing them to market²². The residential market therefore continues to address the chronic levels of undersupply experienced between 2009 and 2014.

- 3.40 As outlined, 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 living²³.
- 3.41 The continued growth of the regional centre as a commercial hub with a strong economic output has facilitated rapid population growth and increased the demand for high quality city centre living. This is also heavily linked to the ability of the City to retain graduates. The delivery of new homes ensures that supply keeps up with demand and thus supports businesses in attracting talent to the city and the wider city-region²⁴.
- 3.42 In 2020, nearly 1.2 million sq. ft. of office floorspace completed in the City across eight schemes, which is an increase of 179% on 2019. Despite a turbulent market in 2020, the amount of office space that has been pre-let remains at 36% of the total volume of floorspace under construction. It is likely that further take up of space will be partly driven by businesses and government departments 'north shoring'. All this evidences the attractiveness of and confidence in Manchester as a place to work. As businesses need staff to support continual growth, there needs to continue to be a ready supply of well-located residential accommodation for its staff to support that growth in the future²⁵.
- 3.43 Demand is a mixture of first-time buyers and professionals moving into the City, as well as an influx of people relocating or purchasing second homes. Demand for rented accommodation has soared in recent years, especially in the City Centre, as the populations enters or remains in the private rented sector.
- 3.44 Whilst the tenure of the development is still to be determined, it is also worth noting that a large amount of homes being delivered fall within the build to rent tenure, which will continue to be important within a more general mix of residential choice within the city. This reflects the trend towards this type of tenure both in Manchester and nationally.
- 3.45 Build to rent is a form of development that, if delivered well, can assist in both dealing with supply issues as well as raising the bar around quality management, maintenance and flexibility. The desire to buy or rent City Centre apartments is not limited to young professionals. Increasingly, single person households and retirees downsizing or rightsizing and moving back from the suburbs are also fuelling demand²⁶.
- 3.46 Given Great Jackson Street's strategic location, it is geographically well-placed to play a significant role in satisfying this demand for new dwellings to support population and economic growth. The neighbourhood setting offers many of the ingredients sought by residents in terms of location, scale, accessibility to public transport and employment. The GJS Framework area is also a short walk from First Street, the Oxford Road Corridor, Deansgate, Castlefield and Hulme which provide cultural, leisure, retail and arts facilities.

²² Deloitte, *Manchester Crane Survey* (2021), Available online: <https://www2.deloitte.com/uk/en/pages/real-estate/articles/manchester-crane-survey.html>

²³ Deloitte, *ibid*.

²⁴ Deloitte, *ibid*.

²⁵ Deloitte, *ibid*.

²⁶ 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>

- 3.47 Manchester has the need to provide quality accommodation to support the talent pool that is attracted to the City, including graduates. Manchester retains over 50% of its graduates, benefiting from the City's successful environment to do business²⁷, and so there is a need for residential supply to match the growing demand from young professionals. As a city, Manchester is one of the youngest places in Britain with 24.5% of its entire population aged between 20 and 29²⁸.
- 3.48 Increasingly more people are opting to live closer to where they work, socialise and partake in leisure activity and this reflects a global increase in those living in urban areas. Manchester's City Centre is one of the fastest growing cities in Europe with sustained population and employment growth²⁹. Therefore, demand for high quality residential accommodation is intensifying in central locations.

Regeneration Context

Great Jackson Street ('GJS') Framework (2018)

- 3.49 The GJS Framework was prepared in order to guide the future comprehensive regeneration of the Great Jackson Street area of Manchester City Centre and was most recently endorsed by the City Council in 2018. It provides an update on the previously endorsed 2007 and 2015 Development Frameworks following a further design review of the proposed masterplan.
- 3.50 The GJS Framework area is triangular in shape and is bounded by the Mancunian Way to the south, Chester Road to the north and River Place to the east. The area is located within the south-western part of Manchester City Centre, adjacent to Castlefield to the west, Hulme to the south, First Street to the east and Knott Mill, as well as the recently upgraded Deansgate Transport Interchange to the north.
- 3.51 The 2007 Development Framework aimed to create *"A new high-density quarter of Manchester with a vibrant and sustainable mix of uses, whose economic viability is driven by 'knowledge capital'; comprising high quality urban architecture that enriches the City's public realm and establishes its reputation for design excellence building"*.
- 3.52 Changing market conditions and the evolution of Manchester's strategic regeneration plans, with particular regard to the suitability of the location for large floorplate commercial offices, led to the requirement to revisit and update the GJS Framework, based on the creation of a residential-led neighbourhood.
- 3.53 The 2015 Framework update increased the height and density of buildings in key locations to reflect the Site's location at a key gateway to the City Centre and to facilitate an increased quantum and quality of public space by reducing building footprints overall. The 2015 Framework identified a series of small, medium and large public and private spaces throughout the area to support both the new development plots and surrounding neighbourhoods. The amount of public space to be brought forward per development site was directly linked to the density of development.
- 3.54 The Development Framework vision in the 2018 update remains consistent with the 2015 version of the document; to 'create a vibrant, safe, secure and sustainable community'. The design evolution of the masterplan principally related to creation of an enhanced format of high-density development, which will enable the provision of an even higher level of public realm and will improve the quality of the residential environment as a result.
- 3.55 In this regard, the three main components of the revised design of the masterplan framework are:

²⁷ Savills, *Market in Minutes: Manchester Offices* (Winter 2019) https://www.savills.co.uk/research_articles/229130/293405-

²⁸ Savills, *ibid*.

²⁹ Refer to paragraph 3.12.

- Maximising separation distances between buildings.
- Increasing the quantum and variety of public spaces within the GJS Framework area and improving pedestrian connections through a linked sequence of those public spaces.
- Enhancing sunlight and daylight penetration into the Site.

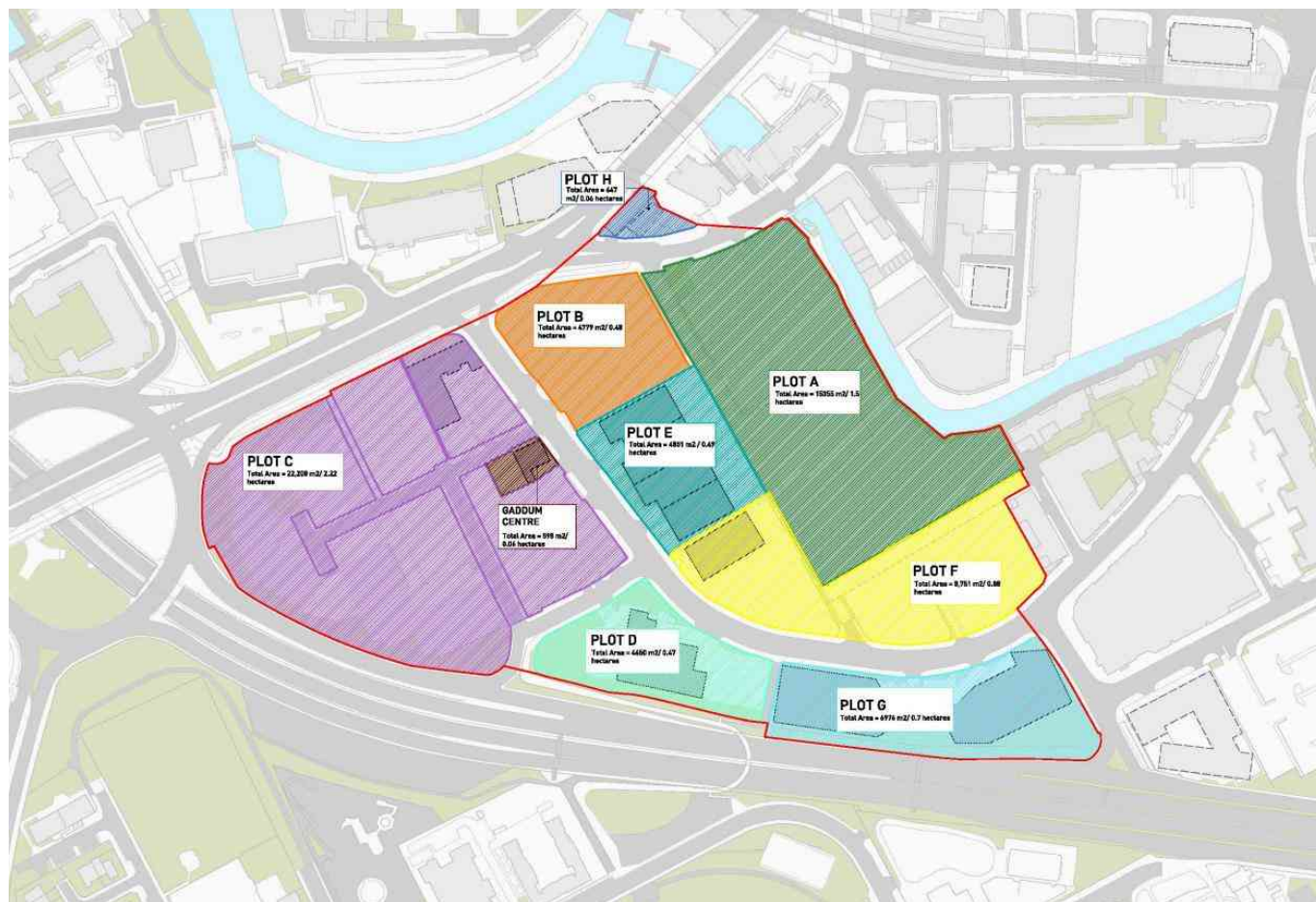
3.56 The key principles that have developed from the 2015 GJS Framework principles and are contained within the 2018 GJS Framework include:

- Building on the success of Deansgate Square, creating a series of robustly tested tall buildings. This would provide a strong visual profile and a dynamic marker from key viewing corridors including main City Centre approaches from the south and west in particular. Each of the towers would adopt its own identity through its design and profile to create a distinctive and high-quality townscape through a clustering effect.
- Create a larger network of pleasant, landscaped and naturally secure streets throughout the Site to enhance the amenity of future residents, as well as strengthen connections with Hulme Park, adjoining neighbourhoods, adjoining regeneration areas, and the wider City Centre.
- Create fully accessible public and private spaces, as part of a distinctive and broader place-making strategy. This will be essential in terms of supporting high density forms of development, as well as improving the amenity for the communities that are proposed to be formed within this area. New public realm will continue to incorporate well-designed hard and soft landscaping, open up the River Medlock, and establish successful linkages back to Hulme Park. Hulme Park is a major public resource with the potential to be much better utilised and enjoyed by City Centre residential communities in addition to the Hulme based residential communities.

3.57 The 2018 update also provides additional information in relation to the following:

- Creating a residential-led neighbourhood environment, which accords with the principles set out within the Manchester Residential Quality Guidance (2017).
- Development should provide a range of sizes and typologies which caters for demand from an increasingly diverse population in the City Centre.
- As development plots come forward, sensitively incorporating basement or undercroft parking to the residential blocks to avoid compromising active frontages.
- Providing ground floor active uses along key routes where appropriate and public open space, to increase activity and footfall and deliver community and social infrastructure to support new residents.
- Incorporating a high-quality palette of materials, consistent with the quality of buildings and public realm established through the Deansgate Square development.

Figure 3.1 – GJS Framework Area (2018) (Source: SHP)



COVID-19 Impacts

- 3.58 There is a growing evidence base³⁰ that suggests that the economy will have returned to pre-COVID-19 levels by Q1 2022, with growth of 5.1% projected for 2022. This is well in advance of the proposed completion of this project, which is anticipated to begin construction in 2022.

Conclusion

- 3.59 Manchester continues to be one of the fastest growing cities in Europe. Alongside the population increase, the City's buoyant economic growth has been underpinned by a shift from its traditional manufacturing and industrial role toward a service-based, high growth economy.
- 3.60 Planning policy and strategic regeneration initiatives at all levels seek to respond to these trends and unlock the hidden potential within the City. There is a shared consensus that economic growth is closely tied to the ability to attract and retain the most talented individuals. It is understood at all levels that for Manchester, efforts should be focused on improving the attractiveness of the City as a place to live, study, work, invest and do business.
- 3.61 The GJS Framework area is in a highly sustainable and important location within Manchester City Centre and the Regional Centre of the Greater Manchester Area. It presents an important strategic opportunity

³⁰ British Chambers of Commerce BCC Forecast: UK set for an uneven economic recovery, despite record GDP growth (June 2021)
<https://www.britishchambers.org.uk/news/2021/06/bcc-forecast-uk-set-for-an-uneven-economic-recovery-despite-record-gdp-growth-2>

in helping to drive forward the City's continued population growth and economic progression to meet the strategic aims of the City and the wider Region.

4 Proposed Development

- 4.1 This Section should be read in conjunction with the submitted application drawings and DAS, prepared by SimpsonHaugh and Partners ('SHP'). It provides a summary description of the key elements of the Proposed Development.

Design Brief

- 4.2 The Applicant has assembled a highly experienced design team led by SHP.
- 4.3 The proposals described in this Statement are the product of an iterative detailed design process over the past nine months following 10 years of masterplan development. The masterplan in the GJS Framework identifies the opportunity for the Site to deliver a residential-led scheme of 939 units across three towers with heights of 33, 35, and 46 storeys, and 0.5 ha of public space to benefit new and existing residents, and the wider public.
- 4.4 The design team has engaged closely with the Local Planning Authority and other key stakeholders throughout this period to develop what the Applicant considers to best address the key principles of the updated GJS Framework (2018) and deliver an optimised design solution for the Site in order to maximise its beneficial impact.
- 4.5 The Applicant's design brief was to enhance the GJS Framework vision and deliver an optimised scheme that makes a positive contribution to the existing tall building cluster, delivers high quality homes, and maximises the opportunity to provide new public realm. A core component of the brief was also to ensure the proposals were deliverable in accordance with market demand, to ensure the major investment can continue to drive forward the positive regeneration of this part of the City Centre.
- 4.6 The Proposed Development has sought to balance the GJS Framework principles alongside Renaker's project brief. Further detailed justification for the detailed design is provided in the DAS and summarised within the next section of this Chapter.

Design Evolution

- 4.7 A wide range of specialist consultants and external stakeholders have provided valuable input into the evolving scheme, which has served to inform the design process and arrive at an appropriate solution.
- 4.8 The Site's surrounding regeneration context has also provided an important guide, which underpins the final design of the Proposed Development. In particular, the Site's location within the GJS Framework area has influenced the Proposed Development in terms of scale, density, and materiality.
- 4.9 The Proposed Development is proposed to comprise of two 51-storey towers, rather than three towers of heights between 33 and 46 storeys outlined within the GJS Framework. This was considered a better design solution for the Site as the available area to position and logistically construct three separate buildings was limited, particularly when considering the design objective to ensure a 20m separation distance between adjacent buildings and the facing elevations.
- 4.10 Delivering three towers would also reduce the quantum and quality of public realm that can be provided on-site compared to a higher density two tower scheme. The design also matches the height with nearby Crown Street Phase 2 development to provide townscape benefits and improves its environment at ground level through increased amounts of, and better quality, public realm.

4.11 The design concept seeks to respond to the opportunities and constraints established in the Site's context analysis to contribute to the ongoing development and enhancement of the surrounding area. It is considered that this approach presents an improvement on the layout within the GJS Framework and that the diversion from the vision set out in the Framework is justified. Full details justifying this design move are provided in the DAS prepared by SHP.

4.12 All design iterations were assessed by the design team from a number of differing aspects; from an aesthetic point of view, the need to mitigate against any environmental effects and the need to create a best-in-class residential scheme to continue the quality delivered in the GJS Framework area to date. Following initial testing of the scheme and comments received from key stakeholders, the main aspects of the design testing and iteration are as follows:

- **Form and Massing** – As described above, the provision of two towers on the Site, as opposed to three outlined in the GJS Framework, was considered to enable a greater level of public realm and improved light penetration through the GJS Framework area, matching in height with the tallest tower of the nearby Crown Street Phase 2 development. A series of massing compositions were appraised through the design development of the scheme. The strength of the plan form in providing a distinctive massing arrangement provides adequate variety in the composition of the two towers with the constant height datum used to unify the cluster within Great Jackson Street.
- **Scale** – An increase in height from the 33, 35, and 46 storeys outlined in the GJS Framework to two 51 storey buildings. However, the overall number of storeys is now 102 across two buildings compared to 114 in the masterplan design. The consolidation of this height of the Proposed Development increases daylight penetration and the quantum and quality of public realm.
- **Podium and building entrances** – The shape of the podium levels has been a key consideration with various iterations tested to ensure that the Proposed Development is effectively grounded and that the proposed entrances are obviously located and address each other and the surrounding public realm.
- **Private Gardens** – A series of options were tested for the position, scale and layout of the private gardens, in addition to the form of treatment surrounding this and how it activates the surrounding public space. The initial design provided for a single private garden to the base of Tower F2, with the main building entrance located through the private garden. Following comments received from Places Matter!, this design was revised to include for two separate private gardens for each tower, carefully located so as to ensure that the public space is activated effectively. The main building entrances were also no longer accessed through the private gardens, in order to maximise activity around the base of the buildings. The treatment surrounding these spaces has also been carefully chosen to add greenery and to provide visual penetration through the space whilst providing a secure boundary.
- **Pedestrian permeability** - The Site's pedestrian permeability has also been carefully considered to allow for greater connectivity and linkages through Manchester City Centre from Hulme.

Proposed Development

4.13 As a result of the design development, a Full Planning Application is being submitted for the erection of 988 residential apartments across two 51 storey buildings set above a two storey podium, providing a mix of 1 bed, 2 bed and 3 bed units and each comprising 494 new homes, with internal and external residential amenity spaces including a gym, resident's gardens, new public realm with pedestrian and cycle connectivity improvements, basement car parking to provide 296 spaces and 988 secure cycle parking spaces and access.

4.14 The development comprises two 51 storey residential towers set above a two-storey podium, which will be delivered in two phases as follows:

- Tower F2 (Phase 1) – 494 residential apartments, residential amenity space including a private garden and resident gym, two-storey basement car parking, landscaping and access.
- Tower F1 (Phase 2) – 494 residential apartments, residential amenity space including a private garden and resident gym, three-storey basement car parking, landscaping and access.

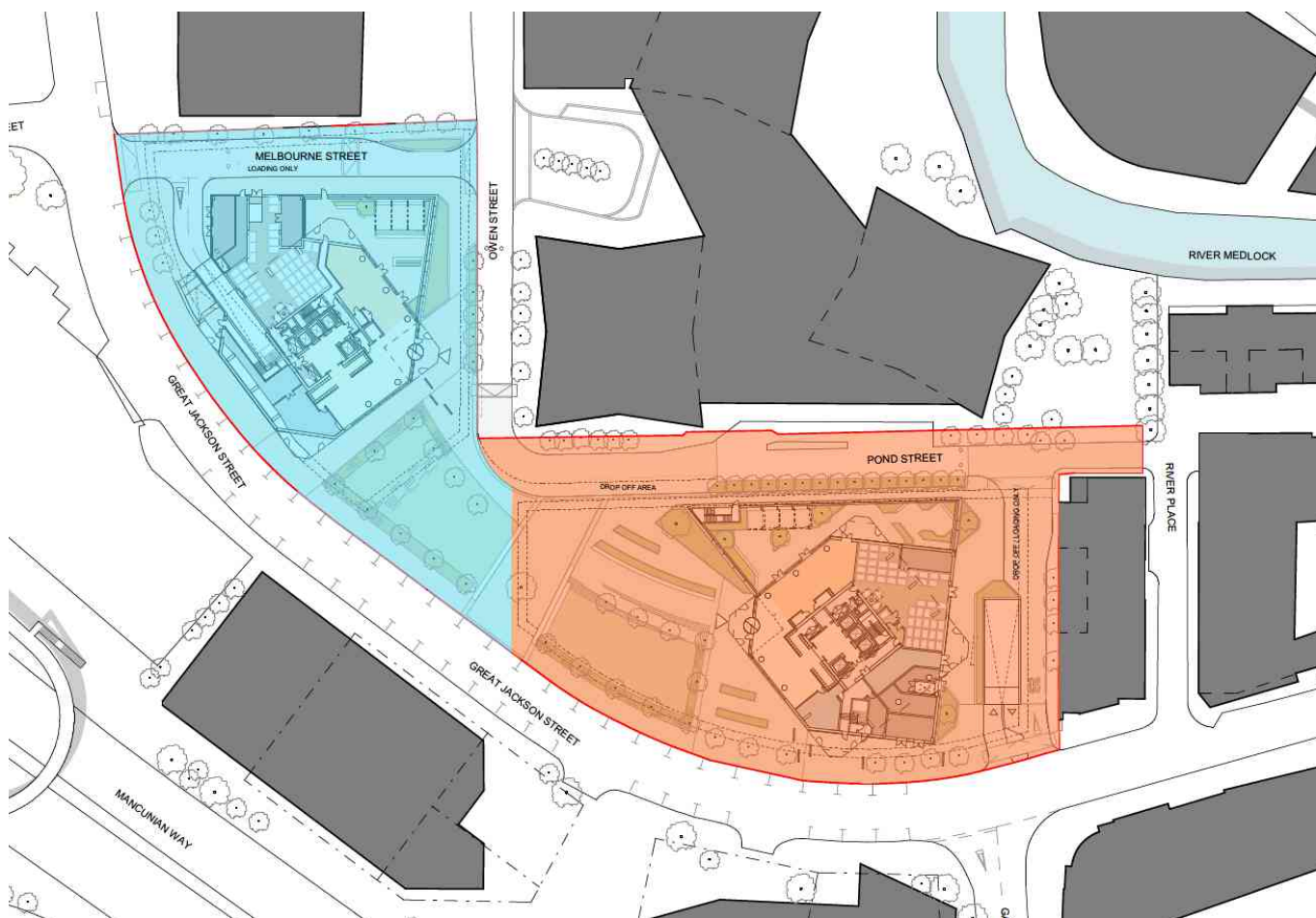


Figure 4.1 - Proposed layout and phasing

Site Layout

- 4.15 The two buildings are positioned to the north-west and east of the Site to enable a large area of public realm within the centre of the Site and enables more light to penetrate into the proposed and nearby public realm, which is in the spirit of the GJS Framework.
- 4.16 The proposed buildings also have a 20m separation distance between facing elevations of adjacent buildings of Deansgate Square at the closest point. This is in line with the guidance set out within the Manchester Residential Quality Guidance (2017), which sets out appropriate distances between taller buildings.
- 4.17 The orientation and shape of the proposed building floorplates ensures all apartments are dual aspect, with no north facing apartments, and so that apartments do not face directly onto windows of adjacent developments, such as Deansgate Square.

Form and Appearance

- 4.18 Both towers have an identical form, but with a distinctive identity from adjacent developments. The design has also sought to balance this with a need to be consistent with the existing design context of the GJS Framework area to ensure the buildings form part of the cluster of existing tall buildings in this gateway to the city centre.
- 4.19 The external appearance of the buildings provides an elegant and slender form, with chamfered corners to create further architectural interest to the buildings. Vertical movement is provided by the change in position of the chamfer, which mediates between a minimum floorplan and a maximum floorplan over a number of floors. The transition between the maximum and minimum floors occurs typically over 5 floors, with a 9-floor transition at the base, and a 11-floor transition at the top of the tower.

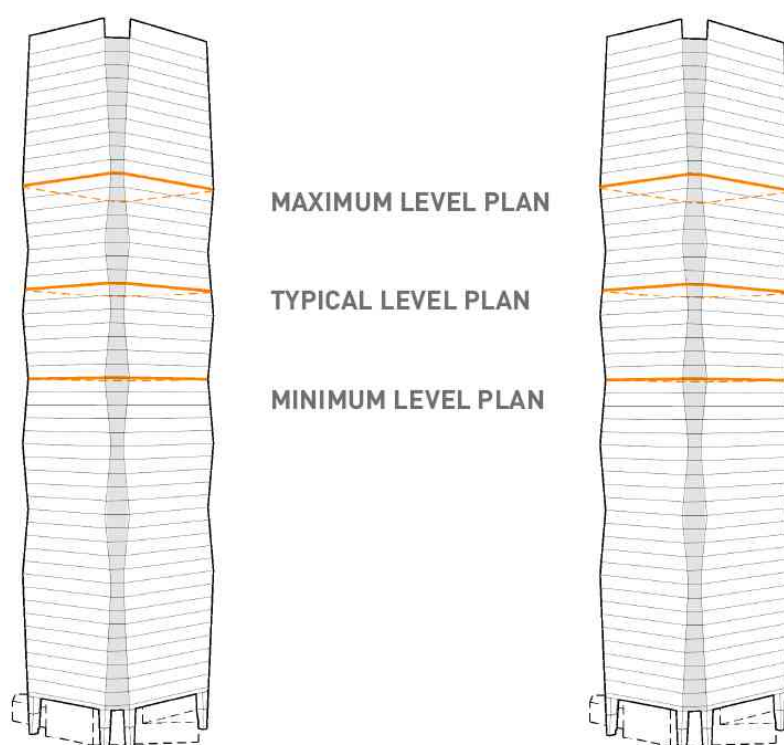


Figure 4.2 - Tower F1 and F2 profile

- 4.20 The resultant form creates an undulating ribbon at each corner, which are fully glazed, providing a contrast to the main elevations. Consideration has also been given to the composition and colour of the towers with the intention to create an identity for this development, which complements and contrasts with the convex facades of Deansgate Square and other tall buildings in the area.
- 4.21 A subtle pattern has been used on the building elevations to provide a sense of movement around the towers. The pattern is formed from anodised aluminium perforated sheets, with solid openable doors behind, used to provide purge ventilation to the apartments. The use of the aluminium perforate panels will provide a subtle texture to the facade in contrast with the more reflective glazed elements.
- 4.22 The selected colour for the anodised aluminium for F1 and F2 is both light blue and light green, providing a contrast to the darker and more reflective glazing on the corners. The angled, chamfered corners that undulate up the towers provide a second elevation and provide the towers with their elegant, dynamic

form. These are fully glazed, providing a contrast to the solidity of the primary elevations, and wide views out from the apartment living spaces. The inclined angles of the facets, both inwards and outwards create differing reflections which animate the corners.

- 4.23 The options analysis undertaken for the façade treatment is outlined within the DAS submitted in support of this planning application.

Podium Level

- 4.24 The Proposed Development includes two residential towers, Building F1 and Building F2, which each incorporate a podium at ground floor and first floor level.
- 4.25 The external appearance and layout of the podiums have been carefully designed to ground the building effectively into the landscape and provide activity to the surrounding public realm and along Great Jackson Street and Melbourne Street.
- 4.26 The entrance to Building F2 is proposed to be located at the cut-away on the corner of the building between the supporting columns, which highlights the building structure and provides a clear and obvious entrance. It is located to the eastern elevation of the podium, facing onto and activating Owen Street. The entrance to Building F1 is proposed to address the central area of public realm to be created.

Internal Layout

Ground Floor

- 4.27 At the ground floor, internal uses have been arranged to have a strong relationship with the proposed public realm with the building entrances located strategically to address the central area of public realm. Each residential building benefits from a dedicated concierge, post boxes, a parcel store, a move in store, and other back of house areas at ground floor.
- 4.28 Refuse storage is also provided at ground floor level but is positioned away from the main areas of activity to the north-east of Building F2 and north-west of Building F1 to obscure this type of activity from taking place along Great Jackson Street or the central area of public realm.
- 4.29 The DAS, prepared by SHP, has full information on the Servicing Strategy for the Proposed Development, which is also summarised within paragraphs 4.82 and 7.186 – 7.195 of this Statement.
- 4.30 Private resident's gardens are also proposed to be accessed at the ground floor from within the building. For Building F1, this is located to the north-east elevation adjacent to Owen Street and for Building F2, this is located to the north of the building along Pond Street. These private amenity spaces are necessary and are explained in greater detail later within this Chapter.
- 4.31 In terms of core design for each building, a central linear core is proposed. The linear arrangement allows for a generous landing within the lift lobby and inviting arrival experience at ground floor level. The core contains a refuse chute lobbied from circulation space, serving a refuse store at ground level. The core benefits from two escape stairs, over and above current regulatory requirements for a residential building of this nature.
- 4.32 At ground floor level, a single lift is located outside of the core zone of building F1 to provide access into the basement.
- 4.33 Fob access will be provided at the entrances into the building and also to the core zone to add an extra level of security.

First Floor

- 4.34 The building entrances benefit from double height volumes providing impressive building entrances.
- 4.35 At first floor, high quality residential amenity is provided in each building including resident only lounges, co-working spaces and private gyms, alongside the back of house areas, WC's and changing facilities. Doors into these areas will be access controlled.
- 4.36 Within Building F1 there is also a staff area and a manager's office at first floor level.

Residential Floors (Storeys 2 to 50)

- 4.37 From floor two upwards, the building comprises residential accommodation. The number of units vary between 12 units per floor on a typical level (8 no. 2 bed units and 2 no. 1 bed units) and 10 units on those floors with the greatest chamfered edges (8no. 2 bed units and 2no. 1 bed units), given the reduction this causes in the size of the floorplate.
- 4.38 To create variety in the mix of apartment types, some of the maximum floorplate sizes - where the chamfer on the edge of the buildings is smallest - provide 10 units per floor (providing 4no. 3 bed units and 6no. 1 bed units). Similarly, the uppermost levels of each tower contain generously proportioned duplex penthouse units, some benefitting from double height living spaces. The apartments at penthouse level all comprise 8no. 3 bed units.
- 4.39 All of the residential apartments have been designed to be larger than the National Space Standards, defined in the Manchester Residential Quality Guidance (2017), and will be fitted out to exceptionally high standards. Units have been designed for future adaptation to accessible units wherever possible.
- 4.40 In terms of floorplate design, the residential buildings have been developed to provide high quality, desirable spaces to live, with exceptional city views, well-proportioned and laid out apartments with adequate storage provision. The orientation and shape of the tower floorplate ensures there aren't any solely north facing single aspect apartments.

Roof (Storey 51)

- 4.41 Above the duplex penthouse units, an enclosure has been provided for the Building Maintenance Unit, this is wrapped in the same elevational treatment as the tower below, screening it from view.
- 4.42 This storey is only accessible by building management and maintenance contractors. It is not publicly accessible.

Basement

- 4.43 The Proposed Development contains a significant element of basement excavation works with the provision of a three-level basement for Tower F1 and a two-level basement for tower F2.
- 4.44 The basements of each building will accommodate building plant, sprinkler systems, switch rooms, resident car parking and cycle stores, allowing the maximum space for public realm to be given over at ground level.
- 4.45 The basements will be access controlled and a roller shutter is proposed from the ramped access to restrict vehicular movement in and out for security. A traffic light system will be in place within the basement to control traffic travelling between the levels.

- 4.46 Access to the plant space will only be possible for staff and those granted access, whilst the cycle parking space, central core area and lifts will also be access controlled.

Resident Car Parking

Building F1

- 4.47 Vehicular access into the private basement car park for Tower F1 is via Melbourne Street, which is accessed off Great Jackson Street. This will provide 148 car parking spaces, including 10% accessible spaces.
- 4.48 494 cycle parking spaces will also be provided across the three-level basement car park for Building F1.

Building F2

- 4.49 Vehicular access into the basement car park for Tower F2 is to the eastern elevation of the tower off Great Jackson Street. This will provide 148 car parking spaces, including 10% accessible spaces. 494 cycle parking spaces will also be provided across the two-level basement car park for Building F2.
- 4.50 The scheme has been designed to deliver up to 20% electric vehicle charging points across both buildings, delivered to meet demand identified as a result of an annual review, which should be conditioned as part of any future travel plan survey monitoring and planning approval. Cabling is provided to enable additional connections to EVCs in future to ensure that the very latest EVC technology can be delivered as and when required by future residents.

Landscaping

- 4.51 The Proposed Development contains significant new elements of landscaped space and public realm, which will support the successful delivery of the wider GJS Framework vision and high-quality creation of place. A Public Realm Strategy has been submitted in support of this application, prepared by TPM Landscape Architects.
- 4.52 The landscaping proposals also include shared outdoor amenity space for the use of residents each building, as well as a central area of exceptional public realm that will create essential linkages between the city centre and adjacent neighbourhoods, such as Hulme. It will both become a destination in its own right and a critical piece of the whole when combined with public realm creation across the Great Jackson Street Framework. Further detail is provided in the Landscape Design Statement and is summarised below.

Public Realm

- 4.53 The provision of a large area of public realm has been a key element of the design development of the Site. The GJS Framework outlined ambitions for the delivery of 0.54 ha of public realm. The Proposed Development goes beyond this and proposes a total of 0.59ha of public realm space. This does not include for the private resident gardens, which add a further 0.29ha of outdoor amenity space for residents and visitors.
- 4.54 The proposals provide for two taller towers instead of three towers outlined in the GJS Framework to allow for this greater level of public realm to be provided. This also improves connections through the Site and the GJS Framework area from Hulme and into the City Centre.
- 4.55 A large central area, to which the building entrances face onto and activate, is provided between the two buildings to create a focal point framed by linear elements with a key focal point in the centre. It

represents a key space within the Site within which several routes pass through and thus improves pedestrian and cycle connections through the GJS Framework area.

- 4.56 The public realm comprises areas of hard and soft landscaping. The soft landscaping includes green space and trees and a lawned area proposed in a large raised bed, due to the need to provide trees planted in the ground combined with underground utilities and the building-up required for the basement below. These lawned areas are also positioned to maximise the changing sun patterns. Ramps are provided to ensure these spaces are accessible to all. The landscaping will act to ground the buildings into a very green landscape.
- 4.57 Six trees (1no. Category B, and no.5 Category C) and one group of shrubs (Category C) are required to be removed to facilitate the Proposed Development. Replacement tree planting is proposed and in total 63 new trees will be provided on the Site, which represents a replacement ratio of 11:1. Trees are proposed across the Site, including along Pond Street, Owen Street, Melbourne Street, and the proposed servicing route.
- 4.58 Of the 63 trees proposed in the public realm, 35 are set in the ground and 28 are located in raised ground. Tree planting is also provided within the central landscaped area, adjacent to the car park entrance to Building F2, and adjacent to and within the private gardens. Overall, the level of tree planting will provide a very green environment within Manchester City Centre.
- 4.59 17 cycle hoops are proposed within the landscaping at ground floor level, providing a total of 34 public cycle parking spaces.
- 4.60 The Site is fully accessible with gentle falls across the site connecting the existing levels to the building thresholds. The public realm has been designed to be fully accessible to all.

Private Gardens

- 4.61 A private garden is provided for each building for residents and visitors to enjoy. These gardens are proposed to be accessed from within the buildings to ensure a level of security to these spaces and separation between private and public realm to provide resident only external amenity space.
- 4.62 The private garden to Tower F2 is proposed to the north of the building and is bounded by Pond Street to the north. For F1, the private garden is located to the north east of the building and addresses Owen Street to the east.
- 4.63 The boundary treatment to the private gardens has been carefully considered to provide a secure and green boundary that enables an element of visual penetration and greenery to the space.

Access

- 4.64 Two vehicular access points will be created to access the Site, with both accesses leading off Great Jackson Street. Vehicular and cyclist access to the basement car parks will be via Melbourne Street and Great Jackson Street for Building F1 and Building F2 respectively.
- 4.65 A loading bay is proposed to the north of Building F1 along Melbourne Street, allowing refuse to be transferred a short distance out of the building for collection.
- 4.66 A new servicing route is proposed to the east of Building F2 and west of The Boatmans development, which includes a loading bay. This is well positioned to enable easy transfer of waste from the refuse stores within the building for collection. This area is proposed to be for vehicular access only and will not be accessible to pedestrians.

- 4.67 Small service vehicles, taxis and private vehicles dropping off residents of the development will access the Building F2 loading and drop-off area via River Place, turning left at the end to Pond Street and left again onto the loading / drop-off area. Residential drop-off areas are also proposed along Owen Street and Pond Street to serve the proposed development and also assist in the management of Deansgate Square adjacent.
- 4.68 This short section of Pond Street will have its direction of travel reversed, so vehicles will only be allowed to travel westbound, from River Place to Pond Street. The remainder of Pond Street will remain one-way eastbound as per the current arrangement allowing for vehicles servicing / delivering to Deansgate Square to access the loading bay along Pond Street.
- 4.69 For Tower F1, larger servicing and refuse vehicles are proposed to travel along and stop at the servicing bay on Melbourne Street, joining onto Owen Street and then along to Pond Street and south along the new proposed servicing route to the east of Building F2 and west of The Boatmans development. A servicing bay is proposed along this servicing route for Building F2 to help consolidate refuse and servicing trips.
- 4.70 The western access will be located in the vicinity of Melbourne Street and will provide access to Building F1 car park and loading and drop-off areas. This access will be ingress only. Vehicles leaving Building F1 would turn left at the junction with Owen Street, returning to A56 Chester Road via Deansgate.
- 4.71 Owen Street is proposed to be one-way southbound only, past the proposed junction with the new road to access Building F1. This arrangement matches the GJS Framework proposals and aspirations for this area.
- 4.72 Owen Street, Pond Street and the proposed access roads as part of the Proposed Development will not be offered for adoption and will remain private. Barriers will control access to the area and also to the different plots. These will also act as traffic calming measures, reducing vehicular speeds along the Site.
- 4.73 As part of the Plot F proposals, a key crossing point is located to the east of the site, linking the development to Deansgate Square. This will include a raised table across Pond Street creating a safe pedestrian crossing.
- 4.74 It is proposed that the transition from Owen Street to Pond Street will be resurfaced with high quality materials with a suitable unit size for traffic, to create a seamless blend with the wider public realm.

GJS Streetscape Enhancements

- 4.75 Due to the extensive construction works still to be completed on development plots along the length of Great Jackson Street (including major sewer diversion works associated with Plot G), it is considered to be appropriate for enhancements along Great Jackson Street to be brought forward as part of future proposals.
- 4.76 Delivering enhancements along Great Jackson Street at this stage, such as a new crossing, would result in abortive work as design features may be damaged by HGV traffic and major ground works and therefore are not proposed as part of the Plot F proposals.
- 4.77 Nevertheless, in line with the GJS Framework, Renaker is committed to delivering enhancements to Great Jackson Street as part of future development proposals, the cost of which will need to be equitably split with other landowners and will be delivered once major works are complete.

Use and Quantum

- 4.78 The Proposed Development is residential and the quantum of the Proposed Development is detailed in Table 4.1 below.
- 4.79 As discussed within Chapter 3, Manchester's residential market is maturing with a range of different residential typologies available; for example market-sales or build to rent. At this stage, the Applicant seeks to retain flexibility around the housing type in the interest of ensuring the delivered proposals can best meet housing market demand.

Table 4.1: Quantum of development for Plot F, Great Jackson Street

Measurement	Proposed Development
Proposed Site Area	0.88 ha (hectares)
Proposed Development	<u>Residential</u> 988 residential units broken down as: • 316 x 1 bed apartments (32%) • 624 x 2 bed apartments (63%) • 48 x 3 bed apartments (5%) A breakdown for each building is provided below: <u>Building F1 (494 units)</u> • 158 x 1 bed apartments (32%) • 312 x 2 bed apartments (63%) • 24 x 3 bed apartments, including 8 x 3 bed duplex apartments (5%) <u>Building F2 (494 units)</u> • 158 x 1 bed apartments (32%) • 312 x 2 bed apartments (63%) • 24 x 3 bed apartments, including 8 x 3 bed duplex apartments (5%) Ancillary residential amenity space including co-working space, residents' lounges, residents' gyms in each tower, and a private garden for residents of each tower. <u>Public Realm (Full)</u> 0.59 ha (hectare) public realm
Proposed Development Height	Tower F1 - 51 storeys / +186.070m AOD (Full) Tower F2 - 51 storeys / +186.070m AOD (Full)
Car Parking	Building F1: 148 residents car parking spaces in three level basement car park (inc. 10% accessible spaces) Building F2: 148 residents car parking spaces in two level basement car park (inc. 10% accessible spaces) Across both buildings:

Measurement	Proposed Development
	• Total car parking spaces proposed: 296 spaces (30% provision). • Provision of up to 20% EVCs.
Cycle Spaces	988 residential cycle storage spaces: • Building F1 – 494 secure cycle parking spaces within the multi-storey basement. • Building F2 – 494 secure cycle parking spaces within the multi-storey basement.

5 Planning Policy Framework

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 Section details the relevant documents that make up the Development Plan and material considerations such as guidance and MCC Strategic objectives.

5.3 Detailed assessment of the Proposed Development against the Development Plan and material considerations is provided within this Section 8 of this Statement.

Local Development Plan

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. To date only the Core Strategy DPD has been adopted by MCC. Within this context, the Development Plan comprises:

- Manchester Core Strategy (2012);
- Manchester Proposals Map (2012);
- Guide to Development in Manchester Supplementary Planning Document (2007)
- Saved Policies of the Manchester Unitary Development Plan (2005);
- Greater Manchester Joint Waste Development Plan Document (2012); and
- Greater Manchester Joint Minerals Plan (2013).

Material Considerations

5.5 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, and
 - Planning Practice Guidance (PPG).
- Supplementary 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;
- Great Jackson Street Development Framework (2018)
- Climate Change Emergency and Playing Our Full Part on Climate Change (2018);
- Manchester Climate Change Framework: 2020-2025 (2020);
- Manchester Affordability (2019);
- City Centre Transport Strategy (2019);
- Places for Everyone (2021);
- Design for Access 2 (2003); and
- GD04 Waste Storage and Collection Guidance for New Developments (2017).

Adopted Manchester Local Development Plan

Manchester Core Strategy (2012)

- 5.6 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.

Saved Policies of the Unitary Development Plan (1995)

- 5.7 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.

National Planning Policy and Guidance

NPPF

- 5.8 The NPPF (revised version published July 2021), articulates the priorities of the Plan for Growth within planning policy.
- 5.9 At the heart of the 2021 revised NPPF lies the 'presumption' in favour of sustainable development; the golden thread running through plan-making and decision taking (para. 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.
- 5.10 Firstly, 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.

- 5.11 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.
- 5.12 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.
- 5.13 Paragraph 73 goes on to state that the supply of large numbers of new homes can often be best achieved through planning for larger scale development in suitable locations. Appropriate tools such as masterplans and design guides or codes should be used to secure a variety of well-designed and beautiful homes to meet the needs of different groups in the community.
- 5.14 Section 6 (paragraphs 81 to 84) 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.
- 5.15 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.
- 5.16 The July 2021 update to the NPPF has principally focussed on improving the design of new developments in response to the consultation to the National Model Design Code consultation. Paragraph 128 specifically states that local planning authorities should establish design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. As described in Paragraph 129, this can be at an area-wide,

neighbourhood or site-specific scale and can carry weight in decision making. The National Design Guide and the National Model Design Code should be used to guide decisions on applications in the absence of locally produced design guides or design codes.

- 5.17 Paragraph 131 relates specifically to tree, highlighting the important contribution they make to the character and quality of urban environments and to mitigating and adapting to climate change. It specifically states that planning policies and decisions should ensure that new streets are tree-lined unless, in specific cases, there are clear, justifiable and compelling reasons why this would be inappropriate. Opportunities should also be taken for incorporating trees elsewhere in developments.

National Planning Practice Guidance

- 5.18 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. The principle behind the NPPG fits in the wider objectives of the current government's attempt to make the planning system simpler, clearer and easier for people to use. This guidance was developed following a detailed review of planning policy guidance through the Taylor Review between October and December 2012.
- 5.19 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.
- 5.20 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.
- 5.21 The NPPG references pre-application discussions, DAS and Design Reviews as some of the methods that can be used to achieve good design.
- 5.22 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.
- 5.23 This is achieved through providing:
- An understanding of the relevant planning policies;
 - Working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a Proposed Development;
 - Discussion of possible mitigation methods against impacts of Proposed Development; and
 - Identifying the information required to accompany a formal planning application.

Supplementary Planning Documents and Guidance

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

- 5.24 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.
- 5.25 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.
- 5.26 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)

- 5.27 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.
- 5.28 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."*
- 5.29 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)

- 5.30 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.
- 5.31 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.
- 5.32 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.
- 5.33 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.

5.34 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.

Our Manchester Strategy 2016-2025

5.35 The Our Manchester Strategy 2016-25 was published by MCC in January 2016 and sets the ambitions for the City for the next decade. 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.

5.36 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.

- 5.37 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.

GJS Framework (2018)

- 5.38 The Site is located within the GJS Framework (2018) area, and is identified as Plot F. The GJS Framework has been prepared in order to set out Manchester City Council's ambitions and guide the future comprehensive regeneration of the Great Jackson Street area of Manchester City Centre. The GJS Framework was updated in 2018 to reflect the potential for growth in this part of Manchester City Centre and forms a material consideration in the determination of any planning application within its boundary.
- 5.39 With specific reference to the Site, the GJS Framework outlines that Plot F is suitable for a residential-led development consisting of 939 units. Indicative scale and massing suggested this can be achieved in the form of three towers of 33, 35 and 36 stories and approximately 0.55 Ha of public space.
- 5.40 The GJS Framework aspires to stimulate a modal shift through bicycle storage and the proximity to core areas of Manchester, including the City Centre, which has reduced the number of car parking spaces that was originally envisaged in previous iterations of the Framework.

Climate Change Emergency and Playing our Full Part on Climate Change

- 5.41 Ecosystems play an important role in regulating climate. They currently absorb roughly half of manmade carbon emissions. Biodiversity and ecosystem services help to adapt to and mitigate climate change. They are therefore a crucial part of the effort to combat climate change. Healthy ecosystems are more resilient to climate change and so more able to maintain the supply of ecosystem services on which our prosperity and wellbeing depend. The underlying principle of green infrastructure is that the same area of land can frequently offer multiple benefits if its ecosystems are healthy.
- 5.42 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 direct 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.
- 5.43 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.
- 5.44 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.
- 5.45 On 10 July 2019, a motion asking MCC to formally declare a climate emergency was unanimously agreed. The motion declares that climate change is a serious risk to Manchester's future and 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.

- 5.46 In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport. The measures include retrofitting buildings to improve energy efficiency, increasing the use of Electric Vehicle Vehicles, and seeking 100% renewable energy. Whilst this has also not been formally adopted into planning policy, it is a material consideration for development proposals.

City Centre Transport Strategy

- 5.47 A Draft City Transport Strategy to 2040 was published for consultation in October 2020 covering both central Manchester and Salford. The City Centre Transport Strategy was the subject of a focused 'listening' exercise in summer 2018 and targeted engagement during winter 2019/2020. The final version of the City Centre Transport Strategy 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.

- 5.48 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; and
- Ambition 7: Innovation is embraced where it benefits the city centre and its users.

- 5.49 It is also recognised in the CCTS (2021) 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. This is critical to the proposals given the proximity of the Site to Market Street, St. Peter's Square and Piccadilly Metrolink stations.

- 5.50 In September 2021, Greater Manchester Combined Authority 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.

Manchester Affordable Housing

- 5.51 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. It also provided further details of how the Council and its partners will deliver a minimum of 6,400 Affordable Homes from April 2015 to March 2025.
- 5.52 It notes that the starting point for development should be to deliver a policy compliant provision of 20% Affordable Housing however, this is subject to viability. Where proposals do not include 20% Affordable Housing they will need to include a viability appraisal that will be robustly tested and analysed by MCC and an independent surveyor.
- 5.53 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.

Places for Everyone

- 5.54 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. For the City Centre the minimum net residential density is 200 dwellings per ha.
- 5.55 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 consultation is ongoing the Draft Plan holds limited weight in the determination of planning applications within Greater Manchester.

Design for Access 2

- 5.56 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.
- 5.57 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.

6 Tall Building Evaluation

6.1 As detailed in Chapter 4, the GJS Framework identifies the opportunity for tall buildings on the Site, with Plot F earmarked for three towers at 33, 35 and 46 storeys in height. As a diversion from the Framework, the Proposed Development will deliver two towers both at 51 storeys in height. This Chapter presents a detailed evaluation of the proposed tall buildings.

Introduction

6.2 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).

6.3 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 CABE and English Heritage for assessing tall buildings”* (p.50). However, on 10 December 2015, Historic England published Advice Note 4, Tall Buildings, which represents an update to the CABE 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. The Proposed Development is also assessed against the Core Strategy Policy EN2 (2012) on Tall Buildings.

6.4 Advice Note 4 identifies a series of steps that should be undertaken pre-application for proposals involving tall buildings. 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.
- Guide and improve design: Design Review is an established tool for the assessment of impact.
- 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.

6.5 The Proposed Development has been developed through a comprehensive engagement process. The heritage assets potentially affected, and the resulting key viewpoints have been assessed by Stephen Levrant Heritage Architecture.

6.6 The Proposed Development has also been the subject of a Places Matter! Design Panel Review. Overall, the feedback received from Panel Review was positive and covered some of the following points:

- Support for provision of two towers as opposed to three outlined in the GJS Framework;
- Comfortable with the height and scale of the proposed buildings;
- The movement and animation created from the components was felt to be *“fabulously commendable”* and the chamfers that splay in and out were felt to be very successful;
- The differentiation in colour should be subtle so that the buildings can be read as a pair. There was suggestion for a cooler colour tone;

- The cutaway on the corner was felt to be the best place for the building entrances, but consideration should be given to ensuring these entrances address each other;
- Comments that the original public realm design needed further development to signpost entrances, provide activity and signpost entrances across the landscape, with more defined uses; and
- Support for the provision of a private garden and suggestion to simplify design.

6.7 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.

6.8 The Proposed Development has been carefully designed after being considered as part of a comprehensive assessment process. An example of this assessment process includes an analysis of the visual impact on identified heritage assets through a series of accurate rendered key views.

6.9 The remainder of this section will consider the proposal against the Historic England guidance 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;
- Effect on the local environment;
- The provision of a well-designed, inclusive environment.

Assessment of Context and Heritage Assessment

Townscape Context

6.10 A Townscape and Visual Impact Assessment (TVIA) has been submitted in Chapter 12 of the ES, which was prepared by Chris Burnett Associates (CBA). This examines the impact that the Proposed Development will have on the townscape of Manchester City Centre and on the townscape character of the zones immediately surrounding the Proposed Development.

6.11 A total of 19 representative viewpoints have been agreed with MCC on 23rd June 2021 and assessed, as included in Appendix B and Appendix C.

6.12 The TVIA is supported by Accurate Visual Representation (AVRs) consisting of rendered and wireline images of the Proposed Development superimposed onto baseline photographs which are accurately surveyed from selected viewpoints.

6.13 The TVIA found that during the construction period, which will last for approximately 8 years, there is the potential for temporary unsightly visual impacts, but these can be mitigated through high quality hoardings. For the operational phase, the studies of the 19 viewpoints representing the likely sensitive receptors for townscape and visual impacts, found that there would be a negligible impact on five of the

viewpoints, but a minor beneficial impact on nine others and a moderate beneficial impact on the remaining five.

Heritage Assessment

6.14 A Heritage Statement, prepared by Stephen Levrant Heritage Architecture (SLHA), is submitted in support of this application.

6.15 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.

6.16 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...”

6.17 Section 72 sets out the corresponding duty in relation to conservation areas, it requires:

“In the exercise, with respect to any building or other land in a conservation area, of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area...”

6.18 Paragraph 8 of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment.

6.19 Paragraph 199 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.

6.20 Paragraph 201 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, or all of the following apply:*

a) the nature of the heritage asset prevents all reasonable uses of the site; and

b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and

c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and

d) the harm or loss is outweighed by the benefit of bringing the site back into use.”

6.21 Core Strategy Policy EN3 ‘Heritage’ highlights that throughout the City, MCC will encourage development that complements and takes advantage of the distinct historic 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.

- 6.22 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 ancient monuments.

Heritage Impact

- 6.23 There are no World Heritage Sites within the immediate vicinity of the Site, nor is the Site within a Conservation Area.
- 6.24 There are no listed buildings within the defined Site area, however, due to the height and location of the Proposed Development there is potential for the proposed towers to impact the setting of a number of listed buildings in the surrounding area.
- 6.25 As outlined in Section 2 of this Statement, there are 22 listed buildings and one scheduled ancient monument located within a 500m radius of the boundary of the Site.
- 6.26 Whilst the Site is not located within a Conservation Area, the Site is located approximately 250m from the south-eastern boundary of the Castlefield Conservation Area. The Conservation Area is the largest in Manchester and focuses on the early canal and railway infrastructure and associated warehousing to its south-eastern side (closest the Site), which is in contrast to the more modern developments to the northern side of the Conservation Area.
- 6.27 As the Site is within the setting of the Castlefield Conservation Area, any development upon the Site has the potential to impact its character and appearance. Although the Site does not contain any listed buildings, the proposals could have an indirect impact upon the settings of listed buildings in the wider townscape.
- 6.28 A Heritage Statement prepared by Stephen Levrant Heritage Architecture is submitted in support of this application.
- 6.29 The potential of the Proposed Development to impact the settings of the identified heritage assets, primarily within 500m of the Site, has been assessed through a Heritage Visual Impact Assessment (HVIA) of 9 views; as outlined in blue and purple in Appendix 12.1 of Chapter 12 of the ES Volume 2.
- 6.30 The Visual Impact Assessment concluded that, when considered from these identified viewpoints, the Proposed Development will incur a neutral impact in relation to the settings of the Grade II* listed G Mex (Manchester Central) and the Grade II listed Britons Protection public house, Nos. 13-17 Albion Street, Manchester South Junction and Altrincham Railway Viaduct, Hulme Street former cotton mill, the Hulme Street former cotton mill chimney, and the Middle Warehouse.
- 6.31 The Proposed Development will incur a negligible adverse impact to the setting of the Grade II listed Bridgewater House.
- 6.32 As stated throughout the HVIA, whilst it will be clear the Proposed Development will be visible in a number of instances, and thus result in some visual change; the resultant impact upon the special interest of surrounding heritage assets will be largely neutral.
- 6.33 In addition, the HVIA has identified a neutral impact upon the character and appearance of the Castlefield Conservation Area.
- 6.34 The Proposed Development is situated on the periphery of the city centre, in an area already defined by high-rise towers (Deansgate Square towers, the Elizabeth Tower and Victoria Residence) of a similar height and scale. It is therefore considered that the Proposed Development is suitably placed within the

existing townscape context and only results in one instance of negligible adverse impact in regard to one Grade II listed building.

- 6.35 These findings are considered, within the terminology of the NPPF 2021, to not amount to “harm” to the significance of the identified Designated Heritage Assets and therefore in this regard, it is considered that additional justification is not required on heritage grounds.

Architectural Quality

- 6.36 The NPPF (2021) advises that good design is a key aspect of sustainable development. At Paragraph 130 it is advised that planning policies and decisions should ensure that developments:

- Will function well and add to the overall quality of the area, over the lifetime of the development;
- Are visually attractive;
- Are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change;
- Establish or maintain a strong sense of place, using the 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 to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

- 6.37 In addition, Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015) provides design guidance for developers.

- 6.38 As detailed in Chapters 3, 4 and 5, throughout the design process the Manchester Residential Quality Guidance (2017) and principles in the GJS Framework have been considered.

- 6.39 The Proposed Development has been prepared by the Applicant and SHP who have extensive experience in designing high density residential developments in City Centre locations. In addition, landscape design has been developed by TPM Landscape who have worked extensively within the Great Jackson Street area, including the public realm being delivered as part of the Deansgate Square development.

- 6.40 The design justification and explanation of the proposed architectural quality are set out in detail within the DAS. Comments received from the Places Matter! Panel and MCC and wider consultation process have informed the Proposed Development where appropriate to ensure a high quality design is achieved. The design is well considered, contemporary and distinctive which responds to the surrounding area and maintains the high quality benchmark that is required to deliver the GJS Framework vision.

- 6.41 The Proposed Development also incorporates a large amount of public realm which will create a welcoming, pleasant environment, encouraging greater public use to the area and providing areas to relax for those who wish to. The proposed residential use will activate the neighbourhood and the public realm frontage. The extensive public realm proposed provides an appropriate counterbalance to the high density form of the buildings, creating a natural and sustainable outdoor space within which local people and visitors will be able to relax, play and socialise.

Credibility of the Design

- 6.42 The Applicant and SHP are extremely experienced in designing and delivering high quality tall buildings in City Centre locations and have a track record and capability to deliver a project of exceptional quality.
- 6.43 The core design team has undertaken an extensive contextual analysis of the Site and surroundings and recognise the high profile nature of the Site. In this respect, a significant amount of time has been spent developing the proposal through a number of design stages to deliver a viable and deliverable development of the right quality.
- 6.44 The Proposed Development has been considered with managing agent Zenith to ensure that the residential units respond to market demand and that the right facilities are provided, and the operational management has been fully considered.
- 6.45 For further information regarding the design quality of the scheme please refer to the DAS by SHP.

Sustainable Design and Construction

- 6.46 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.
- 6.47 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.
- 6.48 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.
- 6.49 Policy DM1 notes that for new residential developments built after 2013 Code for Sustainable Homes (CfSH) Level 4 must be achieved. On the 25th March 2015 the Government issued a Written Ministerial Statement setting out the conclusion of the Housing Standards Review. The statement set out a new policy on the application of technical housing standards that applied immediately to all local planning authorities and qualifying bodies. This had a direct effect on the application of existing Code policies, and the setting of new Code policies. The Government elected to remove the Code for Sustainable Homes and incorporate new additional optional Building Regulations on water and access, and a new national space standard.

- 6.50 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.
- 6.51 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.
- 6.52 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.

Energy Strategy

- 6.53 The Proposed Development 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.
- 6.54 A combination of enhanced building fabric specification (significantly beyond the current regulatory compliance standard) allied to efficient mechanical and electrical systems and 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.
- 6.55 Priority is given to achieving the energy and carbon emissions targets by means of on-site measures applying the principles of the energy hierarchy.
- 6.56 The energy strategy will incorporate 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. The design of this development also incorporates a building specification intended to avoid cooling requirement, as per the results of the CIBSE TM59 Overheating Assessment.
- 6.57 Representative SAP models have been calculated for ten apartments, which have been selected for the assessment as they constitute a typical floor plate of dwellings within the scheme and are representative of the entire Site in terms of their size, layout and orientation. The layout of the apartments on this floorplate is repeated throughout the majority of Towers F1 and F2 therefore this sample provides a robust indication of the overall performance of the residential element of the proposals.
- 6.58 The results indicate a 9.6% dwelling emission rate reduction relative to Part L 2013 standards. This demonstrates compliance with Part L 2013 and MCC Core Strategy Policy EN6 targets.

- 6.59 When applying the current and up to date carbon factors through the use of SAP 10 Beta software, the buildings are seen to improve upon the Part L1A 2021 compliance standard by 52.59%. The application of SAP10 is considered to be a more accurate approach to assessing the expected carbon performance of new developments.
- 6.60 This is because the calculations account for the projected decarbonisation of the national grid, which is increasingly fuelled by renewable sources. In line with the MCC Climate Change Framework, this development has been proven to take maximum advantage of the decarbonised grid mix electricity due to the proposed full electric heating strategy. This provides a steppingstone towards zero-carbon operational standards whilst the UK government establish a national zero carbon definition and methodology for near-future implementation.
- 6.61 There is also a betterment of 1.24% over the expected Dwelling Fabric Energy Efficiency (Option 1) reduction target required by Building Regulation Part L1A (2021).

Energy Efficiency and Carbon Reduction

Renewable Energy

- 6.62 Element Sustainability, the project's 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.
- 6.63 Air source heat pumps are considered technically feasible for the development and will be specified within the non-domestic zones, delivering high efficiency heating.
- 6.64 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 Element Sustainability.

Build Fabric and Thermal Performance

- 6.65 The residential towers will be of concrete frame construction combined with a unitary curtain wall external cladding system. The curtain wall system is an outer covering of the building in which the outer walls are non-structural, but keep the elements out and insulate the occupants. Such systems enable the architect and developer to create dramatic but practical façades necessary for key development sites such as Plot F, given the scheme's scale, impact and location.
- 6.66 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.
- 6.67 Thermally efficient, triple glazed windows will be specified with argon gas fill and low emissivity coatings to limit heat loss through the panes. The glazing g-value will be specified to optimise beneficial solar gains but limit the propensity for the dwellings to overheat.
- 6.68 Very low air permeability of $2.5\text{m}^3/\text{hm}^2$ (@50Pa.) is targeted for this build in order to minimise uncontrolled ventilation. This will further reduce heat losses and provide high levels of occupant comfort (in combination with the proposed mechanical ventilation strategy). Focus on the quality of the build is vital to deliver such airtight buildings.
- 6.69 Renaker have a brilliant track-record of delivering similar high-density residential developments in Manchester, including Deansgate Square, where very high U-values have been achieved.

- 6.70 Attention to cold bridging junctions including the provision of insulation to reduce heat and limit heat losses that occur at the junctions between building elements and around openings will significantly improve the emission rate of the dwellings.

Heating and Ventilation

- 6.71 The buildings will utilise a 'full electric' energy strategy. This mechanical and electrical specification will deliver a Building Regulation Part L1A (2013), Part L2A (2013) and Part L1A (2021) compliant scheme for all aspects of the Proposed Development.
- 6.72 Mechanical ventilation with heat recovery (MVHR) systems will be specified in each dwelling to maintain a healthy living environment and further reduce the heat losses and the energy demand of the dwellings. The proposed MVHR system can recover over 90% of heat from the extracted stale air from the dwelling by using a counter flow heat exchanger which 'pre-heats' cool incoming, fresh air. The outgoing and incoming air pass next to each other, but do not mix. The design air permeability of 2.5m³/hm² (@50Pa.) for the dwellings will virtually eliminate uncontrolled ventilation and ensure that the majority of the expelled stale air will pass across the heat exchanger, thereby boosting the energy reduction potential of these systems.
- 6.73 No mechanical cooling is required for the dwellings and they are not considered to be at risk from overheating. This is due to the glazing's solar transmission (g value), which has been optimised (currently applied as g=0.40) to limit unwanted, excess solar gain whilst allowing useful heat from the sun to enter the dwellings. This is coupled with the proposed MVHR systems which incorporate a summer by-pass function to provide cool air within the dwelling during warm days.
- 6.74 Sophisticated heating controls, including appliance programmes and room thermostats, will ensure the efficient delivery of heat from electric panel heaters to further reduce the dwellings' energy demand.
- 6.75 Split system heat pumps benefit from high seasonal efficiencies for both heating and cooling modes and are proposed for the non-domestic zones.
- 6.76 High efficiency hot water storage will be specified within the apartments with immersion cylinders, providing low standing losses to reduce energy demand from the systems. To further limit energy demand for hot water, dwellings would be provided with water-efficient fixtures and fittings, to limit overall water consumption to <105 litres per person per day.
- 6.77 There will be no local emissions associated with the proposed electric heating strategy, including Nitrogen Oxide. This full electric strategy aligns with MCC's Climate Change Framework actions to eliminate the demand for natural gas and replace with renewable and electricity- based heating systems.

Lighting

- 6.78 Low energy and LED lighting will be specified throughout the Site in order to maximise operational efficiencies and lifespan of the fittings. Common areas and non-domestic zones will also benefit from PIR control and photocell dimming controls.

Water Management and Weather Resilience

- 6.79 A Flood Risk Assessment and Drainage Strategy has been prepared by Curtins and is submitted in support of this planning application. In summary, the Proposed Development will be designed in order to reduce the post development surface water run-off to at least 50% of the existing surface-water brownfield runoff rates. The Drainage Strategy will also be designed to withstand a 1 in a 100-year storm event plus a 40% allowance for climate change.

- 6.80 A summary of water saving measures is also set out within the Environmental Standards Statement prepared by Element Sustainability. The new apartments will be designed to reduce mains/potable water consumption and will include water efficient devices and equipment.
- 6.81 A water efficiency strategy will be determined for the development. This will include 'A' rated appliances (where provided). In order to reduce the demand, the sanitary fixtures will be specified to achieve a calculated daily consumption of <105litres/person/day.
- 6.82 Specification of efficient water fixtures will be provided throughout the scheme (low flow taps and showers, dual flush WCs and low volume baths) and the landscaped areas of the development will be irrigated solely by precipitation throughout all seasons of the year to reduce unregulated water consumption. Overall, it is considered that the proposal complies with the relevant policy of EN8 within the Core Strategy.

Summary

- 6.83 The ESS and Energy Statement has reviewed the environmental performance of the Proposed Development.
- 6.84 Minimising the impacts of climate change is a key element of the proposed design. Significant design iterations and energy demand calculations having been undertaken to ensure the proposed energy strategy will incorporate 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.
- 6.85 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.
- 6.86 In summary, these proposals will deliver a scheme that is inherently efficient and cost-effective during occupation and that accords with the adopted Core Strategy Policy EN 4, EN6, EN8 and the Supplementary Planning Document (SPD) criteria while taking into account Manchester's declaration of a Climate Emergency.

Contribution to public space and facilities

- 6.87 The Proposed Development includes 0.59 ha of high quality public realm, which will be fully accessible by all existing and future residents in Manchester City Centre as well as visitors from further afield. The provision of a large area of public realm has been a key element of the design development of the Site.
- 6.88 The Proposed Development includes landscaping to the spaces around and between the buildings and the road network, including a large public space in between the two buildings and central to the Site. The Proposed Development includes a range of shrub and tree planting which will improve the visual amenity of the Site. Private gardens are also proposed for each building and will be accessible from inside the buildings for residents and visitors only.
- 6.89 56 replacement trees are proposed to be planted on-site as part of the Proposed Development, which will mitigate against the loss of existing trees on the Site. 22 of these tree are to be included within the pavement to the south of Deansgate Square on Owen Street to unite the two developments at ground level. This tree provision represents a replacement ratio of well over 3:1. These new trees will add to the quality of the public realm and placemaking and will integrate the Proposed Development effectively into the landscape.

- 6.90 The provision of this public realm will improve linkages across the Site and the Great Jackson Street area from Hulme and through to the City Centre, linking up with other pockets of public realm proposed and delivered within the GJS Framework area and thus improving the blue and green infrastructure network. The Proposed Development will thus act to better connect the Proposed Development with Deansgate, Hulme, Castlefield, and First Street for pedestrians and cyclists.
- 6.91 The Proposed Development will also promote natural surveillance over the public realm, with the gym and other residential amenity uses providing activity within this area and overlooking the Site.
- 6.92 A Landscape Design Statement has been prepared by TPM Landscaping in support of this application, to illustrate how the Proposed Development contributes towards the public spaces.
- 6.93 Through opening up the Site to the wider City Centre, the Proposed Development adheres to Manchester's Green and Blue Infrastructure Strategy (2015) of improving linkages between these spaces. The Green and Blue Infrastructure Strategy has the overall vision of:
- "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 greenspaces and safe green routes for walking, cycling and exercise throughout the city..."*
- 6.94 A Green and Blue Infrastructure Statement has been prepared and is submitted in support of this planning application. It details how the Proposed Development responds to the Manchester Green and Blue Infrastructure Strategy 2015 visions and objectives.

Consideration of the impact of the Local Environment

- 6.95 A wide range of technical reports have been prepared by various technical consultants in support of this application. Further details can be found in Chapter 7 of this Statement. The technical reports cover the below:
- Air Quality;
 - Archaeology;
 - Daylight, Sunlight and Overshadowing;
 - Ecology and Biodiversity;
 - Arboriculture;
 - Television Interference;
 - Ground Conditions;
 - Heritage;
 - Noise and Vibration;
 - Socio-Economic Issues;
 - Townscape and Visual Impact;
 - Transport;

- Wind and Microclimate;
- Water Resources, Drainage and Flood Risk;
- Solar Glare; and
- Noise and Vibration.

The provision of a Well-Designed Environment

The Proposed Development includes a high-quality design and finish across the scheme. A wide mix of apartments, which will range from one, two- and three-bedroom units, are available to ensure choice for a wide range of potential occupants and to help foster a mixed community within the Proposed Development. The high-quality landscaping strategy submitted as part of the application will enhance the local area.

- 6.96 The new landscaping proposals will create a welcoming, pleasant environment, which will encourage greater public use to the area and provide areas to relax for those who wish to. The significant public realm proposals will improve the existing pedestrian and cycling connections to the wider City Centre.
- 6.97 The Proposed Development has been designed to integrate with the surrounding context and buildings as they are brought forward within the GJS Framework area, including how the two 51-storey towers create a clustering of height which relates to the clustering of tall towers being delivered within the GJS Framework area.
- 6.98 Furthermore, the new public realm helps to frame the surrounding plots whilst connecting the Site with new public realm delivered at Deansgate Square and the public park under construction at Crown Street Phase 2. It provides a valuable social and environmental contribution to the neighbourhood.

Compliance with Manchester's Tall Building Policy EN 2

- 6.99 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, Table 6.7 overleaf assesses the Proposed Scheme against the criteria set out in this Policy.

Table 6.7: How Plot F meets the criteria set out in Core Strategy Policy EN 2 Tall Buildings.

Policy EN 2 Tall Buildings	Plot F Great Jackson Street
Manchester Core Strategy (2012)	
Are of excellent design quality.	The Proposed Development has been designed by a professional design team with significant experience and track record of delivering projects of this complexity and scale.
A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including its skyline and approach views.	The height and massing have developed to respect the surrounding areas and to address the ambitions of the GJS Framework (2018), which supports the delivery of high-density residential towers. This will provide a key focal point on entrance into the City Centre from the south, responding to key view corridors as identified within the GJS Framework.

Policy EN 2 Tall Buildings Manchester Core Strategy (2012)	Plot F Great Jackson Street
	The GJS Framework envisaged the delivery of 939 units across three towers with heights of 33, 35, and 46 storeys. The Proposed Development will comprise of two 51-storey towers delivering 988 units. It is considered that this approach presents an improvement on the layout within the GJS Framework and that the change is justified on the basis that the Proposed Development would enable greater light penetration across the GJS Framework area than would be possible with three towers. It also ensures that a 20m separation distance between the Proposed Development and adjacent buildings can be achieved, whilst providing a greater amount of public realm to be delivered on the Site. The Proposed Development will also match in height with the tallest tower of the nearby Crown Street Phase 1 development but featuring a contrast in form and colour that adds interest to the skyline. When viewed together it is considered that these towers will be of a quality benefitting a gateway entrance to Manchester City Centre beyond what could have been achieved with the layout in the GJS Framework.
Are appropriately located. Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes	The Site is located within the GJS Framework area, the Oxford Road Corridor and the City Centre. It is not located within a conservation area and there are no listed buildings on or immediately adjacent to the Site. It is therefore appropriately located for high rise residential development. The Site also has excellent accessibility to a range of public transport modes, including bus, rail and Metrolink. It is currently a City Centre brownfield site, occupied by an industrial building and the temporary construction worker cabins previously used for the construction of Deansgate Square. It was also formerly used as a Peugeot car compound. The Proposed Development will act to reinvigorate the Site, providing a residential neighbourhood of choice, establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the area. The Proposed Development has been carefully developed in relation to the GJS Framework (2018) which details the height of Plot F as having three buildings at 33, 35, and 46 storeys. In principle, the Framework supports the development of tall buildings in this location. Although taller than outlined in the GJS Framework at 51 storeys each, the Proposed Development represents an improvement on the GJS Framework indicative proposals and massing through the provision of two towers instead of three, which has been corroborated through design review panels. It will also match in

Policy EN 2 Tall Buildings Manchester Core Strategy (2012)	Plot F Great Jackson Street
	height with the tallest tower of the nearby Crown Street Phase 1 development. In summary, the Proposed Development is appropriately located considering its massing and form and the surrounding tall developments.
Contribute positively to sustainability. 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.	The Proposed Development creates two residential buildings of exceptional design quality alongside new public realm, which will bring further essential public realm to the neighbourhood, animating the street level. This creates a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life. Improvements on Site will lead to a net increase in the number of trees and a biodiversity gain through appropriate planting and habitat creation. The Proposed Development will incorporate sustainability measures as set out in the supporting ESS and Energy Statement. Environmental analysis has been undertaken and ensures that the local environment is both attractive and pedestrian friendly. In relation to this, the wind and microclimate assessment has shown appropriate results for the intended use of outdoor spaces, particularly within the public realm is suitable for walking through as well as dwelling time. The delivery of two towers as opposed to the three envisaged in the GJS Framework provides environmental benefits by increasing daylight and sunlight permeability into the outdoor spaces, including the public realm. It also enables the provision of improved connections through the GJS Framework area between Hulme and Manchester City Centre. The Proposed Scheme is part of a wider regeneration strategy detailed in the GJS Framework (2018). It is important to recognise the large amount of public realm being delivered as part of the Proposed Development within the GJS Framework area.
Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance. Elsewhere within Manchester tall building development will only be supported where, in addition to the requirements listed in Table 6.7, it can be shown to play a positive role in a	The Proposed Development will redevelop a key strategic site that currently has a negative impact on the surrounding townscape and will help transform a key point of entry into the City Centre, when entering from the south, dramatically improving the perception and image of this area. In particular the TVIA, prepared by Chris Burnett Associates, states that the view from Hulme Park will be enhanced with the introduction of variable shapes and forms.

Policy EN 2 Tall Buildings Manchester Core Strategy (2012)	Plot F Great Jackson Street
coordinated place-making approach to a wider area. Suitable locations are likely to relate to existing district centres. The height of tall buildings in such locations should relate more to the local, rather than the City Centre, urban context.	The Site sits within the GJS Framework area and is situated on a key gateway into Manchester City Centre. The Framework highlights that tall buildings are appropriate in this location. At 51 storeys in height, the two towers of the Proposed Development will contribute to the prominent landmark clustering. This is consistent with the intention to deliver a high density, residential-led neighbourhood within the GJS Framework area. Prominence to the tallest Deansgate Square tower is retained as the tallest in the Framework area. The Proposed Development will also enhance pedestrian and cycling connections which will help improve access from Hulme Park towards other areas of the City Centre such as the Castlefield, Deansgate and First Street through the provision of a large amount of public realm. The proposed public realm and high quality architectural design of the building will help improve placemaking on the Site and within the wider GJS Framework area. This is a development that fully considers impact on the local environment and ensures a safe and usable pedestrian environment.
Will bring significant regeneration benefits. It will also be necessary for the applicant/developer to demonstrate that proposals for tall buildings are viable and deliverable.	The Proposed Development regenerates an underutilised brownfield site and acts as a catalyst for further regeneration in the GJS Framework area. This is discussed further in Chapter 4 and Chapter 7. The developer is highly experienced and has a significant track record of delivering tall buildings within Manchester and Central Salford, with approximately 1,600 new homes currently under construction, including Crown Street Phase 2 and a further 1,700 that have recently completed construction, including Crown Street Phase 1, Castlefield Wharf, and the landmark Deansgate Square development featuring Manchester's tallest building. The Applicant has led the delivery of the transformative GJS Framework area. The Applicant's vision is to transform the urban landscape and skyline through the delivery of buildings of exceptional design quality that provide high quality homes and encourages the creation of communities that will stand the test of time.

6.100 In summary, the Proposed Development positively contributes and fully complies with the guidance and supports the aims of the Core Strategy policy on Tall Buildings.

7 Planning Assessment

- 7.1 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.
- 7.2 Where material considerations provide additional requirements or detail to the policies of the Development Plan that merit discussion, these are considered.

Principle of Proposed Use

Policy and Guidance

- 7.3 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.
- 7.4 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.
- 7.5 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.
- 7.6 The GJS Framework sets out a clear vision for the future uses on the Site. In particular, the GJS Framework identifies the intention for a high density high-rise residential-led scheme to be delivered at Plot F, alongside public realm improvements. Specifically, the GJS Framework envisaged the delivery of 939 units across three towers with heights of 33, 35, and 46 storeys.

Compliance of the Proposed Development

- 7.7 The principle of high-rise residential development on the Site is established within the GJS Framework.
- 7.8 It is considered that the Proposed Development presents an improvement on the layout within the GJS Framework and that the provision of two 51-storey towers delivering 988 units is justified on the basis that the Proposed Development would enable greater light penetration across the GJS Framework than would be possible with three towers.
- 7.9 Refining the design also enables an appropriate separation distance of 20m to be provided between the proposed buildings and adjacent developments, in line with the Manchester Residential Quality Guidance (2017). A greater amount of public realm can also be delivered on the Site in line with the general ambitions of the GJS Framework.
- 7.10 Overall, the Proposed Development will contribute to the regeneration of the GJS Framework Area through redeveloping an underutilised brownfield site and contributing to the delivery of a residential-led neighbourhood environment that accords with the principles set out within the Manchester Residential

Quality Guidance (2017). The proposals will also deliver public realm improvements, which will make a valuable contribution to the GJS Framework area and the wider City.

- 7.11 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 accommodation within Manchester City Centre.
- 7.12 The Proposed Development provides basement car parking for residents. The inclusion of parking provision is proposed in the GJS Framework, which identifies the intention to deliver 379 car parking spaces, equating to a 40% provision of parking spaces to residential units. However, in the interest of sustainable development and carbon reduction, improved provision of nearby public transport routes and a significant increase in the cycling infrastructure of the city, the Proposed Development proposes a reduced amount of car parking from the GJS Framework at only 296 spaces in total, representing a 30% provision.
- 7.13 This level of car parking is considered appropriate given the sustainable location of the Site within Manchester City Centre and reflects MCC's ambitions for carbon reduction and wider obligations for the Government in terms of their carbon reduction targets.
- 7.14 The scheme has been designed to deliver up to 20% electric vehicle charging points across both buildings, delivered to meet demand identified as a result of an annual review, which should be conditioned as part of any future travel plan survey monitoring and planning approval. Cabling is provided to enable additional connections to EVCs in future to ensure that the very latest EVC technology can be delivered as and when required by future residents.
- 7.15 For further details on car parking, please refer to Paragraphs 7.160 to 7.179 of this Statement and the Transport Chapter of the ES (Volume 1), which justifies the proposals from a technical perspective.

Design

Policy and Guidance

- 7.16 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.
- 7.17 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.
- 7.18 Core Strategy Policy CC9 Design and Heritage requires the design of new buildings to be of the highest standard.
- 7.19 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.
- 7.20 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.

- 7.21 The Manchester Residential Quality Guidance (2017) sets several design criteria that should be followed within the scheme. The DAS submitted in support of this application provides an assessment of the Proposed Development against this Guidance, demonstrating compliance.
- 7.22 Design for Access 2 is also relevant. This document provides guidance on measures that should be incorporated into schemes to increase their accessibility.
- 7.23 In summary, all areas of the public realm are DDA compliant and level access is offered to all residential floors. 10% of car parking spaces are accessible and further details are set out below.

Compliance of the Proposed Development

Scale and Density

- 7.24 The scale and form of the building responds to the surrounding areas both with regard to height and massing. 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 the relationship with existing and future built context.
- 7.25 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.
- 7.26 The impact of the proposals on surrounding townscape views has been fully assessed within the planning application supporting documentation. The technical assessments are supported by the Tall Building Statement (Chapter 6 of this Statement), that demonstrates that the proposed tall buildings are in accordance with the requirements of Historic England Guidance Note 4 on Tall Buildings and Policy EN2 of MCC's Core Strategy.

Architectural Design Quality

- 7.27 The Proposed Development has been designed by a highly experienced design team led by SHP who have designed several tall buildings, including the recently completed Deansgate Square adjacent to the Site. The design has developed through a process of close consultation with the Local Planning Authority and key stakeholders including statutory and non-statutory consultees, Ward Councillors and the general public.
- 7.28 The proposed design is a considered response that provides a high quality development on a site that is currently underutilised and fails to make a positive contribution to the local streetscape or wider built environment.
- 7.29 The chamfered edges and in-and-out corners of the building and façade treatment give the buildings a sense of movement and distinguish the towers from other neighbouring developments such as Deansgate Square. A palette of high-quality materials is used to articulate the volume surfaces and to emphasise orientation, scale, massing and context.
- 7.30 The choice of colour has also been carefully considered to ensure that the towers can be read individually, but also harmonise with each other through a paralleled massing and the use of a tone, which is complementary to the surrounding townscape and adjacent tall developments in Manchester's skyline.
- 7.31 At the base of the buildings, consideration has also been given to how the buildings have been grounded. The use of curtain wall glazing creates a consistency in materials for the podium level, which is

synonymous with the towers above and effectively reflects the green environment in which the buildings are carefully placed.

Place Making

- 7.32 The Site is currently not fully utilised in its current form. It does not make a positive contribution to the streetscape, nor does it reinforce or complement the surrounding and emerging context.
- 7.33 The scheme has been designed to significantly enhance the neighbourhood and wider area whilst complementing the other schemes completed, under-construction and with planning permission within the GJS Framework area.
- 7.34 Place making has been improved via the addition of a significant area of public realm in the heart of the scheme, providing a large amount of blue and green infrastructure, and larger hard landscaped areas to promote activity and provide areas for people to dwell and socialise.
- 7.35 Furthermore, the buildings have been designed to improve safety and security of the area via passive overlooking from the residential apartments and amenity areas at the lower floors and through minor design improvements arising from consultation with GMP.
- 7.36 Through the delivery of high-quality buildings and public realm, the redevelopment of this Site will also strengthen local streetscape quality thereby enhancing local character and a sense of place.
- 7.37 The DAS fully explains the architectural evolution that has led to the proposed design.

Inclusive Design

- 7.38 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. 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.
- 7.39 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.
- 7.40 A total of 10% of car parking spaces within the resident basement car park will be accessible car parking spaces. Consideration has also been given to the requirements of MCC Design for Access 2. The design team will endeavour to develop the detailed design of the scheme to comply with DFA2 standards, whilst meeting the client brief. The minimum width of corridors on residential floors is 1550mm, which is compliant with Approved Document M.
- 7.41 The development has been designed in accordance with regulatory guidance ensuring it promotes the principles of inclusive design.

Built Heritage

Policy and Guidance

- 7.42 Policy EN3 Heritage outlines that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including

those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment.

- 7.43 Policy CC9 Design and Heritage outlines that development in the City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.

Compliance of the Proposed Development

- 7.44 The Proposed Development is supported by a Heritage Statement prepared by Stephen Levrant Heritage Architecture and includes a HVIA, assessed against Local and National Planning Policy. Please refer to Chapter 6, paragraphs 6.29 to 6.35 for further details.
- 7.45 As stated throughout the HVIA, whilst it will be clear the Proposed Development will be visible in a number of instances, and thus result in some visual change; the resultant impact upon the special interest of surrounding heritage assets will be largely neutral.
- 7.46 In addition, the HVIA has identified a neutral impact upon the character and appearance of the Castlefield Conservation Area.
- 7.47 The Proposed Development is situated on the periphery of the city centre, in an area already defined by high-rise towers (Deansgate Square towers, the Elizabeth Tower and Victoria Residence) of a similar height and scale. It is therefore considered that the Proposed Development is suitably placed within the existing townscape context and only results in one instance of negligible adverse impact in regard to one Grade II listed building.
- 7.48 These findings are considered, within the terminology of the NPPF 2021, to not amount to “harm” to the significance of the identified designated heritage assets and therefore, in this regard, it is considered that additional justification is not required on heritage grounds.

Archaeology

Policy and Guidance

- 7.49 Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects relating to archaeological heritage.

Compliance of the Proposed Development

- 7.50 An 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. The findings are summarised below.
- 7.51 The Site lies adjacent to an area of known Roman activity associated with the road linking the Roman fort at Castlefield with the Roman fort at Chester. The Site lies a short distance to the east of the projected course of this NE/SW aligned road. The precise fording point of the Roman road across the River Medlock is uncertain, however recent archaeological excavations in the vicinity of the Site indicates that temples and mausolea probably lined this road as it dropped down to the ford. Pending the extent of disturbance caused by intensive development during the nineteenth century, the Site has considerable potential to contain buried archaeological remains deriving from the Roman period.
- 7.52 The character of Hulme was transformed from an agricultural landscape after the late- eighteenth century by the rapid expansion of Manchester. Late eighteenth-century maps indicate that the Site was bounded by Mr Jackson’s farm to the west and Knott Mill Dye Works to the north during this period.

During the nineteenth century, rows of workers' houses were constructed within the Site and map evidence suggests that these dwellings ranged in size from back-to-backs to large terraced houses. Evidence from all of these post-medieval and Industrial period activities within the Site may survive in the form of buried archaeological remains, with any Roman remains potentially surviving at a greater depth.

- 7.53 Ground-breaking and earth-moving works associated with the Proposed Development are likely to remove any buried archaeological remains that do survive within the Site. Therefore, it may be anticipated that archaeological investigation via a programme of archaeological trenching and an archaeological strip, map and record evaluation may be required to establish the presence or absence of buried archaeological remains and, if present, their extent and significance.
- 7.54 Should significant archaeological remains be encountered during the archaeological 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 NPPF. 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 MCC.

Ecology

Policy and Guidance

- 7.55 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.

Compliance of the Proposed Development

- 7.56 An Ecological Survey, prepared by ERAP, 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 March 2021.
- 7.57 The Survey found that the Site comprises hardstanding and colonising vegetation with boundary vegetation. The Site has no statutory or non-statutory designations for nature conservation. Likely significant effects of the Proposed Development on Sites of Special Scientific Interest (SSSI), located 1.2 to 1.5 kilometres from the Site are avoided.
- 7.58 The Site contains only common and widespread plant species. None of the habitats present are representative of semi-natural habitat or Priority Habitat.
- 7.59 Giant Hogweed and Indian Balsam, both invasive plant species listed on Schedule 9 of the Wildlife and Country-side Act 1981 (as amended) were detected at the Site boundary.
- 7.60 The boundary vegetation provides habitat suitable for use by nesting birds, otherwise the presence of protected species at the Site is reasonably discounted.
- 7.61 The Survey concludes that there are no significant ecological constraints on the Proposed Development and an adverse effect on designated sites, protected species and ecologically valuable habitats is avoided. It goes on to state that the Proposed Development 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

- 7.62 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.
- 7.63 The Residential Quality Guide is also relevant. The guide highlights that where a loss of trees is deemed appropriate or unavoidable, as part of a new development by the Council, replacement provision of at least 2-to-1 equivalent will be required.
- 7.64 The NPPF also 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.
- 7.65 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

- 7.66 An AIA, prepared by Godwins is submitted in support of this planning application. The AIA found that seven individual trees and two groups of shrubs were recorded on the Site.
- 7.67 In accordance with BS5837:2012 Trees in relation to design, demolition and construction, one individual tree was recorded as category 'B' (moderate quality); and a mixture of five individual trees and two groups of shrubs were recorded as category 'C' (low quality). An additional tree was recorded as category 'U' (cannot be retained as living trees). It is understood there are no Tree Preservation Orders in place for the aforementioned trees.
- 7.68 Six trees (5no. Category C and 1no. Category B) and one group of trees are required to be removed to facilitate the Proposed Development and make effective use of an underutilised site. The majority of trees proposed for removal are considered to be low quality specimens. In addition, one tree is considered to be of a moderate quality. This tree has developed into an established specimen, but still offers limited amenity value to the wider area. The Category U tree is also proposed to be removed.
- 7.69 63 trees total are proposed within the public realm and a further 6 in the resident's amenity gardens (3 in each F1 and F2). Of the 63 trees proposed in the public realm, 35 are set in the ground and 28 are located in raised ground. This represents a replacement ratio of approximately 6:1 when just accounting for the trees planted into ground. All new trees will add to the quality of the public realm and placemaking and will integrate the Proposed Development effectively into the landscape.
- 7.70 The retained trees will be protected to British Standard BS5837:2012 Trees in relation to design, demolition and construction to ensure that they remain in a healthy condition during and post construction. The Tree Protection Plan within the AIA highlights the recommended tree protection measures.
- 7.71 Any arboricultural work undertaken will be done so by a competent arborist in line with British Standard BS3998:2010 Tree Work.

Ground Conditions

Policy and Guidance

- 7.72 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.
- 7.73 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

- 7.74 A Geotechnical and Geo-environmental Desk Study has been prepared by Coffey and is submitted in support of this planning application. The Study presents a Phase 1 Desk Study for the Site.
- 7.75 Published geological mapping and ground investigation works undertaken on an adjacent site suggest the Site is anticipated to be underlain by a layer of Made Ground of up to 3.2m in thickness, under which the natural superficial deposits comprise predominantly cohesive Glacial Till up to 6.4m in thickness. The solid geology is expected to be the Sherwood Sandstone formation, of which up to the first 2.0m can be described as completely weathered. No faults are shown to cross the Site.
- 7.76 A Coal Mining report for the Site indicates that deep, shallow, or opencast coal mining has not occurred within the area of the Site. Hence the Site is not indicated to be at risk from ground movements associated with coal or other forms of mineral extraction.
- 7.77 The Glaciofluvial Deposits are classified as a Secondary (A) Aquifer whilst the underlying Chester Formation is classified as a Principal Aquifer.
- 7.78 There appears to have been relatively limited potentially contaminative historical uses on and close to the Site.

Anticipated Ground Model

- 7.79 Three exploratory boreholes (BH23 – 25) from the previous GeoAssist ground investigation report for the immediately adjacent Deansgate Square project lie within the boundary of Plots F1 & F2 and details of the results are provided within the Geotechnical and Geoenvironmental Desk Study. Based on available ground investigation data, the formation levels of the towers will be sited within the weathered and intact Sherwood sandstone.
- 7.80 Groundwater monitoring from the adjacent Deansgate Square project indicates that groundwater is anticipated within the Sherwood Sandstone at a level between 24.7mAOD to 23.3mAOD (approximately 8.0 to 9.4mbgl). Noting these anticipated groundwater levels compared to likely formation levels for the basements (25.2mAOD and 21.7mAOD for Towers F2 and F1, respectively) there is the possibility that dewatering may be required for Tower F1.
- 7.81 A Phase 2 Report will be prepared, which will include an assessment of potential risks associated with contamination of the ground and, where appropriate, provide recommendations for remediation.

Environmental Conditions

- 7.82 Policy DM1 Development Management states that all development should have regard to, *“effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.”*
- 7.83 This planning application is supported by a full suite of technical assessments and an EIA that have considered the proposals in respect of their impact on surrounding residential amenity. The conclusions of the assessments are summarised below.

Air Quality

Policy and Guidance

- 7.84 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.”*
- 7.85 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.”*
- 7.86 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.
- 7.87 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

- 7.88 An Air Quality Assessment has been prepared by Ensafe and is submitted in support of this planning application, forming Chapter 6 of the ES.
- 7.89 The Assessment found that the Proposed Development has the potential to cause air quality impacts during both the construction and operational phases.
- 7.90 During the construction phase of the Proposed Development there is potential for air quality impacts at human receptors as a result of fugitive dust emissions from the Site. These were assessed in accordance with the relevant guidance methodologies. Mitigation in the form of dust control measures are recommended to ensure that the residual significance of potential air quality impacts from dust generated by demolition, earthworks, construction and trackout activities is not significant.
- 7.91 Dispersion modelling was undertaken in order to quantify pollutant concentrations at the Site and assess potential exposure of future users. Annual mean concentrations of NO₂, PM₁₀ and PM_{2.5} were predicted across the ground to first floor levels of Building F1 and F2, and were subsequently verified using local monitoring results obtained from MCC and Salford City Council (SCC).

- 7.92 The dispersion modelling results indicated that annual mean NO₂, PM₁₀ and PM_{2.5} concentrations across proposed sensitive residential use were below the relevant Air Quality Objectives (AQOs). The location is therefore considered suitable for the proposed end-use without the implementation of protective mitigation techniques.
- 7.93 In addition, dispersion modelling was undertaken in order to predict air quality impacts at sensitive receptor locations within the vicinity of the Site as a result of the additional road vehicle exhaust emission generated by the operation of the Proposed Development. This indicated that the increase in pollutant concentrations at sensitive receptor locations was deemed minor adverse.
- 7.94 As a result, a comprehensive offsetting strategy is to be employed to reduce development generated emissions. The strategy includes provision of 10% Electric Vehicle Charging facilities to all parking spaces, as well as a dedicated cycle parking space for each dwelling. The strategy also includes the ability to upscale capacity in response to future needs.
- 7.95 With this proposed offsetting and implementation of dust control mitigation measures during construction, it is considered that the Proposed Development would not have any significant air quality impacts and is therefore in accordance with local and national policy in this respect.

Ventilation

Policy and Guidance

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

Compliance of the Proposed Development

- 7.97 A Ventilation Strategy Report has been prepared by Futureserv and is submitted in support of this planning application. It addresses the building regulation requirements described within Approved Document Part F, 2010 for ventilation to the various facets of the proposed development.
- 7.98 The Report details that the agreed mechanical and electrical servicing strategy for each tower is to be fully independent of each other in operation. Each tower will therefore incorporate dedicated plant, with separate connections from the external public utility networks.
- 7.99 Different ventilation requirements are adopted for each area depending on the background environmental conditions and the type of use taking place internally, as set out below. It is considered that all areas are compliant with Part F of the Building Regulations.

Residential Dwellings

- 7.100 Each habitable space will be provided with a whole dwelling mechanical ventilation heat recovery (MVHR) system. This system comprises of a continuous mechanical supply and extract ventilation unit, which will discharge exhaust air through the façade.
- 7.101 Purge Ventilation shall be provided to each habitable room (Bedrooms and Living / Kitchens) within each apartment via Rapid Vents installed in the façade.
- 7.102 It should be noted that the purge panels are purely for user comfort and shall satisfy the building regulations compliance for purge ventilation for odour control and to offset any potential summertime overheating.

- 7.103 Purge panel effective ventilation area openings shall be in line with the minimum requirements set out in Approved Document Part F of the Building Regulations including Appendix B.

Amenity Spaces, Resident's lounge, Co-work, Gym Ventilation

- 7.104 Local Heat Recovery units shall be provided to supply tempered fresh air to each of these spaces. The system will discharge exhaust air through the façade.

Toilets, Refuse, Cleaners & Plant area Ventilation

- 7.105 Toilet, refuse and cleaners rooms will be ventilated by means of mechanical extract systems with the fan units located within the spaces they are serving. Make up air shall be provided naturally via one of the following methods: undercut doors, door transfer grilles, transfer ducts or make-up air drawn directly from outside via a louvred façade. Plant areas shall be naturally ventilated through louvred doors/louvres in the façade.

Basement Level Resident Car Park

- 7.106 A fully mechanical extract ventilation system compliant with Approved Documents B & F of the current Building Regulations and designed in accordance with British Standard BS7346: Part 7: 2013 is to be installed.
- 7.107 The system is to be designed to provide smoke dispersal in accordance with BS7346: Part 7: 2013 Clause 9. Under "normal" ventilation conditions, air will be drawn through all parts of the car park at a rate equivalent to approximately 3 air changes per hour and the induction fans will operate at low speed.

Smoke Ventilation System

- 7.108 A smoke clearance system shall be installed that shall operate automatically in the event of a fire within the residential sections of the development. An automatic opening vent (AOV) will be installed at the head of the stair core within each tower.

Noise

Policy and Guidance

- 7.109 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.
- 7.110 In addition, Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects on amenity, including noise.
- 7.111 An assessment of the noise impact of opening purge vents has also been carried out in response to the guidance given in the 'Acoustics, Ventilation and Overheating, Residential Design Guide', (AVO).

Compliance of the Proposed Development

- 7.112 A Noise and Vibration Assessment has been undertaken by Fisher Acoustics and is submitted in support of this planning application, contained in EIA Volume 1 (Chapter 9) and supporting technical appendices provided in EIA Volume 2 (Appendix 9.1).
- 7.113 Calculations of noise ingress have been carried out to determine the minimum required weighted sound reduction index of the curtain wall to achieve the internal noise criteria (Section 5 of Appendix 9.1). The calculations are based upon the room sizes and layouts identified on the drawings submitted for Planning purposes. It has been determined that a range of acoustic specifications for the curtain wall will be required to achieve the recommended internal noise levels.
- 7.114 It is possible that in-line ductwork silencers would need to be introduced to some of the proposed apartment MVHR systems to reduce external noise ingress via the atmosphere terminations of the MVHR systems (i.e. the intake and exhaust of the MVHR fans) and to achieve the recommended internal noise. As the detailed design progresses, the acoustic requirements of any in-line ductwork silencers will be assessed.
- 7.115 Compliance with the recommended sound insulation performances of the façade and roof elements is expected to allow full compliance with the daytime and night time 'average' noise level criteria identified.
- 7.116 If any emergency plant is required at the Development, it is expected that such plant would only operate during emergencies and during periodical test runs (perhaps test runs of thirty minutes every two weeks).
- 7.117 On this basis, it is not considered appropriate to require emergency plant to comply with the noise limits for continuously operating non-emergency plant. It is therefore suggested that the noise level from any emergency plant is no more than 10dB(A) greater than the ambient noise level (measured as an LAeq) at any residential receptor.
- 7.118 In order to avoid potential noise nuisance to the existing and proposed noise-sensitive buildings around the site, activity noise egress from the proposed amenity spaces, including gyms, on the ground and first floor of each building must be controlled.
- 7.119 There are residential apartments directly above the proposed amenity areas. There is therefore the possibility of internal noise transfer between the amenity areas and the apartments above via the party floor structures. In order to avoid potential noise nuisance, it is recommended that the internal noise levels within an apartment due solely to music replay in the amenity areas do not exceed the values set out below (Table 7 in Appendix 9.1).

Room	Sound Pressure Level (dB) @ Octave Band Centre Frequency (Hz)						
	63	125	250	500	1k	2k	4k
Apartment Unit 3B	40	30	23	20	17	15	12

- 7.120 During the detailed design stages, the sound insulation requirements of the party floor to comply with the above noise limits will be determined given the potential noise levels generated within the amenity spaces.

AVO Technical Guidance

- 7.121 The Applicant has undertaken detailed analysis of the proposals in the context of recently introduced Acoustics, Ventilation and Overheating guidance (AVO 2020).
- 7.122 To deliver market leading and future proofed residential accommodation, which optimises internal environmental conditions, the proposed designs and operational strategies seek to balance a range of key priorities that comply with TM59 conditions and limit internal noise, whilst also delivering on the full range of wider priorities such as space standards, design quality, energy efficiency and addressing net zero carbon objectives.
- 7.123 The technical analysis and approach to meeting AVO has been informed by the appointed acoustic and ventilation consultants, as well as by the design team. Due to the relatively recent application of AVO guidance, the Applicant engaged with MCC Environmental Health Officers during pre-application consultation to brief them on the proposed strategy and present the technical results. Following a series of meetings, the AVO Strategy was agreed on 8th November 2021.
- 7.124 The AVO Strategy is provided below, which has been produced with input from Renaker Build Limited, Fisher Acoustics, WSP, and Simpson Haugh Architects.

Approach to AVO:

- 7.125 Renaker's technical team has developed an operational AVO model that ensures compliance with TM59 overheating at all times of the day, for all proposed dwellings. Due to the need to respond to continuously changing patterns of solar gain and external noise levels (e.g. traffic flows) to achieve compliance with TM59, it is not practical to achieve uniform noise levels for all dwellings across a 24hr period.
- 7.126 In assessing the internal noise levels during times when windows are required to be open, the noise assessment attributes different sensitivities to different rooms at different times of the day. This is in line with the 'Guidelines for Environmental Noise Impact Assessment' published by the Institute of Environmental Management & Assessment (IEMA, 2014), which states:
- "Time-of-day sensitivity is related to the activity being undertaken by the individual affected by the noise. It also can be argued that within the 16-hour period, the evening period (19:00–23:00 hours) is relatively more sensitive than the remaining 12-hour period [07:00 – 19:00 hours]. This is also activity-related, since during the evening people are generally at home relaxing, and children will be going to bed during this time."*
- 7.127 The varying sensitivities to noise over the course of the day can be described as follows:
- Daytime noise levels (7am – 7pm): Low sensitivity for both living rooms and bedrooms, due to residents either being out of the home, or generally being more active around the home.
 - Evening noise levels (7pm – 11pm): High sensitivity in living rooms, due to the majority of people using this space for relaxation / leisure time. Medium to low sensitivity in bedrooms, as the majority of people will not be asleep during this period.
 - Night-time noise levels (11pm – 7am): High sensitivity in bedrooms and low sensitivity in living rooms, due to the majority of residents being asleep during these hours.
- 7.128 Regarding acceptable internal noise levels, the AVO 2020 Guidance recognises there's a balance to be struck between noise and overheating and identifies a suggested upper noise limit of 50dB LAeq,T for

living rooms and bedrooms during the day [7am – 11pm]. In particular, paragraph 3.15 of AVO states “For the daytime period, the upper category in Table 3-3 is defined on the basis that LAeq,T 50 dB represents the upper end of the range for reliable speech communication”.

- *“The value of ‘T’, the averaging period used to determine the ‘average’ noise level ‘LAeq,T’, is not defined in the AVO. However, when discussing the further work required to better understand the issue of noise disturbance when windows are opened to control overheating, AVO states that further information is required, including*
 - *how long will people tolerate higher noise levels in order to stay cool? One suggestion is to consider the overall average day (16h) and night (8h) time average noise levels. There is some logic to this as we all know that we can tolerate high noise levels for a short duration and moderately high levels for a little longer.”*

7.129 The identified noise impacts are summarised below and further details are provided within the Environmental Noise Study prepared by Fisher Acoustics (Appendix 9.1, Volume 2, Environmental Statement).

Headline Results

- 7.130 As noted above, the operational model seeks to comply with TM59 overheating requirements at all times of the day and limits noise levels so far as possible during Evening and Night Time. To achieve optimum results, windows are allowed to be open for extended periods where necessary during the daytime period, between May and September. Windows are able to remain closed for the vast majority of all evenings and at all times overnight, which are considered to be most sensitive periods.
- 7.131 Detailed analysis of proposed Plot F buildings F1 and F2 identifies that no living rooms would require opening of purge vents windows during the evening period (ie after 7pm).
- 7.132 Given the mitigation measures detailed in the AVO Technical Note, purge vents are only required to open for up to 1 hour a day in all living rooms to achieve compliance with the TM59 criterion.
- 7.133 In Building F1, all living rooms requiring open windows are expected to achieve a noise level no greater than 47dB LAeq, 16 hrs. In Building F2, all living rooms requiring open windows are expected to achieve a noise level no greater than 46dB LAeq, 16 hrs.
- 7.134 It should be noted that the TM59 models vents being closed when the internal temperature drops back down to 22 Deg C. If the occupant of an apartment chose to close their vent(s) before the internal temperature dropped to 22 Deg C, it could quite often be the case that the internal temperature would not then rise above the ‘fail’ temperature criterion of TM59.
- 7.135 Therefore, the opening hours of the purge vents identified above are not necessarily the opening hours required to maintain thermal comfort for the occupants. It could therefore be quite possible to achieve thermal comfort with shorter opening hours.

Further Design Considerations

- 7.136 Notwithstanding the internal noise exceedances, the design team has interrogated the feasibility of incorporating louvres into the façade to further reduce noise levels whilst also maintaining compliance with TM59. Unfortunately, it is not possible to incorporate louvres into the design due to the fact that they have not been tested at the heights required and associated warranties and insurance will not be possible to secure.

- 7.137 Renaker is also unable to delay this element, in the hope a feasible louvre solution may be found during the construction process, as we will shortly be procuring the façade at risk to avoid rapidly escalating construction materials costs. In the event Renaker were to be significantly delayed around procurement, it would pose a substantial risk of the delivery strategy being jeopardised. For the reasons set out within the enclosed design note, the inclusion of louvres has been discounted.

Conclusions

- 7.138 As outlined above, Renaker's multi-disciplinary technical team have sought to balance the range of competing considerations to optimise the internal environment for future residents at Plot F.
- 7.139 From the analysis undertaken to date, it has been determined that all living rooms within Plot F would experience noise levels lower than the upper noise level identified in the AVO Guide. Considering the challenging site specific constraints of Plot F, it is considered that the design proposals comply with the intent of AVO guidance.
- 7.140 On the basis that the AVO Strategy has been agreed by the EHO, Renaker requests that any associated planning condition is compliance only.

Sunlight, Daylight and Overshadowing

Policy and Guidance

- 7.141 Saved UDP Policy H2.1 states that the Council will not permit development which will have an unacceptable impact on residential areas.
- 7.142 Core Strategy Policy DM1 Development Management outlines that all development should have regard to effects of amenity including privacy and light.
- 7.143 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

- 7.144 A Sunlight, Daylight and Overshadowing Assessment has been carried out by GIA. This includes the preparation of an ES Chapter which is submitted as part of this Application.
- 7.145 The Assessment has been undertaken to establish the likely significant effects of the Proposed Development upon the amount of daylight and sunlight received by properties adjacent to the Site and to consider the impacts of overshadowing on public realm / amenity areas surrounding the Proposed Development.
- 7.146 The existing residential receptors surrounding the Site reside in a city centre location where there is an expectation for a higher density of development. The Site is a previously developed and underutilised brownfield Site and has an unusually open aspect given the city centre location. Furthermore, it is identified as a site appropriate for high density development, within the Council's endorsed GJS Framework (2018).
- 7.147 Ten receptors within the surrounding area were identified as having the potential to be impacted by the Proposed Development. The receptors were chosen due to their proximity to the Site and by virtue of

meeting the criteria in terms of orientation relative to the Proposed Development. The existing receptors are as follows:

- Hill Quays;
- Lumiere;
- The Danube;
- Deansgate Square;
- City South; and
- River Street Tower.

7.148 The following receptors are either yet to commence construction or yet to complete:

- Transition;
- 3sixty;
- The Blade;
- Plot G; and
- Elizabeth Tower C1.

7.149 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). 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 0.85 metres (m) 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.

7.150 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, of which 5% should be in the winter months, 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.

7.151 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).

7.152 11 receptors within the surrounding area were identified as having the potential to be impacted on by the proposed development. A total of 10,059 windows serving 4,446 rooms have been assessed for daylight and 1,527 rooms have been assessed for sunlight. Two amenity areas have been assessed for overshadowing.

- 7.153 The assessment of baseline levels to the surrounding properties considers whether a window/room already meets the absolute BRE target in the existing scenario only, whilst the BRE guide states that a window/room should not be reduced by any more than 0.8 times its former value (a 20% reduction) in the proposed scenario. As such, as the VSC target is 27%, if a window in the baseline has 25% VSC, it will be classed as not meeting the BRE targets. In the proposed scenario, if the same window is reduced to 20%, it will be classed as meeting the VSC criteria as it is within 0.8 times its former value. Therefore, some windows/rooms may not meet the target criteria in the baseline but will in the proposed scenario.
- 7.154 Therefore, assessment of impact in daylight and sunlight terms is undertaken proportionately, and representative of VSC reduction criteria of no more than 20% (0.8x). This is to ensure that each relevant window is assessed equally, irrespective if they meet BRE Guidelines in the baseline appraisal or not.
- 7.155 In the Baseline Scenario, out of the 10,059 windows assessed for daylight, 4,178 (42%) meet the BRE targets for VSC daylight. 3,243 (86%) of the 4,446 rooms assessed meet the BRE targets for NSL daylight. For sunlight, 1,221 (80%) out of the 1,527 rooms assessed meet the BRE targets for both Winter and Annual APSH. Two amenity areas were assessed for overshadowing using the SHOG method, one of which meets the BRE targets in the Baseline Scenario.
- 7.156 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.
- 7.157 In the Proposed Scenario, with regard to daylight, out of the 10,059 windows assessed for daylight, 5,645 (56%) meet the BRE guidelines for VSC. 3,374 (76%) of the 4,446 rooms assessed meet the BRE criteria for NSL. For sunlight, 1,355 (89%) of the 1,527 rooms assessed meet the BRE criteria for both Winter and Annual PSH.
- 7.158 The effects identified are negligible to moderate adverse in nature on surrounding neighbouring properties. This is due to the fact that the existing site is currently occupied by hardstanding and low-rise buildings and, further to the south, Hulme is a relatively low-rise neighbourhood that is separated from the site by the Mancunian Way, which is relatively uncommon for inner city urban areas. Overall, this means that there is likely to be a greater magnitude of change between the baseline (no development or existing scale) and any Proposed Development scenario. The endorsed SRF proposals will therefore likely generate impacts with regard to sunlight and daylight.
- 7.159 With two new towers proposed, this scenario and level of effect is not unexpected in a city centre context where reductions in daylight and sunlight are more common due to the high-rise nature. The effect of the proposals is therefore considered to be not significant. Given the context of the Site and the reduction in the number of towers compared to the SRF, which has improved the overall daylight and sunlight penetration in the current Proposed Development, no further mitigation is considered necessary.
- 7.160 For overshadowing, Crown Street Phase 2 will continue to receive in sunlight to in excess of 50% of its area on 21 March with the Proposed Development in place. Deansgate Square public realm will not receive sunlight in accordance with the BRE criteria. The effects identified are negligible to minor adverse in nature and are therefore considered to be not significant. Given the context of the Site, no further mitigation is considered necessary.

Solar Glare

Policy and Guidance

- 7.161 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.”
- 7.162 Paragraph 130 of the NPPF stipulates that “Planning policies and decisions should ensure that developments...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users...”.
- 7.163 Core Strategy Policy DM1 Development Management states that all development should have regard for the effects on amenity.
- 7.164 Solar glare assessments are considered necessary when a Proposed Development has sections of glazed façade that may reflect sunlight and obstruct the vision of road users.

Compliance of the Proposed Development

- 7.165 A Solar Glare Impact Assessment has been prepared by GIA and is submitted in support of this planning application. This includes the preparation of an ES Chapter which is submitted as part of this Application. This technical discipline considers the impact of reflections created by new buildings that may create a degree of either reflection or refraction of light that could impact receptors such as a car, lorry or train drivers.
- 7.166 The assessment is conducted using a 3D computer model of the area created using photogrammetry and architectural models as a reference. Viewpoints are then chosen surrounding the development in order to give a realistic representation of potential instances of solar reflections. Viewpoints are located at a focal point such as traffic signal, pedestrian crossing or incoming traffic.
- 7.167 The assessment results show the time period and months in which potential solar reflections can occur. The assessment shows a worst-case scenario, as a clear sky is necessary for solar reflections to occur, which in the UK is often not the case.
- 7.168 Overall, 19 locations have been identified and assessed where receptors mentioned above could be affected. All 19 views are considered to be Minor Adverse and not significant due to potential instances of solar reflections occurring within 30° of the driver's line of sight however these would not impair visibility of signals.
- 7.169 As no significant effects are experienced, there is no further planned mitigation measures for solar glare from the Proposed Development.

Flood Risk and Drainage

Policy and Guidance

- 7.170 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.

- 7.171 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).
- 7.172 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.
- 7.173 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.
- 7.174 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

Compliance of the Proposed Development

- 7.175 The Flood Risk and Drainage Strategy has been prepared by Curtins and is submitted in support of this planning application.
- 7.176 The total site area is approximately 0.88 hectares and following scrutiny of the Environment Agency flood maps it has been identified that the Site lies within be within 'Very low' risk Flood Zone 1 which has less than a 0.1% chance of fluvial flooding each year. According to the SFRA, the Site also lies within a CDA. An FRA is therefore required to support a planning application.
- 7.177 The Site is not located within the extent of the Canal Hazard Breach Zone and therefore it is considered that there is low risk of canal flooding to the Site. According to the SFRA, there are no known reports of groundwater flooding in the Manchester, Trafford and Salford authorities.
- 7.178 As there are basement levels proposed, there is an elevated risk of groundwater flooding to the current status of the Site, therefore, as a precaution, mitigation measures are proposed in section 5 of the Strategy. The measures should be reviewed following site-specific investigations, as part of the detailed design.
- 7.179 There are no highway drains recorded within the Site. It is likely that there will be localised highway drainage surrounding the Site (such as gullies and connections). However, the Site does not extend directly up to the public highway.
- 7.180 The public sewer records indicate that there is a 375mm combined sewer within the Site boundary, which crosses the Site between the two proposed development plots. The sewers are located below Owen Street and flows in a south-easterly direction towards Great Jackson Street. United Utilities and MCC have not provided any records of flooding to the Site or the vicinity.

- 7.181 The majority of the Site is identified as being at a 'very low' risk of flooding from surface water. As such, mitigation measures are proposed in Section 5 of the FRA and Drainage Strategy to ensure that the 'very low' risk can be maintained through development.
- 7.182 The Proposed Development has the potential to increase flood risk where additional run-off from proposed roads, paved areas and building roofs are discharged freely into the downstream drainage network. It is therefore encouraged to propose permeable areas, landscaping areas and incorporate sustainable drainage features utilising infiltration or attenuation where possible.
- 7.183 An assessment of the proposed surface flows is carried out within the drainage strategy within section 6 of the FRA and Drainage Strategy.
- 7.184 The Proposed Development will be designed in order to reduce the post development surface water run-off to at least 50% of the existing surface-water brownfield runoff rates. It has been concluded that the only practical solution for the discharge of surface water is into the River Medlock.
- 7.185 It is anticipated that the total proposed discharge rate of 115 L/s will be achieved to restrict the peak rates of surface water runoff from the developed site. The proposed outfall will be fitted with a single hydro-brake which restricts the discharge of surface water for both plots and at least 285m³ of below ground attenuation will be provided.
- 7.186 The drainage strategy will be designed to withstand a 1 in a 100-year storm event plus a 40% allowance for climate change.
- 7.187 At this stage, opportunities for SuDS have been broadly assessed. It is possible for the SuDs features such as permeable paving, rain gardens and blue roofs to be utilised within the development. Furthermore, to achieve the restriction in peak rates of surface water runoff from the developed Site, the significant landscaping proposals will help to temporarily store the residual volume of surface water while it percolates through the growing media and filter layers below which treat the water before it is collected via a network of perforated pipes and then discharged to the proposed site outfall.
- 7.188 The proposals for pollution protection should be agreed with the Environment Agency and MCC.

Figure 7.1: Risk of Flooding from Surface Water – Extent of Flooding (Source: Environment Agency)



Wind

Policy and Guidance

- 7.189 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.”*
- 7.190 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.”*
- 7.191 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.”*

Compliance of the Proposed Development

- 7.192 A Wind Assessment has been prepared by WSP and is submitted in support of this planning application, as set out in Chapter 14 of ES Volume 1 and Appendix 14.1 of ES Volume 2.
- 7.193 The results of the assessment, including the wind mitigation features incorporated in the design, indicate that the Proposed Development is likely to modify the local wind environment and create both improvements as well as some localised areas where accelerated winds could prevail. Wind conditions within and in the vicinity of the Proposed Development are free from breaches of the safety criterion and wind comfort ratings are suitable for the intended pedestrian uses.
- 7.194 Following the completion of the CFD-based wind microclimate assessment presented within this Chapter, a design change was made to the podium for Tower F1. The original massing featured a rectangular block parallel to the west face of the building. The updated design extends the original rectangular block and

introduces an offset angle. Figure 7.2 illustrates the original massing (left) next to the updated geometry (right), with the modification shown in red. It should be noted that the overall height of the podium remains unchanged.

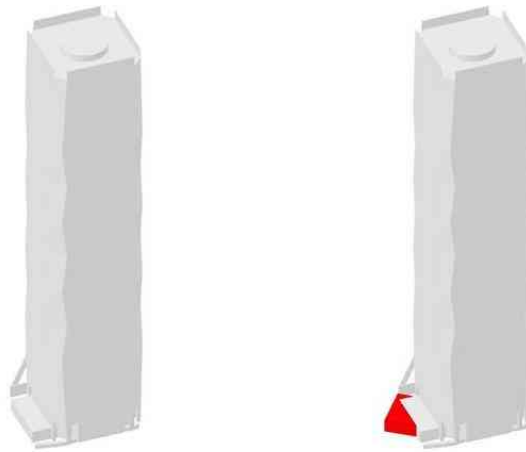


Figure 7.2 – Illustration of the Change to the Podium of F1

- 7.195 The impact of the design change illustrated in Figure 7.2 on the wind microclimate conditions in the immediate vicinity of Tower F1 is expected to be relatively localised and negligible. On this basis, the Proposed Development is in line with Core Strategy Policy EN2.

Transport

Policy and Guidance

- 7.196 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.
- 7.197 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.
- 7.198 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.

Compliance of the Proposed Development

- 7.199 A Transport Assessment and a Framework Travel Plan have been prepared by Curtins and are submitted in support of this planning application. This includes the preparation of an ES Chapter which is submitted as part of this Application.
- 7.200 The Transport Assessment has been prepared to inform Highway Officers at MCC and Transport for Greater Manchester (TfGM) of the Proposed Development and the potential impact on the surrounding area from a traffic and transportation perspective.

- 7.201 The scope of this Transport Assessment and the accompanying Framework Travel Plan has been agreed with Highways Officers at MCC. TfGM was also consulted as part of pre-application discussions.
- 7.202 A review of baseline conditions and highway safety in the vicinity of the Site has been undertaken, which has identified there are no existing highway safety issues that are likely to be exacerbated by the Proposed Development.
- 7.203 The Assessment found that the Proposed Development will deliver a range of improvements to the surrounding area as part of the GJS Framework to enhance the environment for all road users, most notably pedestrians and cyclists.
- 7.204 It also found that the Site is within a highly accessible location by a range of sustainable transport modes, which are also usable by those with limited mobility and wheelchair accessibility. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a large number of public transport opportunities within walking distance of the Site.
- 7.205 It has been demonstrated in this Transport Assessment that the majority of the junctions on the local highway network are predicted to operate safely with a sufficient amount of residual capacity available in the 2028 baseline traffic scenario, without and with the development in place.
- 7.206 Where the traffic flow increase is 30 trips or above, junction capacity assessments show that all the junctions on the local highway network operate well within practical capacity during peak hours with a sufficient amount of residual capacity available in all scenarios, without and with the Proposed Development in place, with the exception of the Deansgate / A56 Chester Road junction.
- 7.207 This junction is predicted to operate above practical capacity, but below theoretical capacity in all scenarios in the AM peak, but this is not considered to be related with the Proposed Development. Notwithstanding, the overall impact is negligible, and mitigation is not considered to be necessary.
- 7.208 Overall, the Transport Assessment concludes that the Proposed Development provides an accessible and connected sustainable development, with an appropriate level of car parking based on its accessible location. As such, it is in full accordance with local and national policy and should therefore be supported.
- 7.209 A Travel Plan will operate as part of the Proposed Development. A Framework Travel Plan prepared by Curtins has been submitted with this application. This sets out a range of initiatives for promoting sustainable transport, as well as the arrangements for managing and monitoring outcomes. In accordance with Transport for Greater Manchester advice, this includes:
- 100% secure cycle parking;
 - Electric vehicle charging;
 - Appointment of Travel Plan coordinator;
 - Production of Residential Welcome Packs;
 - Promotion of the health benefits of walking and cycling, particularly taking into consideration the central location of the Site, proximity to a wide range of uses and services;
 - Measures to encourage the use of public transport, including through advertisement and supply of information to residents; and

- Car sharing clubs.

- 7.210 In order to understand travel habits, travel surveys would be distributed to all residents within three months of occupation of the 150th apartment within each phase of the Proposed Development.
- 7.211 The information obtained would be used to undertake travel performance indicator and modal split analysis. Residents would then be surveyed annually from the baseline travel survey for the duration that the TPC is appointed to review progress against the target modal splits.
- 7.212 For further information please see the Transport Assessment and Framework Travel Plan prepared by Curtins.

Site Waste Management Strategy

Policy and Guidance

- 7.213 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.
- 7.214 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.
- 7.215 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.

Compliance of the Proposed Development

- 7.216 The Site Waste Management Strategy has been prepared by Simpson Haugh and is included within the Design and Access Statement.
- 7.217 The scheme has been designed such that every resident will have access to a refuse chute on their apartment level. This will be in close proximity to their apartment to promote effective waste disposal and avoid lengthy movement of waste across the development.
- 7.218 The scheme has been designed to incorporate a refuse chute to all residential levels with Tri-Separator functions. This Tri-Separator is designed specifically to provide a solution to the problem of recycling or separating waste generated in multi-storey buildings.
- 7.219 The chutes will discharge directly into Local Authority containers within the refuse room located on the Ground Floor. This room will be managed by the site-based team. Containers will be monitored and transferred on the allocated days to their designated collection point.

- 7.220 The site team will ensure that the residential waste containers are placed in the designated collection point on the appointed days for collection by the Local Authority. Once emptied by the Local Authority the units will be returned to the Refuse Rooms for re-use.
- 7.221 Should the management team feel additional collections would be beneficial then this will be undertaken via an approved private collector that can be used to supplement Local Authority collections.
- 7.222 Buildings F1 and F2 will have separate servicing strategies to minimise impacts on any one area. Movements would be as follows:
- Building F1 service vehicles would all arrive via a new junction opposite Melbourne Street. This would be an ingress only junction. All cars and service vehicles would then exit via Owen Street to the north. This will avoid F1 and F2 traffic combining on the F2 service road.
 - Building F2 small service vehicles and box vans will enter via River Place, turn west onto Pond Street and south onto the F2 service road.
 - Building F2 refuse vehicles and larger service vehicles will arrive via Owen Street or the F1 new access at Melbourne Street once constructed.
- 7.223 The loading bay to the west of Building F1 and the main service point for this building is proposed to be 18m long to cater for a wide range of vehicles. The main loading bay for Building F2 is located to the northeast of the building and is 12m long. A third loading bay of 18m of length is proposed between both buildings along Pond Street. This third loading bay is envisaged to act as an overspill bay in case both main loading areas are at full capacity.
- 7.224 The waste storage within each residential tower of F1 and F2 includes no.50 1,100L Eurobins, split as follows:
- 25 no. 1,100L General Waste bins
 - 1 no. 1,100L Organic Waste bins
 - 12 no. 1,100L Paper / Card Waste bins
 - 12 no. 1,100L Plastic / Metal / Glass bins
- 7.225 The proposed Site Waste Management Strategy highlights that the provision complies with waste standards, in terms of storage, recycling and management.

Implementation and Operation

Construction Management

Policy and Guidance

- 7.226 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.

Compliance of the Proposed Development

- 7.227 The Construction Methodology and Programme Chapter 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.

- 7.228 The construction methodologies have been refined through the Applicant's extensive experience in the construction of high-rise and major developments, including within the GJS Framework area.

Operational Management

Policy and Guidance

- 7.229 Core Strategy Policy DM1 Development Management outlines that all development should have regard to the effects on amenity, including light, noise, odour, vermin, litter, road safety and traffic generation. Regard should also be had for refuse collection and storage.
- 7.230 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.
- 7.231 The Guidance also recognises the benefits of new technologies to establish networks as part of the operational management strategies.

Compliance of the Proposed Development

- 7.232 Deansgate Square set a new challenge for Renaker and their Managing Agent Zenith. Whilst existing schemes were already operating to the highest of professional standards and achieving awards for their level of customer care, it was recognised that the scale of Deansgate Square would require further review and expert advice to allow them to improve upon this.
- 7.233 Their aspiration has always been to provide the highest standards of resident satisfaction and in 2019, a full year ahead of the opening of South Tower and two years ahead of opening the remaining elements of the estate and facilities, Renaker interrogated their existing management model and explored new methods of management with the objective to deliver a standard of service in keeping with the aspiration of the development and raise the bar even higher. It was important that these new methods could be scalable so that they could be rolled out across the wider Great Jackson Street area.
- 7.234 Working with experienced hospitality consultants, Renaker looked to the hotel industry where they saw the confluence of experience-led service and operational building management. Influenced by global hotel groups such as Four Seasons and Mandarin Oriental, a new organogram was conceived to reflect a hotel-like staffing structure with decision making centred on resident experience.
- 7.235 Recruitment focussed on building a diverse team with experience in hotel and hospitality settings, bolstered by a strong and experienced building management resource from Zenith's HQ team. Teams are recruited for their ability to deliver an exceptional level of service in an environment which presents daily challenges. Multilingual teams are the preference, reflecting the diverse resident mix on site.
- 7.236 The building of a community is a central focus of the team at all of Renaker's latest developments including Deansgate Square, Crown Street and Castle Wharf and Plot F will be no different. At the heart of this is a custom-built app which allows management-to-resident communication (and vice versa) as well as peer to peer interaction.
- 7.237 Using a set of parameters to encourage trust and openness, the app has shown real success, creating real life experiences for residents, both planned by the in-house team and organic. This has been really

successful, demonstrated by the fact that 90%+ of residents are signed up to the app and Deansgate Square has the highest resident engagement rate across the app developers' portfolio.

7.238 The Proposed Development has been considered with this same managing agent, Zenith, to ensure that the right facilities are provided, and the operational management has been fully considered.

7.239 A Development Management Strategy has been prepared by Zenith and is submitted in support of this planning application. It provides further details of the management processes proposed to be undertaken at Plot F, including the following: concierge team functions; cleaning and maintenance; refuse management, including storage, collection and recycling; car and cycle parking management and access control; access arrangement and security; CCTV; post and parcel service; move-in and ad-hoc deliveries; window cleaning; repairs and replacements; management of external landscaping; litter picking; details of residents welcome pack and regular newsletters; details of the lease structure and service charge methodology and matrix; and details of long-term management and reserve funds.

Energy

Policy and Guidance

7.240 Core Strategy Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development outlines that all development must follow the principle of the Energy Hierarchy, being designed:

- 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; and,
- to meet residual energy requirements through the use of low or zero carbon energy generating technologies.

7.241 Core Strategy Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies states that applications for all development over 1,000 sq. m. will be expected as a minimum to meet the targets set out in this policy, unless this can be shown to be not viable.

7.242 This should be demonstrated through an energy statement. The energy statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development. Table 12.1 of Policy EN6 requires a +15 increase on Part L for domestic carbon dioxide emission reduction targets.

7.243 Core Strategy Policy EN8 Adaption to Climate Change set 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.

7.244 Paragraph 152 of the NPPF advises that to support the move to a low carbon future, new development should:

- Help to reduce greenhouse gas emissions, including through location, orientation and design; and
- Avoid increased vulnerability of the range of impacts arising from climate change.

- 7.245 A Climate Emergency was declared by MCC on 10 July 2019, with the target to make Manchester carbon neutral by 2038. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport. The measures include retrofitting buildings to improve energy efficiency, increasing the use of Electric Vehicle Vehicles, and seeking 100% renewable energy. Whilst this has also not been formally adopted into planning policy, it is a material consideration for development proposals.

Compliance of the Proposed Development

- 7.246 An ESS and Energy Statement has been prepared by Element Sustainability and is submitted in support of the planning application. In support of MCC declaring a Climate Emergency, the Applicant will incorporate a number of measures that will form part of the specification of the development, as detailed within Section 6 of this Statement.
- 7.247 The proposed scheme has been demonstrated to significantly improve upon the current Part L1A (2013) compliance standards in accordance with adopted Core Strategy Policy EN 6. When applying the current and up to date carbon factors (for UK grid mix electricity), that will be included in the planned 2021 update to Building Regulation Part L1A, the building is calculated to improve upon the Part L1A (2021) carbon dioxide emissions compliance standard by 52%.
- 7.248 The Dwelling Emission Rate (DER) reduction for the residential element of the scheme is over 9% relative to Part L 2013. In accordance with Core Strategy Policy EN 8, minimising the impacts of climate change is a key element of the proposed design. Significant design iterations and energy demand calculations having been undertaken to ensure the proposed energy strategy will incorporate an enhanced 'fabric led' material specification. This benefits 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. The design of this development also incorporates a building specification intended to avoid cooling requirement, as per the results of the CIBSE TM59 Overheating Assessment.
- 7.249 The development will be designed and specified in accordance with the principles of the energy hierarchy in line with the adopted Core Strategy Policy EN 4. In accordance with Core Strategy Policy EN5, Low-carbon technology forms part of the proposals including high efficiency heat pumps that will meet the space and hot water loads for all non-domestic areas (gym, back of house and amenity zones within the scheme);
- 7.250 In line with MCC's Climate Change Framework, this development has been proven to take maximum advantage of the decarbonating status of the electricity grid with its full electric heating strategy, ultimately facilitating a 'near-zero' or zero carbon scheme, as the grid mix electricity supply is decarbonised over time; and,
- 7.251 In summary, these proposals will deliver a scheme that is inherently efficient and cost-effective during occupation and that accords with the adopted Core Strategy Policy EN 4, EN 6 and the Supplementary Planning Document (SPD) criteria while taking into account Manchester's declaration of a Climate Emergency.
- 7.252 Further details can be found in the ESS and Energy Statement submitted with the Application.

Designing Out Crime

Policy and Guidance

- 7.253 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

- 7.254 A CIS has been prepared by GMP, who has identified a number of features of the Proposed Development that would make a positive contribution to the prevention of crime and fear of crime and these are detailed below:

- There are a number of large residential developments in close vicinity to the proposed development site, including the developments at Deansgate Square, River Street, and Crown Street. These developments and the Proposed Development will significantly increase residential activity in the area which can foster a safer environment, and reduce the potential for crime, fear of crime, and anti-social behaviour.
- Apartments are positioned at second floor and above where they are less likely to experience noise disturbance by those passing through the development late at night or in the early hours of the morning.
- The landscaped area between the apartment buildings is well overlooked by reception areas of the apartment buildings.
- The main entrances to the buildings are in prominent locations where they can easily be seen by residents and visitors from the road.
- Residents garden areas will be secured with an appropriately secure boundary and access will be restricted to residents, staff, and legitimate visitors.
- Access control will restrict access into the circulation core at ground floor level, restricting access to the upper floors to residents and providing a secondary barrier against tailgating into residents-only areas.
- Amenity space on the first floors of the buildings will be restricted to residents.
- Cycle stores in the basement of the building will operate on an access control system. These should be restricted to legitimate users of these facilities.
- Basement parking will be provided for residents, which will allow them to park their vehicles securely.
- Vehicles parked in secure parking areas are less likely to be targeted than those parked on the street or surface car parks. The provision of car parking will also potentially reduce the demand of on-street parking in the area. Access into the basement parking areas will be restricted with a high-speed roller shutter operating on an access control system.
- The proposed access road will be restricted with automatic bollards, restricting access to authorized vehicles, reducing the potential for misuse of the access road serving this building and Deansgate Square.

7.255 The CIS outlined a number of possible improvements to the scheme that should be considered for incorporation into the final design. The project team have subsequently revised the design to address any valid concerns. Full details in relation to the design response are provided in the Design and Access Statement. In summary, the two main points raised were:

7.256 The two areas circled in Figure 7.2 below for Building F1 were identified as requiring attention to mitigate the potential risk for crime.

“A. This area between the building and the residents garden could potentially be a concealed area / blind spot and allow facilitate, or generate antisocial and criminal behaviour, such as loitering, alcohol/drug consumption, or target the door in this area without being easily seen. Consideration should be given to incorporating some visually permeable screening to the resident's garden to allow this area to be viewed by those using the garden space. This area should be illuminated to a high standard, particularly the area under the building above, and be covered by CCTV. Any security patrols of the development should cover this area.”

“B. Consideration should be given to ensure that this area is not obscured from view and become an area concealed from view that could generate antisocial behaviour to the detriment of residents and staff.”

Figure 7.3: CIS Areas for Further Design Development



7.257 In response to the comments from GMP and specifically on point A, the boundary treatment to the resident’s private gardens has been designed out of the scheme so that the proposals incorporate increased visual and physical permeability to this area. The layout of the proposal has been adapted so that the private residents garden does not create an obscured piece of public realm that could generate anti-social behavior.

7.258 For area B, the capping beam will not project up high and will be a low-lying wall which you would be able to see over. As such, this is not considered to provide space which is obscured from view. Further information on how the project team have responded to comments from GMP are provided in the DAS.

TV Reception

Policy and Guidance

7.259 Under MCC planning guidance, any development over four storeys requires 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

7.260 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.

- 7.261 The Report found that it is likely that the Proposed Development would have an impact on the television signal for houses located within their immediate shadow zone (within 1km from the development).
- 7.262 The desk-based analysis showed that the development's shadow zone partially overlaps with the shadow zone generated by the existing Owen Street development, increasing its width to the south-west and length of the obstruction relative to the transmitter.
- 7.263 In 2019 Pager Power carried out two television surveys to investigate the new baseline conditions post-construction for Owen Street. The results of the survey showed that the signal strength within the first 1 kilometre was of good quality while the signal further away was of moderate quality. However, complaints of signal loss were raised from residents located on Rockdove Avenue, Hunmanby Avenue and Humberstone Avenue.
- 7.264 It is expected that additional impact caused by Plot F will not significantly exacerbate the current baseline scenario for dwellings located beyond 1km. However, further signal losses are possible for locations closer to Plot F based on previous complaints from residents in the area.
- 7.265 Therefore, further degradation to terrestrial television signal is deemed possible. Any impacts can however be suitably managed via the implementation of an appropriately worded condition as follows:
- “Prior to the occupation of the development, if any complaints have been made to the local planning authority regarding television interference, a report prepared in accordance with the Television Written Scheme shall be submitted to and approved in writing by the local planning authority. Reasonable endeavours should then be made to implement any required mitigation measures within 6 months of the decision.”***
- 7.266 The Report considers that no pre-emptive mitigation is required.

Broadband Connectivity

Policy and Guidance

- 7.267 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 Communities and Local Government.

Compliance of the Proposed Development

- 7.268 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.
- 7.269 The Assessment found that fibre optic broadband is available at the closest address (to 6 or 8 Great Jackson St, Manchester, M15 4AX) in the form of FTTC (Fibre To The Cabinet). FTTC typically provides a high internet speed.
- 7.270 Superfast Fibre broadband from Openreach in the form of Fibre To The Premises (FTTP) is available free of charge for this development, subject to an application to Openreach. This would ensure internet speeds are maintained between the cabinet and premises. If this route were to be followed, the application must be done at least six months before provision of the service to the first property is provided.

Aviation considerations

Policy and Guidance

- 7.271 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

- 7.272 An Aviation Safety Assessment has been prepared by Pager Power to investigate the potential impact of the Proposed Development upon aviation infrastructure in the surrounding area, namely operations at Manchester Airport.
- 7.273 The Proposed Development will consist of two towers. The maximum height AOD1 to the parapet of each tower will be 185.9m. The towers are located approximately 80m apart.
- 7.274 The key aviation risks identified were the potential impact upon the Secondary Surveillance Radar (SSR) at Manchester Airport as well as the potential infringement of the Obstacle Limitation Surfaces (OLS) at Manchester Airport. Secondary risks included the Instrument Flight Procedures at Manchester Airport and requirement for aviation lighting.
- 7.275 No infringement of the OLS was calculated however crane usage should be considered to ensure no infringement occurs. A Crane Operations Scheme will likely be requested by Manchester Airport.
- 7.276 The analysis showed that mitigation of the SSR at Manchester Airport would likely be required due to the potential for the towers to create reflection effects. To progress this, further consultation with NATS, who safeguard the SSR at Manchester Airport, is required and will be undertaken.
- 7.277 No impact upon the IFPs was identified based on a high-level review.
- 7.278 Aviation lighting will be a requirement because the towers extend above the mandatory aviation lighting threshold of 150m above ground level. Lighting will also be required on any crane.

Local Labour Agreement

Policy and Guidance

- 7.279 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

- 7.280 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 in support of the planning application.

Socio-Economic

Policy and Guidance

- 7.281 Core Strategy Policy CC1 Primary Development Focus: City Centre and Fringe states that within the City Centre a variety of high-quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses.
- 7.282 Core Strategy Policy CC5 Transport outlines that proposals that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements.
- 7.283 Core Strategy Policy C10 A Place for Everyone highlights that the City Centre will develop as a location which appeals to a wide range of residents and objectives, including through high standards of accessibility to buildings and across spaces.
- 7.284 Core Strategy Policy EN1 Design Principles and Strategic Character Areas identifies the City Centre Character Area. The policy states that within the Character Area there is the opportunity to create landmark buildings, developments should positively contribute to the experience of all at the street level and the opportunity to enhance existing and provide new areas of meaningful open space should be considered.

Compliance of the Proposed Development

- 7.285 A Socio-Economic Impact Report has been prepared by Ekosgen. This includes the preparation of an ES Chapter which is submitted as part of this Application.
- 7.286 The assessment evaluates the potential effects of the Proposed Development on identified socio-economic indicators and the significance from a socio-economic perspective.
- 7.287 The socio-economic assessment has assessed the likely effects of the Proposed Development in terms of the following issues construction related employment and workforce expenditure; housing; population; local expenditure; educational provision; healthcare; crime; open space and recreational facilities; and local authority income.
- 7.288 During the construction phase, the Proposed Development will support a direct construction workforce of 2,100 full time equivalent job years across the construction period as well as local workforce expenditure.
- 7.289 During the operational phase, the Proposed Development is expected to:
- Deliver 988 residential units, contributing toward Manchester's housing targets;
 - Support a population uplift of circa 2,000 residents, 90% of which will be of working age;
 - Support household spending locally on goods and services;
 - Support additional council tax income; and
 - Create additional demand for local services including nurseries, school places and healthcare facilities
- 7.290 The likely effects of the operational phase are considered to be of minor beneficial significance in terms of housing, population, local expenditure, local authority income. In regard to educational provision,

healthcare, crime and open space and recreational facilities, the effects of the Proposed Development are considered to be negligible.

Viability

Policy and Guidance

- 7.291 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.
- 7.292 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.
- 7.293 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.
- 7.294 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

- 7.295 A Viability Assessment has been prepared by Renaker Build Limited, peer-reviewed by JLL, and is submitted in support of this planning application.
- 7.296 In summary, Renaker Build Limited will deliver new public realm associated with the residential scheme, which will represent a significant financial contribution, in excess of £4m, to deliver 1.07 acres of previously inaccessible space.
- 7.297 This contribution to the Framework area builds on the progress made to date with the delivery of Deansgate Square, and the ongoing construction of Crown Street Phases 1 and 2. The public realm delivered by Plot F will provide a crucial link to secure the important pedestrian and cycle connection into Hulme, thereby completing one of the strategic objectives of the Great Jackson Street Framework.
- 7.298 Given the significant financial contribution attributed to the improvements to the public realm and the quality of the scheme and associated delivery costs, the scheme as supported within the enclosed viability cannot support further s106 / affordable housing contribution. The scheme is high-quality in design and delivers much needed green public recreational space in line with the Great Jackson Street Strategic Regeneration Framework (SRF). It also continues to transform the new neighbourhood and wider city centre, in becoming an aspirational place and setting for people to enjoy over a longer term. Renaker Build Limited are committed to delivery in line with the established Great Jackson Street SRF.

Planning Assessment Summary

- 7.299 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.

8 Conclusions

- 8.1 This Planning and Tall Building Statement has been prepared by Deloitte LLP in support of a Full Planning Application for the development of Plot F of the GJS Framework for two 51 storey residential towers delivering 988 residential units. The developed proposals seek to improve the quality of the overall masterplan through their exceptional design quality and refinement of the indicative massing as shown in the endorsed Strategic Regeneration Framework, which improves the amount of public realm originally envisaged.
- 8.2 Renaker Build (the Applicant) has a demonstrable track record of delivering transformational change within Great Jackson Street and elsewhere in Manchester City centre to date. Striking towers have positively altered the city skyline and the development in this location has proven to be a landmark when viewing the city from afar and approaching from the east in particular. The Proposed Development will contribute to the prominent landmark clustering that signals the entrance to the Framework area and the City Centre.
- 8.3 This remarkable change has reinvigorated this part of the city with new life, providing over 1,700 new homes for a broad demographic of occupier, with a further 1,600 in the pipeline. Further development at Crown Street Phase 2, to provide a new school, will further enhance the propensity for attracting young families and generate a truly mixed and sustainable community. This Site, and the whole GJS Framework area, has been largely underutilised for many years; earmarked as a priority regeneration area since 2007. In addition, the GJS Framework provides support for tall buildings on the Site. The proposed productive re-use of the Site within the City Centre is a standout positive contributor to Manchester's ongoing regeneration.
- 8.4 The redevelopment of the Site for use as a residential development fully complies with the national and local development plan policies and the Manchester Residential Quality Guidance (2017). A well-managed, high density development in a city location such as this is critical to creating a vibrant and sustainable city centre, whilst addressing local amenity issues such as air quality, noise, visual quality, environmental improvements, and safety. As demonstrated in Table 8.1 below, the Proposed Development meets the GJS Framework vision:

Table 8.1: Assessment of Proposed Development against GJS Framework vision

GJS Framework	Proposed Development	Meets the GJS Framework Vision
A number of tall buildings set on a podium.	Two tall buildings set on a two storey podium.	✓
A high density residential led scheme.	A high density residential led scheme, delivering 988 residential units.	✓
A mix of apartments with residential amenity.	A mix of 1, 2, 3 bed apartments with residential amenity.	✓
Public green park space.	Public realm.	✓

GJS Framework	Proposed Development	Meets the GJS Framework Vision
Active frontages on the ground floor.	Active frontages on the ground floor in the form of residential amenity spaces and public realm.	✓
Basement public and private car parking.	Basement resident car parking for 30% of apartments, with up to 20% providing electric vehicle charging points.	✓
Cycle storage.	Cycle storage to provide 1 space for every apartment.	✓

- 8.5 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.
- 8.6 The Proposed Development has been designed taking into consideration a range of housing needs including families, through the provision of one, two, three bed apartments. This will contribute to meeting Manchester's annual housing need as stated in Manchester's Core Strategy Policy H1 Overall Housing Provision, and the Manchester Residential Growth Strategy. The increased housing provision will in turn support Manchester's future economic growth.
- 8.7 The Proposed Development will provide basement car parking for residents. In response to local and national sustainability objectives, the car parking proposed is reduced from that envisaged within the GJS Framework, which is considered appropriate for the Site's highly sustainable location within the City Centre. The Proposed Development has also been designed to be adaptable to cater for an increased take-up of electric vehicles in the future.
- 8.8 A comprehensive design evolution process has been undertaken, the design has been continuously tested to ensure that the optimal solution for the Site is achieved and that a viable and deliverable scheme is proposed. This has included consultation with a range of stakeholders including MCC, Places Matter!, Historic England, Greater Manchester Police and the wider community.
- 8.9 The Proposed Development has been designed to respond to the surrounding area and context. A comprehensive townscape and massing analysis have been undertaken to ensure that the scale of the development reflects its prominent location at a key gateway into the City Centre. It achieves the desired streetscape variety and will act as a landmark entry-point to the City Centre. The Proposed Development fully complies with the policies and guidance in relation to tall buildings.
- 8.10 The Proposed Development will result in a number of benefits, as follows:

Economic

- **A viable use of an underused site:** The Site has been historically underutilised, used as site compound for construction workers for an adjacent development. However, previous to this, its permanent use was as a Peugeot car compound. The former and current use of the Site fail to fully utilise the positive attributes of the Site. The redevelopment of the Site for residential use

positively contributes towards the ongoing regeneration of Manchester and the expansion of the City Centre. It will provide an attractive environment and will encourage further investment in the surrounding area. The GJS Framework also identifies the need for an increase in residential units within the City Centre, outlining the Site as a suitable location for high-rise and high-density residential development.

- **Support employment opportunities:** During the construction phase employment opportunities will be created, including opportunities to encourage and develop skills, internships and apprenticeships among the varied and specialised trade contractors during the construction phase.
- **Support economic growth:** The forecasted economic growth of Manchester indicates the employment opportunities will be concentrated in the City Centre. Suitable housing is needed to support these jobs and to retain existing skill sets. The creation of residential units in a mix of sizes and styles will promote a mix of families, young professionals, retirees to live and work in the City Centre, in turn encouraging expenditure. This will contribute to meeting the housing need of Manchester every year as stated in Manchester's Core Strategy Policy H1 Overall Housing Provision and the Residential Growth Strategy. The increased housing provision will in turn result in population growth and an overall enhanced productivity within the City.
- **Demand:** The proposed residential development will help to meet the recognised demand for City Centre living for not just young professionals but families too. The Site is ideally located for residents to reach a wide range of facilities including work, leisure, a wide range of social infrastructure and numerous transport options.

Environmental, Social and Cultural Benefits

- **Vitality:** The redevelopment of the Site and the subsequent increase in activity will animate the area and make it a more welcoming environment for pedestrians.
- **Provision of a significant area of new high-quality public realm:** The proposed public realm will provide a green open space for new residents, existing communities in Hulme, Castlefield, First Street and the wider City Centre to play, relax and socialise. This area of public realm will also improve connectivity to Manchester's existing blue and green network, including Hulme Park and the River Medlock
- **Improved pedestrian and cycle connections:** The Proposed Development and associated public realm will provide key pedestrian routes through the Site to Manchester City Centre to existing communities in Hulme, Castlefield, First Street and the wider City Centre and connecting the existing areas of green infrastructure.
- **Providing high quality, highly visible, well-designed buildings:** Improving the visual amenity of the existing Site, which is currently occupied by an industrial unit and temporary construction cabins used for during the construction of Deansgate Square. The Proposed Development is in a key gateway location into the City centre which signalise the entrance to the City Centre and highlights Manchester's high quality ambition towards the City townscape.
- **Sustainable development:** Incorporating sustainable technologies as appropriate.
- **Accessibility:** A development that is designed to be accessible to all users including those whose mobility is impaired.

- 8.11 The cumulative effect of all these benefits will be very significant. It is clear the Proposed Development provides a number of public benefits that will deliver economic, social and environmental benefits to the local community.
- 8.12 A detailed assessment of the proposals has been undertaken against adopted planning policy as set out in Sections 6, 7, and Appendix A of this Statement. The Proposed Development is consistent with the aims and objectives of the Development Plan and is further justified in the context of other material considerations, including the NPPF and measures taken to mitigate any identified impacts.
- 8.13 It has been demonstrated that a well-considered and balanced approach has been taken to the development to ensure delivery of the overarching economic, social and environmental objectives of sustainable development. As such, the proposed development therefore merits of the support of the Local Planning Authority.

Appendix A: Detailed Response to Planning Policy

The Saved Policies of the Unitary Development Plan (1995)

Saved Policies of the Manchester UDP (1995)	Contribution and Benefits
DC26.1 Development and Noise - 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. The Council will consider both the effect of new development proposals which are likely to be generators of noise and the implications of new development being exposed to existing noise sources which are effectively outside planning control.	The proposals are supported by a full Noise Assessment which assesses the impact of the proposals upon the local environment, recommends mitigation measures where necessary and concludes that the operational phase of the proposals will not have an adverse impact on the amenity of surrounding users.

Manchester Core Strategy (Adopted 2012)

Core Strategy Policy	Contribution and Benefits
Policy CC5 Transport - The Transport Strategy for Manchester City Centre will be delivered to ensure that transport is managed in a way which supports the projected growth of the City Centre. Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements. The Council will seek to ensure that development includes adequate parking provision for cars and bicycles	The Site is accessible by a choice of means of transport. The Proposed Development includes 988 residents' cycle spaces as well as 296 resident's car parking spaces in total across the two and three-storey basement car parks for each tower. The Transport Assessment by Curtins confirms that the vehicle and cycle parking numbers are acceptable for the Proposed Development.
Policy CC6 City Centre High Density Development - City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City. In terms of the environment, it is vital that the City Centre is a focus for activity as this presents the greatest opportunities to reduce car use due to the availability of public transport alternatives. City Centre land is also a limited resource, and it is essential that development is managed to make the most efficient use of it possible.	In accordance with Policy H1 the Proposals are considered high density residential development. These include 988 units as a mix of: • 324 x 1 bed (33%) • 616 x 2 bed (62%) • 48 x 3 bed including 16 x 3 bed duplex apartments (5%)

Core Strategy Policy	Contribution and Benefits
Policy CC10 A Place for Everyone - The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through increasing the diversity of activity in the City Centre and high standards of accessibility to buildings and across spaces.	This is considered entirely appropriate within the City Centre, and its density and proposed mix of uses accord with those detailed in the GJS Framework. The Site has excellent public transport links and is well connected to the city centre via walking and cycling. This high-density Proposed Development can also utilise sustainable transport links to reduce car dependence and make further efficient use of this underutilised and strategically located brownfield site. The buildings are designed to be fully inclusive in terms of access, with step-free access. All floors above ground level will be accessed via lift as well as stairs. The design has been developed to provide a simple and clear layout which is easy to use for all regardless of disability, age or gender. For further information regarding accessibility through design, please refer to the Inclusive Access Section in the DAS.
Policy EN1 Design Principles and Strategic Character Areas - All development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located. The Site is located within the GJS Framework (2018) area. The GJS Framework area is a 2.22 ha and located in the south of Manchester City Centre. The area is characterised by the Rochdale Canal intersecting the Site. Although the Site is not within a conservation area there are a number of nearby heritage assets including the former Bridgewater Canal Offices and Castlefield Conservation Area which reflect Manchester's rich history associated with the canals and cotton industry. However, the historic character of the area has been eroded and much of the GJS Framework area comprises of surface car-park which whilst unattractive is readily available for development. New development should take maximum advantage of the area's key assets – its heritage, canal side settings and public spaces.	The Proposals respond to the character area though providing high quality buildings that follows design principles set out in the GJS Framework (2018). As established within the GJS Framework there is the desire to create several connected public realm spaces, including green links through the centre of the Site. The public realm has therefore been designed to create an informal green space for residents within the neighbourhood and the wider City. Areas of open lawn and informal pathways seek to encourage users to stop and stay within the area, and provide a valuable connection into Hulme. A landscaping strategy prepared by TPM Landscape has been submitted as part of the application. The landscape strategy has been created with consideration for surrounding development plots, including Deansgate Square and Plot G to ensure a cohesive, well-connected landscape that enhances the environment for not just for the residents but also the wider public.

Core Strategy Policy	Contribution and Benefits
Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices. All development must follow the principle of the Energy Hierarchy. Wherever possible development must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies and should help to improve energy efficiency.	Further information on the approach taken to design the scheme is provided within the accompanying DAS prepared by SHP. An ESS and Energy Statement has been prepared by Element. The Statement demonstrates how the proposals contribute to sustainable development in Manchester and seek to mitigate the environmental impacts of the scheme.
Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – Applications for all development over 1,000 sq. m. will be expected as a minimum to meet the targets set out in this policy, unless this can be shown to be not viable. This should be demonstrated through an energy statement. The energy statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.	In addition, the statement outlines the energy saving measures that will be considered and also outlines which on-site renewable techniques are and are not appropriate. An ESS and Energy Statement has been prepared by Element and is submitted in support of the application which sets out the planned energy reduction measures for the Proposed Development and addresses the requirements of Policy EN6.
Policy EN8 Adaptation to Climate Change - 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.	The Green and Blue Infrastructure Statement and the ESS and Energy Statement submitted in support of the application set out in detail how the Proposals will be adaptable to climate change in terms of its sustainable design and construction.
Policy EN19 Waste – the Council will require 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.	The application is supported by a Site Waste Management Strategy prepared by the Applicant and SHP and contained in the DAS. This strategy sets out the arrangement for collection of general and recyclable waste within a residential development. The outline Construction Management Plan detailed in Chapter 5 of the ES submitted in support of this application and includes details of how waste during construction will be dealt with.

Core Strategy Policy	Contribution and Benefits
Policy H1 Housing - Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. Within the City Centre there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives or niche housing markets by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester.	The Proposed Development is residential-led and is considered to be high density, which is suitable given the City Centre location, and deliver 988 new exceptional homes. The proposal will deliver a high-quality and much needed residential development in a City Centre location which meets the needs of a range of households including workers moving to Manchester. The proposals will reinvigorate a brownfield site and more fully utilise the Site's strategic location to a number of key transport hubs and to a wide range of social infrastructure.
Policy H8 – Affordable Housing - The following requirements for affordable housing or an equivalent financial contribution currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options. The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment. Affordable housing units will be inclusively designed to reflect the character of development on the site. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include: • There is a very high level of affordable housing in the immediate area;	The policy is clear that affordable housing requirements should reflect the development as a whole and that economic conditions are a relevant factor to consider. It is also clear that exemption from Affordable Housing provision is acceptable in certain circumstances where specific material considerations are relevant. The submitted viability assessment for Plot F indicates that the scheme, as presented, includes the commitment to the delivery of the public realm and pavement highway improvements. The viability appraisal produces a developer's margin on value of 10.98%. It is recognised as an industry standard that a development of such scale and risk profile should produce a development margin of 18.00-20.00%. Given the significant financial contribution attributed to the improvements to the public realm and the quality of the scheme and associated delivery costs, the scheme as supported within the enclosed viability cannot support further s106 / affordable housing contribution. The scheme is high-quality in design and delivers much needed green public recreational space in line with the Great Jackson Street Strategic Regeneration Framework (SRF). It also continues to transform the new neighbourhood and wider city centre, in becoming an aspirational place and setting for people to enjoy over a longer term. An unredacted version of the viability report is provided as part of the planning application. Subsequently, it is considered that the Proposed Development is in accordance with Policy H8.

Core Strategy Policy	Contribution and Benefits
• There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes; • Affordable housing would be prejudicial to the diversification of the existing housing mix. • The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes; • It would financially undermine significant development proposals critical to economic growth within the City; • The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability; • There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.	
Policy T1 Sustainable Transport - To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses. Details of the types of measures to achieve this are outlined in the policy.	A Framework Travel Plan has been prepared by Curtins and includes measures to help reduce reliance on the private car as well as other initiatives to encourage the use of sustainable travel modes. The Transport Assessment details how the site is highly accessible both by walking and cycling as well as other forms of transport, and is to include 988 cycle parking spaces (1:1 ratio with new apartments). Furthermore, the Proposals are part of the wider initiative detailed within the GJS Framework to include pedestrian and cycle linkages across this vast strategic site within the City Centre.

Core Strategy Policy	Contribution and Benefits
Policy T2 Accessible Areas of Opportunity and Need – The Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City’s main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport; and, is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Proportionate Traffic Impact Assessments and Travel Plans should be provided for all major applications and for any proposals where there are likely to be access or transport issues.	The application is supported by a Transport Assessment, prepared by Curtins, which concludes that development will not significantly adversely affect the operation of the highway and is highly accessible by a choice of non-car modes. The Proposals are not expected to create significant vehicle movements. A Framework Travel Plan has also been included within the application submission to identify measures to reduce the use of a private car. The Site is extremely accessible by a range of public transport modes, including bus, Metrolink and rail.
Policy DM1 Development Management - All development should have regard to the specific issues including: effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and, green infrastructure.	The application is supported by reports in relation to Noise, Transport, Waste Management and Servicing. The application is also supported by a CIS. These reports assess the impact of the Proposed Development upon the local environment, recommends mitigation measures where necessary and conclude that the Proposals will not have an adverse impact on the amenity of surrounding users.

Guide to Development in Manchester Supplementary Planning Document (2008)

Guide to Development in Manchester SPD (2008)	Contribution and Benefits
Buildings height should be carefully considered It is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.	The Proposed Development incorporates two tall buildings. Building F1 and Building F2 are both 51 storeys in height and include two separate two-storey podiums. The proposed height relates to the emerging surrounding built context on Crown Street Phase 1 and Phase 2 and the wider GJS Framework area. The DAS and Section 6 of this Statement fully justifies the height of the building in terms of its relationship with the surrounding area. It is not envisaged that there will be any significant effects in relation to microclimate, such as wind, and the relevant consultants’ reports are included within this application submission (ES Volume 1 and 2).

Guide to Development in Manchester SPD (2008)	Contribution and Benefits
New developments should maximise access for disabled people 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 their philosophy and approach to inclusive design. Strong corners are landmarks The corners of buildings create visual interest, enliven the streetscape and contribute to the identity of an area. On major routes they should accommodate active ground floor uses, entrances, art or signage, to reinforce the character of the street and the sense of place.	The design of this building has developed from first principles with an inclusive approach to allow easy, safe and secure access to all areas of the building for disabled guests. Further information is provided within the supporting DAS. The building is located prominently to the north of the Mancunian Way, which acts as a gateway to City Centre from the south. Buildings F1 and F2 at 51 storeys in height will contribute to the prominent clustering that signals the entrance to the Framework area and the City Centre. The buildings have been designed to include active ground floor uses in the form of resident amenity spaces and curtain wall glazing is proposed at podium level to harmonise with the materials above and ground the building effectively into the public realm, acting to reflect the surrounding greenery. The overall approach for the elevational treatment of the buildings has been designed to complement the emerging context of the GJS Framework area. Consideration has also been given to the composition and colour of the towers with the intention to create an identity for this development which compliments but is contrasting to Deansgate Square and other tall buildings in the area. The external appearance of the buildings provides an elegant and slender form, with chamfered corners to create further architectural interest to the buildings, whilst each building will be a subtle shade different. An interesting form and subtle patterns have been used on the building elevations to provide a sense of movement around the towers.
Buildings should relate well to each other The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.	The buildings have been designed to respect the existing and emerging built environment, including Deansgate Square and Crown Street Phase 1 and Phase 2, which also form part of the GJS Framework area. The DAS provides full details of the relationship of the proposal in its context.

Guide to Development in Manchester SPD (2008)	Contribution and Benefits
Development should help sustain local neighbourhoods The Council will encourage the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified urban form which blends in with, and links to, adjacent areas. Increased development density can be appropriate where it is necessary to reinforce community identity, promote a more economic use of land, increase demand for local facilities and contribute to safer, self-policed streets. However density levels must be informed by the character of an area and the specific circumstances of a proposal.	The Proposed Development is located within the GJS Framework area which establishes the guiding principles upon which a high density residential led development will be brought forward. The Proposed Development responds to the surrounding development context and the emerging Great Jackson Street context. The development of brownfield land in a key location at the Southern Gateway to the City Centre makes best use of the City's finite land resource and will enhance the streetscape and will improve connections to Castlefield, Hulme, First Street and Deansgate.

Appendix B – Viewpoint Locations

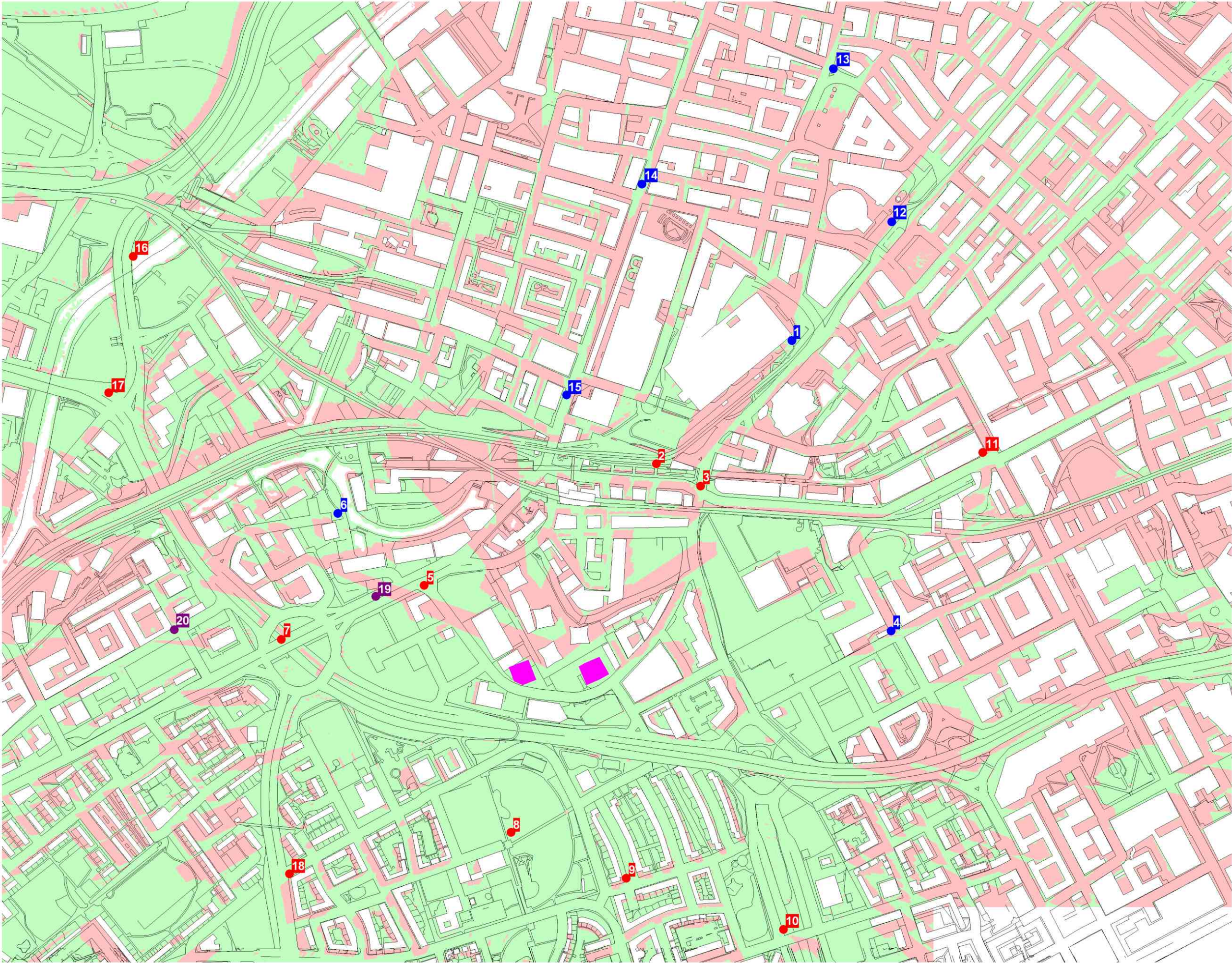


APPENDIX 8.1

Chris Burnett Associates

22 09 21





Key

- building footprints
- buildings visible
- buildings not visible
- OS Local Vector building footprints and/or DSM no-data values
- townscape viewpoint location
- townscape and heritage viewpoint location
- heritage viewpoint location

(NB Viewshed analysis is calculated from the top of the buildings to locations 1.6m above the surface of the DSM data taking into account a normal earth surface curvature correction.)

Date			Details	Revision
20/05/21			Revised viewpoint locations.	-01
24/05/21			Identification of heritage only viewpoint locations.	-02
26/05/21			Minor amendment.	-03
24/06/21			Minor amendment.	-04

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Client Renaker

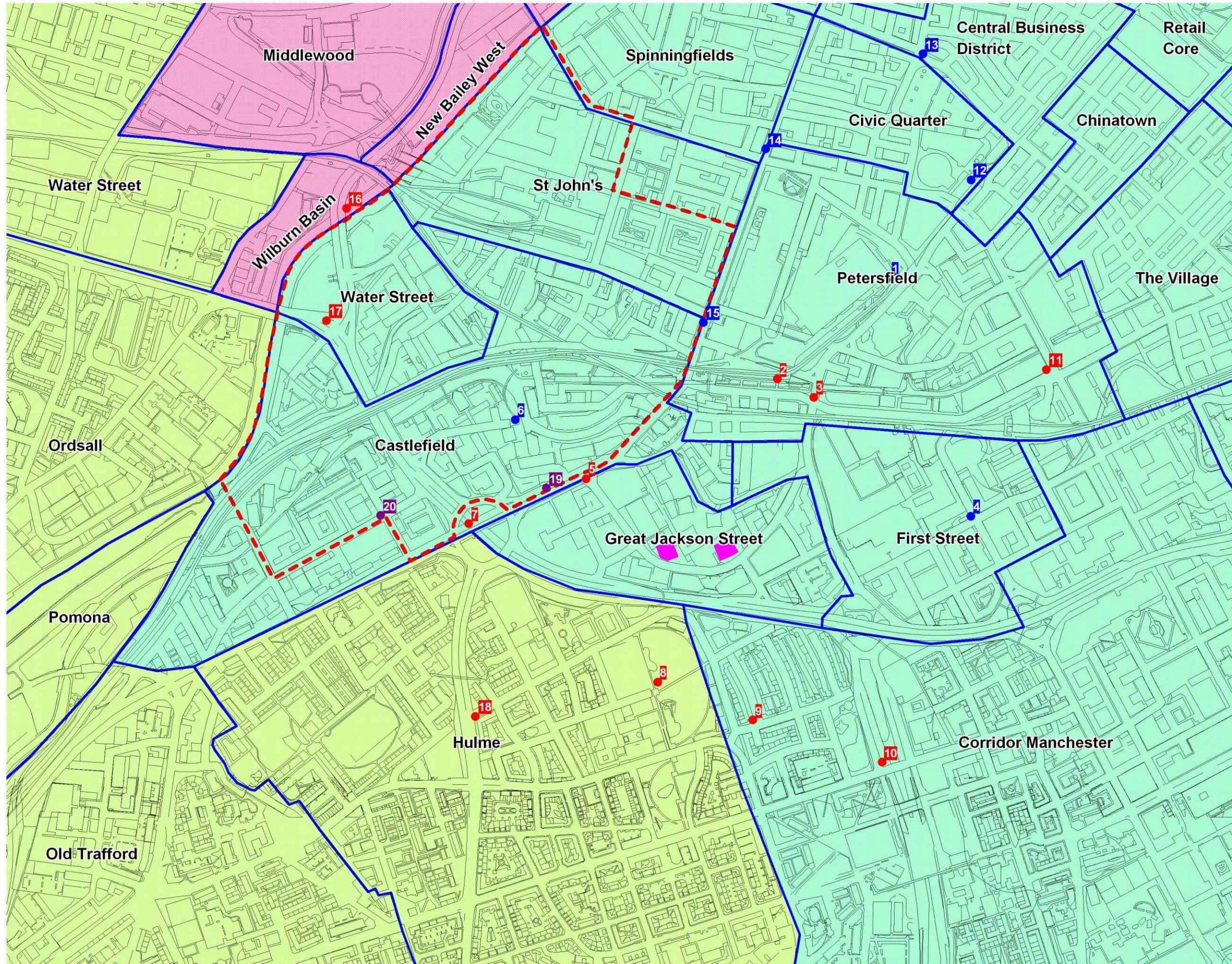
Project Plot F Great Jackson Street, Manchester

Title Viewshed Analysis & Viewpoint Locations

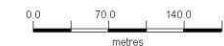
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Date	Drawn	Checked	
24/06/21	JHD	CB	
Reference			

PFGJSM21.01 -04



- Key**
- building footprints
 - Castlefield Conservation Area
 - Residential Neighbourhood Area
 - Townscape Character Area
 - Salford City Centre Areas
 - townscape viewpoint location
 - townscape and heritage viewpoint location
 - heritage viewpoint location



Date	Details	Revision
21/09/21	Minor amendment.	-01

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Client	Renaker		
Project	Plot F Great Jackson Street, Manchester		
Title	Character Areas & Viewpoint Locations		
Scale	7,000 @ A3		
Date	Drawn	Checked	
21/09/21	JHD	CB	
Reference	Revision		
PFGJSM21.02 -01			

Appendix C - TVIA Proposed View Photos



BLADE & CIRCLE



GREAT JACKSON STREET



DEANSGATE SOUTH



DETRAFFORD SITE



ST JOHN'S STREET



WHITWORTH STREET WEST



325-327 DEANSGATE



BAUER MILLET SITE



ARUNDEL STREET

**KEY FOR CUMULATIVE / PERMITTED
DEVELOPMENT SCHEMES**



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PLOT F Townscape and Visual Impact Assessment

Manchester Central
CUMULATIVE

1



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PLOT F Townscape and Visual Impact Assessment

**Whitworth St/Albion St
CUMULATIVE**

3



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PLOT F Townscape and Visual Impact Assessment

Cambridge St
CUMULATIVE

4



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PLOT F Townscape and Visual Impact Assessment

Gt Jackson St
CUMULATIVE

5



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PLOT F Townscape and Visual Impact Assessment

**Castlefield basin
CUMULATIVE**

6



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PLOT F Townscape and Visual Impact Assessment

**Mancunian Way
CUMULATIVE**

7

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8



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PLOT F Townscape and Visual Impact Assessment

**Humberstone Avenue
CUMULATIVE**

9



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PLOT F Townscape and Visual Impact Assessment

**Stretford Rd/Princess Rd
CUMULATIVE**

10



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PLOT F Townscape and Visual Impact Assessment

**Whitworth St
CUMULATIVE**

11



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PLOT F Townscape and Visual Impact Assessment

St Peter's Square
CUMULATIVE

12



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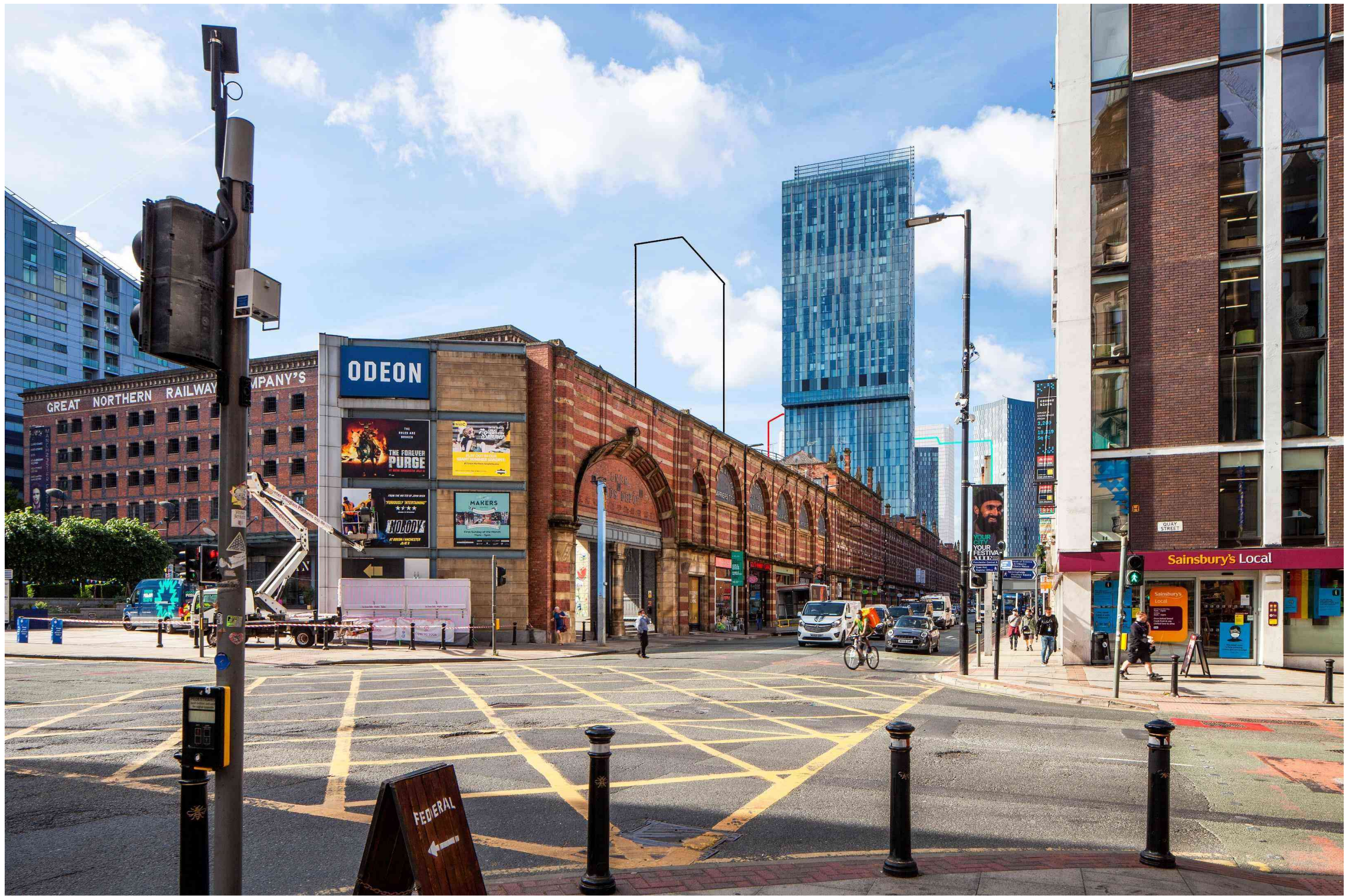
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PLOT F Townscape and Visual Impact Assessment

Albert Square
CUMULATIVE

13



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PLOT F Townscape and Visual Impact Assessment

Deansgate
CUMULATIVE

14



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PLOT F Townscape and Visual Impact Assessment

Deansgate
CUMULATIVE

15



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PLOT F Townscape and Visual Impact Assessment

**Trinity Way
CUMULATIVE**

16



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PLOT F Townscape and Visual Impact Assessment

**Regent Rd/Trinity Way
CUMULATIVE**

17



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PLOT F Townscape and Visual Impact Assessment

**Jackson Crescent
With PLOT G**

18



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PLOT F Townscape and Visual Impact Assessment

Chester Road (North)
CUMULATIVE

19



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PLOT F Townscape and Visual Impact Assessment

CUMULATIVE

20



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