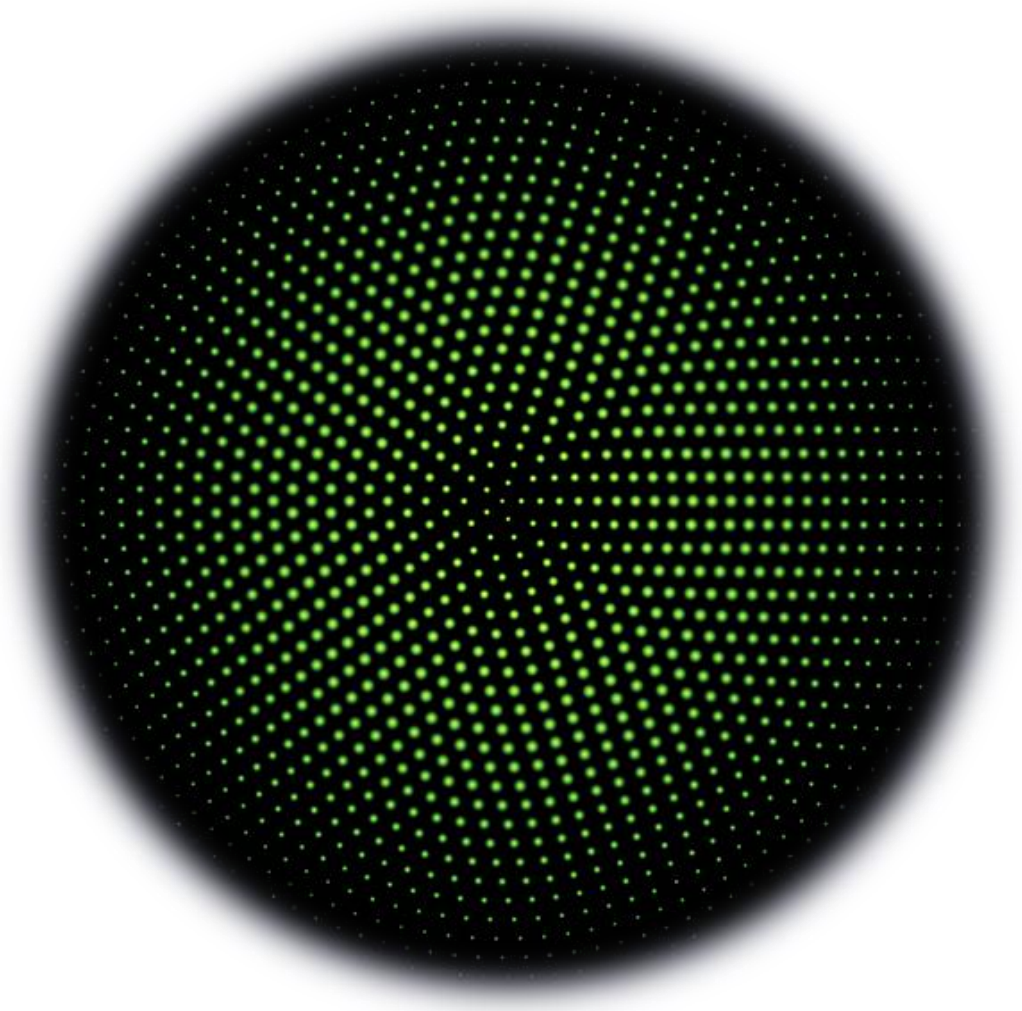




Former Boddingtons Brewery Site Planning and Tall Building Statement

December 2021

Contents

1.	Introduction	2
2.	Strategic Context	6
3.	Site and Surroundings	17
4.	The Proposed Development	22
5.	Planning Policy Assessment	28
6.	Tall Building Assessment	52
7.	Summary and Conclusion	63
	Appendix A – EN2: Tall Building Policy Assessment	66
	Appendix B: Green and Blue Infrastructure Statement	69

1. Introduction

- 1.1. This Planning and Tall Building Statement ('the Statement') has been prepared by Deloitte LLP in respect of an application for full planning permission for the proposed redevelopment of the former Boddington Brewery Site ('The Site').
- 1.2. The proposals are submitted on behalf of Latimer Development Ltd. (the 'Applicant') and relate to a residential-led development with ground floor commercial uses and a pocket park. The term "Proposed Development" used within this Report refers to all stages of construction and operation of the development.
- 1.3. The Site is bounded by the Travelodge and surface level carparking to the north, further surface level carparking to the east, the under-construction Manchester College to the south, and Bury New Road to the west in Manchester. It has been identified as a regeneration priority for a number of years and is specifically identified as such within the Great Ducie Street Strategic Regeneration Framework (GDS - SRF) and the Former Boddingtons Brewery Strategic Regeneration Framework (FBB - SRF).
- 1.4. This Statement considers the Proposed Development in its strategic as well as local urban and environmental context and assesses its acceptability in the context of the Development Plan and other material considerations such as the National Planning Policy Framework (NPPF), the aforementioned SRFs and relevant guidance including Historic England's Tall Buildings Guidance (2015), which provides recommended criteria for assessing tall building proposals.

The Applicant

- 1.5. Latimer is the private 'for sale' development arm of Clarion Housing Group, developing private homes in thriving, mixed-use communities.
- 1.6. Clarion Housing Group is the UK's largest provider of affordable housing, with over 125,000 homes and more than 350,000 residents across the country. For the past 100 years we've been building communities that work for the long term.
- 1.7. The Clarion story started with William Sutton, a 19th century entrepreneur who gifted his entire fortune (£230 million in today's money) to build affordable housing across major cities in the UK, Clarion have been delivering on his legacy ever since.
- 1.8. The majority of homes built will always be for affordable tenures but building homes for outright sale is crucial for the business to develop both mixed sustainable communities, recycling any profits made from those private sales back into building and maintaining more affordable homes. As part of Clarion Housing Group, Latimer has an unrivalled balance sheet with net assets of more than £7bn and a turnover of close to £1bn per annum
 - Offer long-term commitment to the people who live in their homes.
 - Latimer communities are to be socially and environmentally sustainable.
 - Deliver consistent commitment to high quality and low carbon properties.
 - Don't have shareholders, so we don't face short-term demands to make profit at any cost.
 - Driven by our commitment to quality, community and places that succeed.
 - A dependable partner.
 - Clarion aspire to build 4,000 quality homes per year to play our part in tackling the UK's housing challenge.

- 1.9. Clarion pride themselves on delivering a range of new homes that offer choice and excellence, at a range of price points.

Summary of Proposed Development

- 1.10. The proposals are described in more detail within Chapter 4 of this Statement and are summarised below.
- 1.11. The Proposed Development will transform an existing underutilised brownfield site in a highly sustainable location, through a mixed-use scheme comprising: 461 new homes delivered across two towers ranging between 11 and 27 storeys, providing a residential mix of:
- 1 bed (2 person) apartments– 146 (32%)
 - 2 bed (3 person) apartments – 179 (39%)
 - 2 bed 4 person) apartments – 120 (26%)
 - 3 bed (5 person) apartments – 16 (3%)
- 5% of the apartments will be affordable housing tenures, including shared ownership and affordable rent
 - A collection of high-quality residential amenity spaces in the form of resident’s co-working space and roof terrace.
 - Retail uses at lower levels to provide active frontages and a strong commercial offer to the immediate area. These will be carefully curated to enhance the amenity offer and contribute to the overall ambience of the Site.
 - An enclosed landscaped courtyard for residents and visitors to enjoy, pause, and relax. This will be a mixture of a rich variety of green landscaping with informal play space, alongside places to sit and spend time.
 - Off-street servicing arrangements.
 - 461 secure residential cycle spaces, 14 residential visitor cycle parking spaces, and 12 commercial cycle parking space in the form of Sheffield stands in the public realm to help facilitate sustainable transport for all users to the Site.
 - Car parking provision of 5 blue badge parking spaces.
- 1.12. The Proposed Development will support safe and attractive pedestrian links both east– west and south across the Site and are fully aligned with the Site wide master planning principles for the proposed site.

Description of Development

- 1.13. The formal description of development provided within planning application forms is as follows:
- Erection of two buildings to create a mixed-use development comprising residential uses (Use Class C3) with commercial uses (Use Class E) provided at the ground floor level, together with a new courtyard pocket park, landscaping, cycle parking, accessible parking spaces, access arrangements, and other associated works.

Pre-Application Stakeholder Engagement

- 1.14. A Statement of Consultation has been prepared in support of the application. The document explains the programme of pre-application consultation that has been undertaken to provide all key stakeholders with an understanding of the emerging scheme, in addition to the development and design rationale that underpins the proposals. Due to social distancing requirements, all consultation has been undertaken via virtual means. Public Consultation took place between the 6th and 20th

September via a website, which included a presentation, a set of FAQs, and the opportunity to provide comments.

- 1.15. Engagement has also taken place with MCC Planning, Highways, and Environmental Health Departments, Greater Manchester Police and neighboring properties, landowners, and occupiers to help to make others aware of the proposals and make positive changes to the Proposed Development. This has included extensive dialogue with The Manchester College in order to ensure the proposals are integrated and support established site wide master planning principles.
- 1.16. A full description of the pre-application stakeholder engagement process including responses to the key issues are set out within the Statement of Consultation, prepared by Deloitte, submitted as part of this application. 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

- 1.17. This Statement is structured as follows:
 - Section 2 provides a Site description and considers the wider context of the Site.
 - Section 3 sets out the strategic and economic context of the proposals and summarises the contribution of the Proposed Development;
 - 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; it then assesses the proposals against the policies in the Development Plan and in relation to the key planning and material considerations of relevance to this application
 - Section 6 provides a Tall Building Statement;
 - Section 7 provides conclusions in relation to the overall merits of the proposals.
- 1.18. Appendix A sets out how the proposals directly respond to Manchester's tall building planning policy, and Appendix B contains a Green and Blue Infrastructure Statement.

Application Documentation

- 1.19. This Statement should be read in conjunction with the following mandatory and supporting documents submitted as part of this application.
 - Location Plan, Existing Site Plan and Elevations prepared by Assael Architects;
 - Planning Application Drawings prepared by Assael Architects;
 - Landscape Plans prepared by Exterior Architecture;
 - Statement of Consultation prepared by Deloitte LLP
 - Design and Access Statement prepared by Assael Architects
 - Affordable Housing Statement prepared by Deloitte with input from Latimer Development Group
 - Archaeology Assessment prepared by Salford Archeology;
 - Broadband Connectivity Assessment prepared by GTech
 - Crime Impact Statement prepared by Greater Manchester Police
 - Ecological Appraisal prepared by The Ecological Consultant;
 - Energy Statement and Environmental Standards Statement prepared by Wallace Whittle;
 - Fire Strategy Report prepared by Ofr Consultants;

- Flood Risk and Drainage Strategy prepared by SGI Engineers;
- Ground Conditions Phase 1 and Phase 2 prepared by e3p;
- Heritage Statement prepared by Salford Archaeology;
- Local Benefits Proposal – Statement of Intent prepared by Latimer Development Ltd
- Noise Report prepared by Cundalls;
- Residential Management Strategy prepared by Clarion Housing Group;
- Waste Management and Servicing Strategy prepared by Curtins;
- Transport Assessment and Travel Plan prepared by Curtins;
- TV Reception Survey prepared by Gtech;
- Operational Management Strategy
- Ventilation Strategy prepared by Wallace Wittle;
- Viability Assessment prepared by Grasscroft; and
- Environmental Statement:
 - Construction Management
 - Air Quality – Air Pollution Ltd
 - Ground Conditions – E3p
 - Daylight and Sunlight – GIA
 - Townscape and Visual Impact – Barton Willmorre
 - Wind Microclimate - GIA
 - Climate Change - Atkins
 - Human Health – Atkins
 - Summary of Residual Impacts – Deloitte; and
 - Type 1 Cumulative Assessments – Deloitte.

2. Strategic Context

- 2.1. This Section 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.

Market Context

- 2.2. Manchester has seen unprecedented growth over the past two decades, with growth concentrated in the City Centre and surrounding wards. With a diverse population of close to 600,000 people, the City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London. MCC projects that the City will be home to 627,000 residents by 2025.¹
- 2.3. Population growth in recent years has been particularly evident in a younger 20-24- and 25-39-years demographic, which is attracted to Manchester's lifestyle and increasing employment opportunities, and this in turn is driving further economic growth and enhanced productivity.
- 2.4. Manchester's economy continues to grow at a faster rate than the UK as a whole, with the City Centre as the economic growth engine for both Manchester and the wider region. It has seen a significant increase in development over the past year, building on the City's international reputation as a leading place to live, visit and do business. In 2018, Manchester's GVA per head of resident population was £41,177, compared to £28,729 for the UK average, and is an increase from £37,634 in 2016.²
- 2.5. Prospects for economic growth are closely tied to the ability to attract and retain the most talented individuals. It is therefore critical to focus efforts on improving the City Region's attractiveness as a location to live, study, work, invest and do business. In this regard, a key priority is the delivery of high-quality residential accommodation, consistent with the requirements of Manchester's Residential Quality Guidance. Critical to this will be the creation of sustainable, safe, resilient, and cohesive neighborhoods, with more affordable housing and access to high-quality green space. The provision of genuine housing choice will help to contribute to an equal and inclusive City where everyone can thrive, and which is central to the Our Manchester Strategy: Forward to 2025 vision for Manchester's future. As part of this, all residents will have access and benefit from the opportunities created by the city's competitive, dynamic, sustainable, and fair economy and drive inclusive growth. This draws on its distinctive strengths in science, advanced manufacturing, and culture, creative and digital businesses – cultivating and encouraging new ideas.

Manchester: A Growing City

- 2.6. Over a thirty-year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. MCC has driven the physical and economic renewal of the City Centre through the development and implementation of strategic frameworks for sustained regeneration, investment, and service improvement to ensure that Manchester maintains its position as the nation's leading City Centre location. The success of this approach sees Manchester successfully compete as an international investment location and visitor destination today.
- 2.7. Manchester has experienced an exceptional increase in its population since the late 1990s and is the leading example in both Europe and the UK of a major urban centre reversing long-term population decline. While this level of population growth is exceptional, the City is still some way below its historical peak population of 766,311, achieved in 1931. New high quality and high-density

¹ MCC (2020) State of the City Report 2020

² Manchester City Council, State of the City Report 2020; 2018 is the most recently available data prepared by Office for National Statistics in respect of GVA per head per Local Authority.

development will allow Manchester to continue to increase its population without impinging on highly valued community and green space.

- 2.8. The Greater Manchester sub-region, which has a resident population of over 2.83 million and a combined Gross Value Added (GVA) of approximately £75 billion, accounts for around two fifth of the North West's economic output³. In 2021, almost one third of the £75 billion of GVA generated in Greater Manchester was produced in the City of Manchester.⁴
- 2.9. Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a service-based, high growth economy. Importantly, it is this sector of the economy that provides a large proportion of the high skilled and high productivity jobs in the national economy. Manchester's economy is continuing to strengthen and diversify with strong high added value growth forecast in Science and Innovation, Creative and Digital, Advanced Manufacturing as well as Culture, Tourism, Sports and Leisure sectors. Economic growth has also been supported by Manchester's expanding international connections, centres of excellence in research and higher education, and investment in transport infrastructure, which has deepened labour markets.
- 2.10. Manchester is one of the fastest growing cities in Europe. GMFM-2019 shows GVA growing at 1.6% per year up to 2037. Total employment is forecast to grow at 0.6% per year in GM, equating to a net increase of 183,000 jobs between 2017 and 2037. Employment growth is largely driven by Business, Financial, and Professional Services - accounting for 45% of the net increase in the total number of jobs in GM up to 2037.⁵

Manchester – Encouraging the Growth of a Dynamic Private Sector

- 2.11. With a thriving private sector, the City is a leading business location and remains a top place in Europe for foreign direct investment outside of London.⁶
- 2.12. 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.
- 2.13. Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from one of the largest creative and digital clusters in the UK. This is particularly prevalent in the Technology, Media and Telecoms (TMT) industry as evidenced by the growth of MediaCityUK: UK, for example. In addition, the North West is headquarters to tech companies including, Booking.com, AO.com as well as boohoo, and privately owned The Hut Group, and one of the fastest growing fashion brands on the web, Pretty Little Thing. Amazon also has a large presence in Manchester and the Ministry of Justice have recently located within the NOMA area of Manchester in 2021⁷.

³ Office for National Statistics, *Regional Gross Value Added (balanced) per head and income components tables (released 26 May 2021)*, <https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/nominalregionalgrossvalueaddedbalancedperheadandincomecomponents>

⁴ Office for National Statistics, *ibid*.

⁵ Greater Manchester Combined Authority, *Greater Manchester Forecasting Model 2019* <https://www.greatermanchester-ca.gov.uk/media/4829/economic-forecasts-for-greater-manchester-accessible-version.docx>

⁶ Ernst and Young (EY) *EY UK Attractiveness Survey (June 2021)*, https://assets.ey.com/content/dam/ey-sites/ey-com/en_uk/topics/attractiveness/ey-uk-attractiveness-survey-2021.pdf

⁷ Savills, *Market in Minutes: Manchester Offices* (May 2021) <https://pdf.euro.savills.co.uk/uk/office-reports/market-in-minutes-manchester-offices-spring-2021.pdf>

Manchester - Mobile and Skilled Workforce

- 2.14. The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of the City⁸. There is access to a pool of skilled people across a wide range of industries, and over 100,000 students in five Higher Education Institutions across Greater Manchester.⁹
- 2.15. 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

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

Manchester – International Connectivity

- 2.19. 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.
- 2.20. The Airport is currently embarking on a £1 billion transformation programme of investment and improvement, including the new Terminal 2 Extension. Work at the Airport will also be carried out to maximise the potential of Manchester's existing two runways, which have the capacity to handle 55m passengers a year in a post COVID-19 environment.

Manchester – Inclusive Residential Growth

- 1.1 Our Manchester Strategy: 2016-2025 sets out MCC's ambitions to support the growth of the city through providing a balanced housing market which caters to all residents, including through the delivery of higher value homes, and at the same time supporting Manchester residents to access decent housing that they can afford. In addition, it sets out that the proximity of more affordable homes to public transport is imperative in improving access to opportunities and the labour market.

⁸ Invest in Manchester, *Workforce (2021)*, <https://www.investinmanchester.com/why-manchester/workforce>.

⁹ Invest in Manchester, *Universities in Manchester (2021)*, <https://www.investinmanchester.com/why-manchester/education>.

- 1.2 As part of the Residential Growth Strategy, MCC is committed to delivering a minimum of 6,400 new affordable homes between 2015 and 2025. In 2019/20, the total number of affordable homes delivered were to 1,519, representing circa 25% of the 6,400 by 2025 minimum target. In addition to this, approximately 980 new affordable homes are currently on-site and expected to be delivered by 2022/23.
- 1.3 However, as construction costs have increased, the average grant per home has decreased. This has heavily constrained the delivery of socially rented homes in Manchester and across the country. As a result, registered provider partners are increasingly having to rely on borrowing, reserves or cross-subsidy from open-market sales to support the development of social housing. These challenges have resulted in a subdued delivery of affordable housing within Manchester, and therefore there is a need for additional affordable housing in Manchester to drive and support inclusive growth.

Culture, Leisure and Tourism

- 2.21. 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.
- 2.22. 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.
- 2.23. 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%. 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

- 2.24. Developing socio-economic trends, as described above, are driving changes in how people choose to live and work. Given the Site's highly accessible location at the edge of the City Centre, a professional judgement has been taken that the City Centre residential trends are representative of the market in which the Site would operate in.

Residential supply and demand

- 2.25. Manchester's ongoing economic and population growth will continue to drive the need for new high-quality residential accommodation across a range of tenures in order to further support inclusive growth.
- 2.26. Deloitte's most recent Manchester Crane Survey reported that the number of new units under construction within central Manchester during 2020 was 12,322. This figure was broadly comparable with data from 2019 (12,178) and, whilst down on figures from 2018 (14,480), still demonstrate a consistent level of delivery within the City Centre. Importantly, 4,698 units started on-site in 2020 representing a 45% increase on 2019 figures showing continued confidence in the residential market despite the pressures of COVID-19. Therefore, delivery in 2021 and beyond will continue to address

the chronic levels of undersupply that were experienced for many years following the economic downturn in 2008.¹⁰

- 2.27. The growing strength of the residential market is underpinned by the City's resilient economic growth, investment in infrastructure and employment sector diversification. Retail, leisure, and world class cultural institutions based in the City Centre support the lifestyle aspirations and focused growth on City Centre living. In particular, the City Centre's position as a focal point for office-based job opportunities underpins its strength as a place to live.
- 2.28. Despite a turbulent market in 2020, the amount of office space that has been pre-let remains at 36% of total volume of floorspace currently under construction.¹¹ The growth and constraint on office space availability is driven by some significant pre-lets in both Salford and Manchester. The amount of pre-let office occupiers demonstrates a resilient Manchester market, despite the effects of COVID-19.
- 2.29. Businesses need staff to support continual growth and there needs to be confidence that future employees can continue to access a ready supply of well-located residential accommodation in proximity to office accommodation. Manchester therefore must continue to provide quality accommodation to support the talent pool that is attracted to the City, including graduates and young professionals, whilst noting that the desire to buy or rent City Centre apartment is not limited to young professionals. Increasingly, single person households and retirees downsizing and moving back from the suburbs are also fueling demand.¹² This is as a result of more people opting to live closer to where they work and socialise benefitting from the wide offering within the city-centre as part of a global move back to downtown living. Current Council Tax data is a useful indicator of residential occupancy and, with empty properties amounting to just 0.65% of total stock in Manchester¹³, strong demand for City Centre living remains evident.
- 2.30. A prevalent trend in the City Centre's residential market is the delivery of Build to Rent accommodation. Due to the City Centre's continued attraction to young professionals, it is considered that this tenure will continue to be important within a more general mix of residential choice within the city. This reflects the trend towards this type of tenure both in Manchester and nationally. It is a form of development that can assist in both dealing with supply issues as well as raising the bar around quality management, maintenance, and flexibility.
- 2.31. However, equally, there is also a need for high quality 'market sales / For-Sale' accommodation which caters for families, young professionals, and professional couples who are looking to maintain the benefits of City-Centre living whilst getting a foothold on the property market. The Deloitte Crane Survey¹⁴ notes that the 'For-Sale' market remains relatively strong with 3,639 of the homes under construction due to be sold to owner occupiers.
- 2.32. The Greater Manchester Strategic Housing Market Assessment (2020) report supports these findings and sets out that the growing population and falling household size continues to boost the overall demand for housing, in which a greater proportion falls within the private rented sector.
- 2.33. The draft Places for Everyone (2021) joint plan for Greater Manchester places a strong focus on Manchester City Centre to deliver a significant majority of new housing development across the region. Overall, the strategy identifies Manchester will deliver 56,528 new homes from the period between 2021-2027, equating to an annual average of 3,533 of new homes being delivered.

¹⁰ Deloitte, Manchester Crane Survey 2021.

¹¹ Ibid

¹² 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>

¹³ Manchester City Council – Monthly Economic Update – December 2020

¹⁴ Deloitte, Manchester Crane Survey 2021

Impact of COVID-19

- 2.34. The UK GDP is recovering from the impact of COVID-19; however, it has shown resilience and has grown in 2021 Q3 (July – September) to being almost at pre-pandemic levels. It is expected to get back to its pre-pandemic level in 2022 Q1 (January-March).¹⁵
- 2.35. The proposals at the Former Boddingtons Site will be a timely and important development for the city to support economic recovery and growth. As part of the Government’s ambition to ‘level up’ the economy, which has been accelerated by COVID-19, there is a surge of demand to relocate Government Departments away from London to cities elsewhere in the UK such as Manchester.
- 2.36. In conclusion, the provision of high-quality residential dwellings and commercial uses are needed to support Manchester’s growing priority sectors. New supply is needed to maintain current growth patterns to meet forecasted levels of population growth as well as accommodate new businesses.

Affordable Housing

- 2.37. 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.
- 2.38. 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.
- 2.39. An update on Affordable Housing was presented at the January 2021 Executive. This covered MCC’s efforts to increase the delivery of housing – and affordable housing in particular – which will be a key part of city’s recovery following the Covid-19 pandemic. The demand for housing from the most vulnerable in the city has not diminished following the crisis and, if anything, the requirements of residents most in need has become even more acute with the numbers of people on the Housing Waiting List and in temporary accommodation continuing to grow.
- 2.40. In response, MCC is looking to significantly upscale the delivery of new affordable homes and to this end, the existing delivery platforms MCC have established with Registered Providers (RPs) – including use of MCC’s land assets – and working in conjunction with Homes England investment programmes. Added to this, the aforementioned Housing Delivery Vehicle will soon begin to deliver new affordable homes, bolstering the pipeline and helping the city meet and exceed the 6,400- minimum target by 2025. In terms of delivery during the 2020/2021 Financial Year, it was noted that between April-November 2020 a total of 216 new affordable homes were completed and a further 223 are expected to complete by the end of March 2021.
- 2.41. MCC’s Core Strategy 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.
- 2.42. 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.

¹⁵ Bank of England (November 2021) Monetary Policy Report

- 2.43. 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.

Strategic Regeneration Frameworks¹⁶

- 2.44. The Site has been identified as a longstanding regeneration priority, and is located in an area undergoing significant economic investment and material change, driven by a number of growth and regeneration strategies, which are summarised below:

Great Ducie Street Strategic Regeneration Framework (2018)

- 2.45. The Great Ducie Street Strategic Regeneration Framework (GDS - SRF) was endorsed by Manchester City Council in 2019 to guide the regeneration and revitalisation of the Great Ducie Street area. The GDS - SRF sets out a key vision for the area as well as a number of key objectives:
- **An Enhanced Economic Role for the Area:** Higher density mixed use development set within a high-quality environment is envisaged for the area. This form of development should significantly increase the quantum and quality of employment floorspace and jobs within this area via replacement of the existing low density, low quality employment uses.
 - **Providing High Quality, Sustainable New Homes, Contributing to a Balanced Housing Supply:** A key objective is to diversify the land use within the GDS - SRF area as a means of driving regeneration and delivering high quality sustainable new housing. New residential development must demonstrate that the scheme will deliver a finished project of the highest quality.
 - **Building Inclusive Communities:** Delivering residential amenity facilities will be encouraged within residential developments.
 - **Sustainability and Resilience:** All development must include measures to reduce carbon emissions and include sustainable features.
 - **Density and Place-Making:** Increasing the density of development is crucial to provide sustainable growth, long term economic competitiveness, vibrancy and the opportunity to incorporate multiple land uses. The appropriate density of urban development should therefore balance economic viability, urban density and policy objectives.
 - **Street Hierarchy:** Priority should be given to pedestrians over vehicles. This can be achieved through ensuring that vehicles only circulate where needed and that pedestrian can permeate to as many parts as possible.
 - **Residential Amenity:** The combination of employment and residential uses will need to be carefully designed and managed. New development should create an environment where the amenity of residents and the environment within the Site with regard to privacy, microclimate, noise, refuse management, safety and vehicular movement.
- 2.46. Since the implementation of the GDS - SRF, a number of key developments have been approved such as Manchester College which is under-construction and well progressed, and the Old Brewery Gardens development (discussed in Chapter 3) which fall within the area covered by the GDS - SRF.

Former Boddingtons Brewery Site Strategic Regeneration Framework (2019)

- 2.47. The Former Boddingtons Brewery Site SRF (FBB -SRF) was originally endorsed in April 2015. Further to this an Addendum was then endorsed in 2019 to update the ambitions following the introduction of Manchester College.

¹⁶ SRFs are documents which set out a high-level vision for an area and which undergo public consultation. Following this they are endorsed by MCC Executive Committee and should be considered as a material consideration in the planning process; the documents are not adopted planning policy.

- 2.48. The FBB -SRF sets out that the Site is available and can accommodate wholesale regeneration and is well placed to contribute to the continued economic growth of Manchester. The FBB -SRF has established a vision and set of development principles for the area:
- Uses: Create opportunities to deliver a range of complementary uses that will combine to create a distinctive neighbourhood, with a clear sense of place, which will provide life and vitality during the working day and at evenings and weekends.
 - Density, Massing and Scale: the scale and massing of building form within the FBB - SRF should respond to existing buildings in surrounding areas, to the indicative proposals contained within the GDS - SRF and to the Old Brewery Gardens scheme.
 - Place Making and Public Realm: An appropriate landscaping scheme that creates a positive and welcoming character should be included as part of any development. This should be linked to a legible public realm strategy to create spaces that can be used by learners, residents and visitors to the area.
 - Connections: Re-establishing connections through the area is important. Strong connections are crucial for creating a neighbourhood which is attractive to occupants and the consideration of connections should extend to reviewing routes into the City Centre via the existing public highway system.
- 2.49. The FBB -SRF supports the delivery of residential-led development as part of the provided they are high quality, adopt a place-making approach and improve connectivity within and surrounding the Site. The Framework notes that:
- “This SRF promotes a genuinely mixed-use approach to the [whole SRF] site that will deliver 50% of the Proposed Development as residential floorspace with the balance picked up as commercial and other non-residential uses including car parking, hotel, leisure and retail...The provision of residential units as part of the scheme will contribute towards meeting the required housing needs in the Manchester Core Strategy and support the future growth of the City. It will introduce a critical mass of people in the Strangeways area, which is predominately commercial in nature. This will help support commercial elements brought forward as part of the Study Area as well as existing and future businesses in the wider Strangeways area. Additionally, this will encourage more active uses into the evening which will improve security in the area through increased surveillance.”*

NOMA

- 2.50. The NOMA SRF is focused around the historic Co-Operative Group estate and is located to the south-east of the Site. NOMA comprises large areas of cleared sites to the east and the historic estate of nine office buildings and former warehouses, eight of which are Grade II listed and focused around Sadlers Yard. The Co-operative Group’s move to 1 Angel Square in 2013, left the historic buildings vacant for a number of years. The reuse and repurposing of the historic estate is integral to the regeneration strategy for NOMA.
- 2.51. NOMA is underpinned by a Strategic Regeneration Framework and Masterplan originally endorsed by MCC in 2009, and most recently updated in 2020. These documents set out a commitment to create a commercially led, mixed-use destination at the northern gateway to the City Centre, covering an area of approximately 8 ha.
- 2.52. To date NOMA comprises the refurbished Hanover Building, which is occupied by WeWork, alongside Redfern which is occupied by the Ministry for Justice. New Century Hall is well progressed and will be refurbished to provide a new music school and food hall which is anticipated to be operational in 2022. The east of the NOMA estate comprises new build elements, include the Co-Operative Groups new headquarters, 1 Angel Square. The new office building, 4 Angel Square is currently under-construction.

New Victoria

- 2.53. New Victoria is situated immediately adjacent to Victoria Station and is being led by Muse Developments. The initial phase of works are under construction and comprise 520 new homes which will be accommodated within in two towers of 20 and 25 storeys and complemented by ground floor commercial uses and public realm.

Victoria North (formally known as the Northern Gateway)

- 2.54. Victoria North is an area of approximately 115 ha to the north of the City Centre between Victoria Station and NOMA, extending to outer ring road. The SRF was endorsed in 2019 and is being led by the Far East Consortium and MCC. The vision is to delivery approximately 15,000 new homes over the next twenty years which will be underpinned by a 'green thread' which will run through the centre of the SRF area and interact with the River Irwell to provide access to blue infrastructure.
- 2.55. There have been a number of planning permissions granted in the area, including Gasworks, Victoria Riverside, Collyhurst Village and Park View all of which will deliver a significant number of new homes. In addition, the vision for the Red Bank area of Victoria North is currently undergoing consultation on and with the intention to submit a planning application for enabling works in Spring 2022. The Red Bank vision is to create a new, low-carbon, residential neighbourhood and with the initial phases of the new homes to start construction towards the end of 2022.

Wider Regeneration Initiatives

The Greater Manchester Strategy (2017)

- 2.56. The Greater Manchester Strategy ("Our People, Our Place") was produced the Greater Manchester Combined Authority (GMCA) and replaces the former "Stronger Together: Greater Manchester Strategy" published in 2009. It sets out a very clear vision for the City-Region, stating that Manchester will be:
- *"A place where all children are given the best start in life and young people grow up inspired to exceed expectations.*
 - *A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand you'll get it.*
 - *A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent.*
 - *A place where people live healthy lives and older people are valued.*
 - *A place at the forefront of action on climate change with clean air and a flourishing natural environment.*
 - *A place where all voices are heard and where, working together, we can shape our future."*
- 2.57. It sets out the need to create a housing market that meets the needs of existing and future residents, as well as increase the pace of housing delivery. As part of this it highlights that brownfield land, such as the Site, should be where residential development is focused. Proposals on brownfield sites can capitalise on the offer of the urban area or City Centre, and typically benefit from excellent transport links. It also notes that these new homes should aim to reduce carbon emissions and reduce energy consumption.
- 2.58. More broadly, the Strategy emphasises the threat from the climate crisis and the importance of moving towards a carbon neutral city. As part of this it notes the need to rethink how we use energy, integrate with the decarbonisation of the electricity grid, as well taking a whole life cycle approach to carbon emissions.

- 2.59. MCC has the ambition of becoming a leader on Climate Change and becoming net zero carbon by 2038. This is detailed further in Chapter 5 of this Statement.

Our Manchester Strategy 2016-25

- 2.60. The Our Manchester Strategy 2016-25 was adopted by Manchester City Council 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.
- 2.61. 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.
- 2.62. 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.
- 2.63. The latest iteration of the Our Manchester Strategy (March 2021) captured the views of people from across the city with over 3,800 residents, businesses, voluntary and community sector, public sector partners and wider stakeholders providing their views on what Manchester’s priorities should be. As such, the draft Strategy fully reflects the priorities of residents, businesses, organisations and partners.
- 2.64. The refreshed Strategy incorporates feedback received from Our Manchester Forum and Executive Members but retained the original Strategy’s five themes (A Thriving and Sustainable City; A Highly Skilled City; A Progressive and Equitable City; A Livable and Zero Carbon City; and A Connected City) as well as reflecting the need to respond to COVID-19.

Places for Everyone (Draft, 2021)

- 2.65. The Draft ‘Places for Everyone’ Plan is a new long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan) for jobs, new homes, and sustainable growth. Objectives 2 and 3, identify that Manchester City Centre will play a key role in delivering a majority of new housing with the region as well as driving a significant amount of economic growth by reutilising brownfield land in strategic locations.
- 2.66. Once endorsed the document will form part of the Local Development Framework and is therefore discussed in more depth in Chapter 5 of this Statement. The document is a material consideration in determination of this application, however, whilst in draft form and at pre-examination stage it is considered to hold limited weight in the planning process. This being said, it provides useful guidance of the strategic vision for Greater Manchester and Manchester’s role.

Beelines – Made to Move (2019)

- 2.67. The ‘Made to Move Beelines Strategy’ sets out to provide 1,000 miles of walking and cycling routes across Greater Manchester, both promoting sustainable transport and connecting communities. This

strategy is an update on the 'Made to Move' strategy (2018) and Bee Network launch (2019) and focuses on how the Bee Network, a 1,800-mile network of walking and cycling routes across Greater Manchester, will be delivered.

- 2.68. The Bee Network will support the delivery of 'Our Network': Greater Manchester's plan for an integrated, simple and convenient London-style transport system. It will allow people to change easily between different modes of transport, with simple affordable ticketing and an aspiration to have a London-style cap across all modes. In September 2021, this was rebranded as 'Destination: Bee Network' and aims to be implemented by 2024 and commuter trains by 2030.
- 2.69. This would include orbital routes that allow people to travel around the city-region, as well as in and out of the centres. These activities will all work to deliver the Greater Manchester Transport Strategy 2040, which sets out a vision for at least 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040.
- 2.70. A number of Beelines cycleways proposed are in close proximity to the Site, this includes City Centre Triangle running along Deansgate: part of a key route linking various radial routes across and around the regional centre connecting to major trip attractors.

3. Site and Surroundings

The Site

- 3.1. The Site is approximately 0.5 ha of brownfield land in the form of a surface car park. The Site comprises part of the former Boddingtons Brewery Site - now demolished - as identified within the GDS - SRF and the FBB - SRF.
- 3.2. It is situated at the edge of Manchester City Centre, bounded by Travelodge and surface level carparking to the north, further surface level carparking to the east, the under-construction Manchester College to the south, and Bury New Road to the west in Manchester. It lies within Cheetham Ward. The Site is identified in the Manchester Local Development Framework (“LDF”) Proposals Map (2012) as falling within the Regional Centre which it states is generally considered to be a location where higher density residential development is appropriate and will support the development of mixed use employment areas.
- 3.3. Historically, a brewery was located on the Site up until 2005. All the buildings associated with the brewery were demolished in 2007. Since this time, the former Boddington Brewery site has been used as a temporary surface car park comprising 852 spaces. The Site is currently occupied by approximately 192 of these parking spaces.
- 3.4. Although in physically poor condition, the Site is well placed to capitalise on its existing economic assets, connections, and proximity to the City Centre. It is therefore considered there is a substantial amount of improvement that can be offered both on site and its immediate context through delivery of a high-quality scheme.
- 3.5. The proximity of the Site to City Centre is denoted by a red star on the extract of the LDF Proposals Map below:

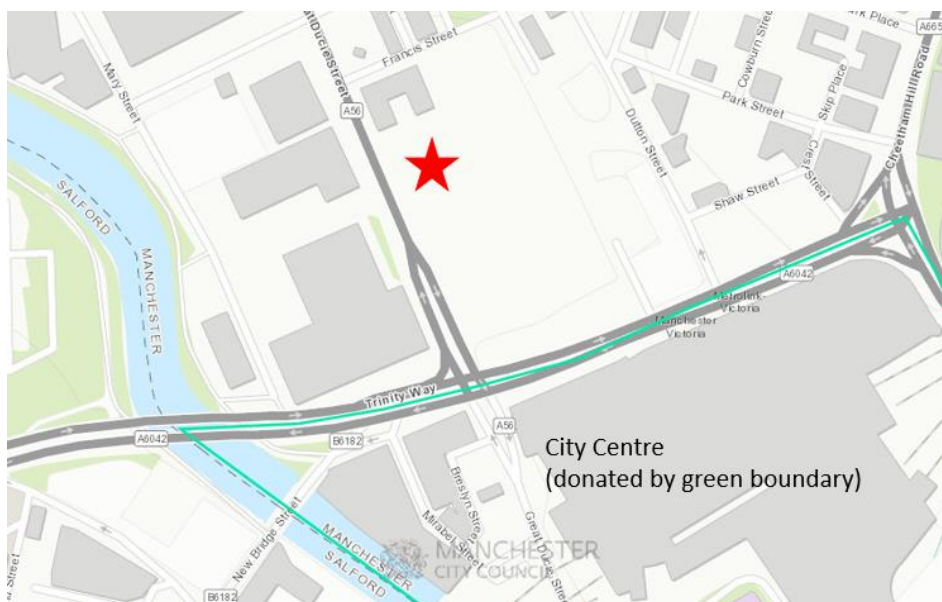


Figure 3.1: City Centre Boundary Map (Source: MCC)

- 3.6. When the Core Strategy was published it identified the Site as within the City Centre Fringe, but outside of the Strangeways Employment Area. In this time the City Centre has grown to the extent that parts of the City Centre Fringe are much more akin to a City Centre, and which has occurred in areas near to the Site such as the Green Quarter and starting to occur on the FBB - SRF area. The

increasing importance of the City Centre Fringe is acknowledged within the Core Strategy as inevitable due to its excellent connections and the increasing demand for homes, offices, and commercial space within the City Centre.

Planning History

- 3.7. There are no recent planning permissions of relevance on the Site. The planning history search only details a number of historic planning applications which renew the temporary car park use on site and in respect of the former brewery use (most recently, LPA Ref. 120497/FO/2018).

Existing Site Context

- 3.8. The Site is located within an area that MCC has earmarked for regeneration, as outlined in the GDS - SRF and the FBB - SRF, as described in Chapter 2 of this Statement. The Site is adjacent to Great Ducie Street to the western boundary. Across Great Ducie Street are a number of warehouse buildings and beyond these is the River Irwell. Whilst not in the City Centre itself, the Site is only c. 100m from the City Centre boundary and so benefits from access to all the amenities and employment market which that offers.
- 3.9. Bordering the Site to the north is a Travelodge and a surface level car park. Further north and to the west are a mixture of warehouses and industrial uses. HMP Manchester is located approximately 250m north of the Site on Southall Street. Beyond this, further north, lies the Manchester Fort Shopping Centre; a retail park with a range of occupiers.
- 3.10. Beyond the surface car parking to the east of the Site, is the Green Quarter; a residential-led, mixed-use development brought forward by Lend Lease comprising of high-rise apartment buildings, an office building, and a hotel. This long-established development includes a degree of open space at its heart and a small number of associated retail units.
- 3.11. Immediately to the south is another brownfield site, which was granted planning permission in 2019 for the erection of a five-storey educational building (18,495 sqm) (Use Class D1) with associated access, servicing, landscaping, public realm, and other associated works following removal of existing car park (App Ref: 124995/FO/2019); this development will become the main campus of Manchester College. It is currently under construction and nearing completion, with students being welcomed from September 2022. Further south lies the AO Arena and Victoria Station as well as other commercial uses within the City Centre.
- 3.12. To the west of the Site across the River Irwell, lies the developing Greengate area in Salford. This has seen a number of large-scale residential developments in the past 5 years, including the 21-32 storey Greengate, Manchester which was completed January 2017, which comprises 497 units designed specifically for the PRS market; and the 44 storey Anaconda Cut, which comprises 349 apartments and was completed in 2018.

Emerging Context

- 3.13. The surrounding area has seen major investment in recent years, particularly in the adjacent Green Quarter and Greengate areas, and more recently in the NOMA, New Victoria, and Victoria North, as detailed above in Section 2. This has started to transform the northern edge of the City Centre and stimulate significant developer interest in the area. To date, the regeneration of the GDS - SRF and FBB - SRF areas has been slower than elsewhere in the northern edge of the City Centre but in recent years has started to accelerate.
- 3.14. The area to the east of the Site was granted planning permission in 2018 for redevelopment to provide 556 apartments and 3,490sqm of commercial space (App Ref: 118831/FO/2018). This was known as 'Old Brewery Gardens' at the time of its planning submission. Also designed by Assael, it features five brick-clad blocks ranging between 26 and 12 storeys. Of the 556 homes built, 375 will be built specifically for the build-to-rent (BTR) scheme, while the remaining 181 will go for sale,

homes for private sale are centered in block A, the tallest of the five blocks at 26 and 23 storeys, while homes in the remaining four blocks will be for private rent. There will also be around 8,500 sq ft of residential amenity space spread throughout the blocks, alongside 29,000 sq.ft of external amenity space. It is understood that there is the intention to implement the consent shortly.

- 3.15. There are also plans to create a new high street centered around two aspects; a fashion and textile hub focused on the design community, and a “Brewhouse” centered on “interactive food and retail concepts”. There will be 37,600 sq ft of commercial space in total, largely fronting a new central avenue and New Bridge Street to the south of the Site. Commercial units will be spread over the buildings’ first three floors.
- 3.16. A key part of the Old Brewery Garden proposals is the inclusion of a vibrant new boulevard which will border the Proposed Development. The majority of these commercial spaces will front this boulevard to be animation to the streetscape and generate activity and interest as a destination.
- 3.17. Therefore, the Proposed Development will make a significant contribution to the regeneration of the area and act as a catalyst for further developer investment in this part of Manchester.

Site Specific Environmental Designations

Air Quality

- 3.18. The Site is situation in the Greater Manchester Combined Authority Air Quality Management Area (AQMA).

Ecology

- 3.19. There are no ecological designations within the Site. The closest Special Area of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) is the Rochdale Canal SSSI and SAC. This designation refers to the part of the canal located 5.5km north east of the Site.
- 3.20. There are no international designated sites within 15km of the Site and there are no nationally designated sites within 2km. Therefore, there are unlikely to be direct or indirect impacts from the Proposed Development on any statutory designated sites during construction and operational phases of the development.
- 3.21. The Site itself predominantly consists of hardstanding and bare ground, there is a low-quality hedgerow adjacent to the Site. The Site was cleared over 10 years ago and currently functions as a temporary car park. There are no habitats on the Site which function as priority habitats.

Flood Risk and Drainage

- 3.22. The Environment Agency has classified the entire site is located in Flood Zone 2, which is defined as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding. Referring to Planning Practice Guidance, the proposed residential-led development is appropriate in Flood Zones 1 and 2, and with no sequential test being necessary.
- 3.23. The Site also falls within the Conurbation Core Critical Drainage Area in the Salford and Trafford Critical Drainage Area (CDA), designated in 2011.

Heritage

- 3.24. The Site is not located within a Conservation Area and there are no listed buildings on Site. The Site does not contain any Scheduled Monuments, or Registered Parks and Gardens.
- 3.25. However, the Site is located approximately 180m to the north of the Cathedral Conservation Area, and there are a number of Listed Buildings within a 250m radius. These are:
 - Former Synagogue Grade II (List Entry: 1208420)
 - Gatehouse of HMP Manchester Grade II (List Entry: 1254670)

- Main Prison Block of HMP Manchester Grade II (List Entry: 1254636)
- Manchester Parcel Post Office Grade II (List Entry: 1389630)
- North Bridge Grade II (List Entry: 1392698)
- Middle Bridge Grade II (List Entry: 1392488)
- Victoria Station Including Concourse to Rear With Restaurant And Booking Hall Grade II (List Entry: 1254725)
- Stephenson Bridge Grade II (List Entry: 1392489)

3.26. These buildings are all grade II listed and are located over 100m from the Site. There are no assets which may be considered as 'non-designated heritage assets' within the Site and There are three non-designated heritage assets within close proximity of the Site however these will not be visually affected by the Proposed Development, as the settings of those non-designated heritage assets identified beyond the Site boundary have already been altered due to the rapid development in the area during the late twentieth and early twenty-first centuries.

Transport

Pedestrian

- 3.27. The Site is located at the edge of the City Centre and is therefore well connected for both pedestrians and cyclists, and within walking distance of a range of employment, shopping, amenity and civic functions within Salford and Manchester City Centre.
- 3.28. Access to the Site will be provided on the western boundary of the Site from a ghost-island priority arrangement from Great Ducie Street (A56) which is being delivered as part of the Manchester College development (App Ref: 124995/FO/2019).

Cycle

- 3.29. Cycling is an increasingly popular mode of transport and is an effective mode for short trips. There are a number of national, regional and local cycling routes in reasonable proximity to the Site. Given the 'edge of City Centre' location of the development, pedestrian accessibility to the surrounding area is very good.
- 3.30. Cycling England recommends 8km as a maximum cycling distance in the document 'Integrated Cycling into Development Proposals' (2011) and the CIHT document 'Planning for Cycling' (2014) states that cycling has the potential to substitute for car trips under five miles (8km). The entire City Centre and further afield is therefore accessible by bicycle.
- 3.31. The general topography of Strangeways and Manchester City Centre and the wider area is reasonably flat which should assist in encouraging future residents of the Proposed Development to travel by cycle.
- 3.32. In addition, Greater Manchester benefits from the Bee Network cycling and walking infrastructure. This is currently delivered through the Mayor's Challenge Fund. The vision for the Bee Network is to make Greater Manchester the very first city region in the UK to have a fully joined up cycling and walking network. There is an anticipated expansion of the existing Bee Network as proposed in the City Centre Transport Strategy (2021).

Train and Metrolink

- 3.33. Victoria Railway and Metrolink Station is within 500m of the Site, approximately a 5-minute walk. The station is an important hub on the north-west railway network and serves destinations throughout Greater Manchester and the north of England. The Victoria Station Metrolink Station offers high-

frequency services (up to 10 per hour) across Greater Manchester, including to Bury, Rochdale, Manchester Airport, Didsbury and Piccadilly.

- 3.34. Further services to local, regional and UK destinations are accessible from Manchester Piccadilly Station, located approximately 1.5km south east of the Site. This station provides access to a wide range of services to destinations further afield such as Liverpool, Leeds, Birmingham New Street and London Euston. Piccadilly Station provides a direct rail connection in just 22 minutes to Manchester Airport, allowing access to international destinations. Proposed plans for HS2 will also add a new Manchester terminus at Piccadilly.

Bus

- 3.35. The Site benefits from a high number of bus stops located along Great Ducie Street and the Cheetham Hill Road, as well as those within the City Centre.
- 3.36. The early start times and the availability of services in the peak hours are conducive to commuters travelling to and from the Site.

Car

- 3.37. Immediately to the southeast of the Site, Great Ducie Street meets the Inner Ring Road (A6042 Trinity Way and A6042 New Bridge Street), which provides connections to the strategic road network.

Summary

- 3.38. The Site is in a strategically important position. It is extremely well connected through public transport links, sustainable modes of transport and private vehicles. The Site is in close proximity to a number of City Centre facilities including places of work, retail, cultural and leisure uses. These features make the Site well placed for the proposed residential use.

4. The Proposed Development

- 4.1. This Section should be read in conjunction with the submitted application drawings and Design and Access Statement, prepared by Assael Architects. It provides a summary of description of the key elements of the Proposed Development.
- 4.2. The design team has engaged closely with MCC as the Local Planning Authority (LPA) and other key stakeholders throughout this period to develop what the Applicant considers to best address planning policy and relevant guidance and deliver an optimised design solution for the Site.
- 4.3. The brief has evolved and been informed by the extensive design evolution and consultation process. The overriding aspiration is to deliver a high quality and landmark residential neighborhood at a strategic gateway location for the City Centre; to provide homes for a mix of people, ages, and nationalities through the introduction of new residential provision which provides a build on providing a unique sense of identity in the Great Ducie Street and Boddingtons SRF areas.

Design Brief

- 4.4. The brief identified the potential to transform this location at the edge of the City Centre into a place of aspiration and quality, through creating a high-quality residential development that will contribute to the regeneration of the Great Ducie Street area and help to catalyse future phases of development. As part of this it will complement Proposed Development for The Manchester College and at Old Brewery Gardens in order to help shape a new thriving neighbourhood benefiting from the amenities and connections offered by the proximity of Manchester City Centre.
- 4.5. The brief set out:
 - Optimise the amount of quality residential accommodation that can be incorporated on the site.
 - Create a mixed use, inclusive and tenure blind community in a new Manchester neighbourhood, offering a mix of unit sizes and typologies for different households.
 - Deliver biodiversity gains through landscaped private and public amenity spaces for the new residents.
 - Promote active travel and shape residents' habits by encouraging the use of public transport, walking and cycling.
 - Respond to the local context to deliver an attractive scheme with a strong identity
 - Ensure that environmental sustainability is designed into the scheme addressing climate change challenges.
 - Integrate within the vision for the SRFs.
 - Create a safe and secure environment with passive visual surveillance.
- 4.6. From this brief, the proposal for 461 new homes and ground floor commercial space was developed which will help to create a sustainable mixed-use development within the emerging Great Ducie Street SRF area. The scheme will support biodiversity net gain and achieve compatibility with operational net zero carbon, described further in Chapter 6.
- 4.7. The Proposed Development will transform the existing underutilised brownfield site and within each of the two buildings will be ground floor commercial space. These spaces will bring further vitality to the area and complement the Manchester College use and the ambitions of Old Brewery Gardens. At

the heart of the scheme is a courtyard pocket park which will be open to members of the public and which will make a significant contribution to open spaces within the City Centre.

Proposed Development

Use and Amount

- 4.8. The Proposed Development will be predominantly residential-led with complimentary commercial spaces at ground floor. As discussed within Chapter 3, Manchester's residential market is becoming well developed. However, there is a recognised need for balanced housing growth, including a mix of higher value homes and affordable homes. The proposals will include a mixture of private market sale accommodation, and 5% on-site affordable housing. The provision of affordable housing is discussed further in Section 5 of this Statement.
- 4.9. Three commercial spaces are being provided as part of the development and when combined extend to approximately 750 sqm (GIA). This proposed mix of uses will form a distinctive sense of place and ensure vitality throughout the day. These communal and commercial spaces provide a strong focal point for residents and visitors to congregate, helping to facilitate a safer and more vibrant atmosphere. As noted above, these spaces will also complement the commercial units proposed at Old Brewery Gardens as well as provide an offer for the students and staff at Manchester College.
- 4.10. The proposed floorspace figures and associated use classes are set out in detail in the table below:

Table 2.1: Summary Proposed Development

Measurement	Proposed
Proposed Site Area	Total: 0.5 ha
Residential Use	461 new homes (Use Class C), providing a residential mix of: • 1 bed (2 person) apartments – 146 (32%) • 2 bed (3 person) apartments – 179 (39%) • 2 bed (4 person) apartments – 120 (26%) • 3 bed (5 person) apartments – 16 (3%) Based on the submitted viability appraisal and assessment of what the scheme is able to support from a viability perspective, 5% apartments will be affordable housing tenure.
Commercial Use	718 sq. m (GIA) across 3 units to be occupied by a suitable mix of retail, commercial and leisure uses (Use Classes E): • Unit 1 – 156 sq. m • Unit 2 - 328 sq. m • Unit 3 - 234 sq. m
Open Space	949 sqm (10,219 sq. ft) publicly accessible courtyard space 263 sqm (2,838 sq. ft) residential podium terrace space

Measurement	Proposed
Development Height	- Block A – 10 to 11 storeys - Block B – 17 to 27 storeys
Car and Cycle Parking Spaces	No car parking is being provided on the Site, aside from up to 5 disabled access spaces. 1 cycle parking space per apartment will be provided on site (461 spaces total); and 14 residential visitor cycle parking spaces and 12 commercial cycle parking spaces will also be provided within the publicly accessible external areas.

- 4.11. The Proposed Development will provide high-quality residential accommodation, recognising the opportunity for the Site to deliver new homes in a highly sustainable location and support the economic growth of Manchester. The proposed uses are consistent with the development principles set out within the GDS - SRF and FBB- SRF.
- 4.12. Residential amenity is provided with both internal and external spaces to enjoy, play, rest and share a sense of community for residents. Along the eastern side of the courtyard, a flexible resident's co-working space opens out on to both the courtyard and the boulevard, providing opportunities for residents to have work in a shared environment, and the opportunity to meet their neighbours in a communal environment.
- 4.13. Residential amenity is further enhanced with a south-facing terraced rooftop space at Floor 20 in Building B. Open on three sides, it provides views across the Manchester City Centre skyline, and provides residents a peaceful outdoor environment with planting, seated areas and space for yoga or other activities.

Commercial

- 4.14. As noted above, the development includes 3 commercial units designed and configured to be flexible spaces, with potential to be further subdivided. This ties in with the GDS - SRF vision to link the wider developments in the area to create a sense of neighbourhood.
- 4.15. Significant consideration has been given to securing appropriate tenants in the commercial units, in order to ensure they support and enhance the Applicant's vision for the site and provide additional amenity for residents and surrounding developments. The vision for these units is to create a version of the modern high street (albeit on a small scale), with a sustainable mix of commercial units.
- 4.16. A Commercial Strategy has been prepared and is submitted alongside this application, setting out the approach to targeting and leasing to potential tenants.
- 4.17. The remaining retail spaces could be split into smaller units or let as a whole. Operators that have experience in similar developments or suburbs around Manchester will be specifically targeted, and there is a preference to have a café or all-day food and beverage offer in one of the units that could act as a focal point for the scheme. In addition, it is considered the courses on offer at the adjacent college may potentially attract more creative and cultural end users to the area.
- 4.18. For further details please refer to the Commercial Strategy.

Layout

- 4.19. The Proposed Development comprises of two distinct building volumes (Building A and Building B), enclosing a central landscaped courtyard 'pocket park' to activate the streetspace. At ground floor a

clear pedestrianised route from Great Ducie Street connects this streetscape with the emerging public realm of the boulevard to the east with a delineated pathway through the central courtyard space.

- 4.20. Building A is a rectilinear form and Building B consists of three distinct volumes which present a u-shaped perimeter to the central courtyard space. All apartments are located at first floor and above, with access from the dedicated lobbies at ground floor, leading to the lift and stair cores (one in Building A and two in Building B).
- 4.21. Commercial spaces are located along Great Ducie Street and at the south-east and south-west corners, which contributes to ground floor activation alongside the residential amenity. Commercial frontages from two of the units at ground floor level face onto Great Ducie Street, with access for residents between these two units directly from the pavement. This will mean there is footfall past all the commercial elements throughout the day and connectivity around the site. The third commercial unit is 'L' shaped and fronts onto the proposed boulevard. All commercial units have been designed and configured to be flexible spaces that could be subdivided.
- 4.22. This layout creates active frontages on at least three elevations within each block, ensuring the commercial units having good frontages onto the exterior of the development, and will be readily accessible to the residents and nearby developments.
- 4.23. Further details on the proposed layout can be found within the Design and Access Statement prepared by Assael.

Scale and Massing

- 4.24. The area surrounding the site has historically comprised primarily low-rise warehousing. However, the ongoing regeneration of this part of the City includes areas of height including at New Victoria and on the adjacent development site, Old Brewery Gardens. These are creating an emerging context of larger scale buildings in the evolving vicinity of the Site. The SRFs have identified that there is opportunity of height within the area, originally envisioned on the plot now occupied by Manchester College. As the College has come forward at a more modest scale consistent with an educational use there is an opportunity to revisit the location of areas of height within the FBB - SRF area and make an efficient use of brownfield land. This change in context is identified within the FBB - SRF addendum which states, *"there may be scope to deliver other development on the site between the College and the existing Travelodge and (proposed) Multi Storey Car Park on Francis Street. In that instance, there may be opportunities for delivery of a taller building on this site"*.
- 4.25. As such the massing and form of the Proposed Development has sought to complement these areas of higher density whilst also responding to the more human scale of Manchester College and surrounding areas.
- 4.26. A series of massing compositions were appraised through the design development of the scheme, and was informed by townscape analysis, identification of key views and microclimate assessments. The final Proposed Development massing steps up from 10 storeys fronting the Great Ducie Street and up to 27 storeys towards the Old Brewery Gardens development. Building A, which fronts Great Ducie Street has a simple form and includes a slight step-up away from the college up to 11 storeys. Building B steps from 17 storeys to 20 storeys and finally to 27 storeys. This varied massing of Building B adds further visual interest and complements the emerging skyline. Surrounding the pocket park is a one storey building which includes cycle stores and ancillary uses and has been designed to create a sense of enclosure and privacy to the park.
- 4.27. Overall, the scale and massing will act as a dynamic element in the skyline and a marker for the regeneration and neighbourhood creation taking place in this location.

Elevation treatments

- 4.28. For both Buildings A and B, the architectural approach to the façade design is consistent. This cohesive elevational treatment aims to present a strong sense of identity for the scheme as a whole.
- 4.29. The architectural language of the façades has been designed to articulate an elegant expression of the upper floor above a solid and robust ground floor plinth.
- 4.30. The materials palette for the Former Boddingtons Brewery Site has been selected to reflect the local vernacular and strong built heritage of brick buildings in Manchester. The same red brick will be used throughout the scheme but with two different mortar colours, and which will be complemented by architectural metalwork throughout
- 4.31. The base of the buildings is red brick with a dark mortar to express the solidity of the plinth element. Shop-fronts are surrounded in pre-cast concrete to articulate these openings as punched carved elements within the solid wall. The first floor apartments are also within this plinth base, the datum of which is expressed by a solid pre-cast horizontal cill. These architectural details create a strong base which grounds the building.
- 4.32. Above this plinth, the middle of the buildings consists of the same red brick as the base but with a lighter mortar. Vertically aligned windows and balconettes to the apartments defined in the bay by pre-cast cills between the brick piers. This creates a lighter and more elegant feel to the building.
- 4.33. The architectural detailing of the middle of the building extends to the top of the building which is capped with pre-cast banding which creates a strong horizontal finish to the buildings, complementing the cills used to delineate the plinth and the middle of the building.
- 4.34. For further details please refer to the Design and Access Statement prepared by Assael.

Pocket Park

- 4.35. The proposals have sought to create a new high quality and publicly accessible open space. This central courtyard space has been designed to provide a pocket-park within very close proximity to the city where existing and future residents and visitors to the area can walk or cycle through or stop to sit and experience the micro-environment of greenery, trees, and plants, increasing connectivity to nature.
- 4.36. The key principles in the courtyard landscape design are to open and connect to the surrounding streets, to punctuate movement through the site with opportunity for engagement and to carve out interesting landscape elements within these public spaces. The design approach to the spaces therefore seeks to create open and inviting access points leading into the developments at strategic junctions and locations to where it is envisaged people will want to move through and between the spaces. Pedestrian priority within the spaces has helped shape the access and servicing strategy, with the aim of minimising the impact of vehicles within the spaces to create more usable and attractive public realm.
- 4.37. The proposals will secure an opportunity to implement beneficial measures such as habitat creation that will safeguard habitats for wildlife such as birds and bats, providing a net gain in biodiversity in accordance with the principles of the NPPF. The Ecology Report submitted alongside this application sets out bio-diversity enhancement measures which will be considered by the Applicant as the proposals move into a detailed design phase
- 4.38. Overall, the public realm will create an inclusive environment for existing residents and workers, visitors and future residents alike. It will increase the biodiversity of the Site, contribute to carbon sequestration, and will positively contribute to the network of accessible green infrastructure provision within the city.

Access

- 4.39. All dwellings are M4(2) Category 2: Accessible and adaptable dwellings. Likewise, all of the courtyard, communal spaces and commercial units have been designed to be inclusive with regard to the Equality Act and Manchester City Council's guidance, Design for Access 2.
- 4.40. Pedestrian and cycle access to the proposed building is provided at various locations throughout the site. The primary pedestrian access route will be via Great Ducie Street, which will provide direct access to public realm areas along the perimeter of the site and lead to an internal courtyard area. The proposed commercial units at the ground floor will have independent accesses around the perimeter of the site, including Great Ducie Street, the new access road and the new traffic free boulevard proposed by the Old Brewery Garden proposals.
- 4.41. The Proposed Development has been designed to connect to the neighbouring consented residential scheme to the east, which, as part of the wider masterplan, proposes a pedestrianised public realm. The vision is that the boulevard will continue north/south through the area and provide a pedestrian link through the core of the comprehensive redevelopment site.
- 4.42. For further information on access please refer to the Design and Access Statement prepared by Assael.

Waste and Servicing

- 4.43. A loading bay and a residents' drop off bay for deliveries will be accessed via the private road between the development and the Manchester College Campus which Latimer Developments benefit from access rights over. For more detailed information, please refer to the Transport Assessment report prepared by Curtins, which accompanies this application.
- 4.44. Residents' access dedicated waste stores at the ground floor of each core. Full waste bins will be moved by building management to the waste collection stores for ease of collection by council refuse operatives. The operative's vehicle accesses and exits the site from the south entrance accessed through the private road, in and out of Great Ducie Street.
- 4.45. Commercial units are serviced for deliveries via the southern access route, at close proximity to the vehicle access point. Each commercial unit benefits from its own enclosed waste store area, while the larger one benefits from a dedicated enclosed plant room.
- 4.46. For further details please refer to Section 5 of this Statement and the Waste and Servicing Strategy prepared by Curtins.

5. Planning Policy Assessment

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

The Planning Policy Framework

Local Development Plan

- 5.3. 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 Manchester City Council. 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);
 - Providing for Housing Choice SPD and Guidance (2008);
 - Greater Manchester Joint Waste Development Plan Document (2012); and
 - Greater Manchester Joint Minerals Plan (2013).
- 5.4. In addition, there is an emerging LDF document called ‘Places for Everyone’.

Manchester Core Strategy (2012)

- 5.5. 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)

- 5.6. 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.

Providing for Housing Choice SPD (2008)

- 5.7. 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.

- 5.8. 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."

- 5.9. 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.

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

- 5.10. 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.
- 5.11. 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.
- 5.12. 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 which is anticipated in Manchester.

Places for Everyone 2021 (Draft) (Emerging LDF Document)

- 5.13. The Draft Plan outlines a target for 56,528 homes to be built within these 9 districts between 2021-2037. Draft Policy JP-H4 outlines that new housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the Site by walking, cycling and public transport, in accordance with the minimum densities set out in the Plan. As part of this it notes that Manchester is a key economic driver for the City Region and will be crucial in meeting the region's housing delivery targets. It suggests that Manchester should deliver 3,333 homes per year and recommends that for the City Centre the minimum net residential density is 200 dwellings per ha.
- 5.14. A period of public consultation has recently closed with regards to the Draft 'Places for Everyone' Plan which ran between 9 August 2021 and 3 October 2021. Following this there is an intention to submit the Plan to the Secretary of State together with all the supporting documents / background evidence and any representations received during this final stage of consultation. An independent Inspector will then be appointed to undertake an independent examination into the plan. It is expected that the plan will be adopted by the local authorities in 2023. Given that it is yet to be examined it is considered that the Draft Plan holds limited weight in the determination of planning applications within Greater Manchester.

Material Considerations

- 5.15. The following published policies, executive reports and guidance documents are of material considerations relevant to the Proposed Development:
- National Planning Policy Framework (NPPF) 2021
 - Design for Access 2 (2003)

- Manchester's Green and Blue Infrastructure Strategy (2015)
- The Greater Manchester Strategy (2016)
- Manchester City Centre Strategic Plan (2016)
- Manchester Residential Quality Design Guidance SPD (2017)
- Climate Change Emergency and Playing Our Full Part on Climate Change (2018)
- Manchester Climate Change Framework: 2020-2025 (2020)
- City Centre Transport Strategy to 2040 (2021)
- Our Manchester Strategy – Forward to 2025 (2021)

National Planning Policy Framework

- 5.16. The National Planning Policy Framework (NPPF) (revised version published July 2021) articulates the priorities of the Plan for Growth within planning policy.
- 5.17. At the heart of the 2021 revised NPPF lies the '*presumption*' in favour of sustainable development, which supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.
- 5.18. 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 own needs.
- 5.19. The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. 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 a high-quality built environment 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.

Manchester Residential Quality Guidance (2017)

- 5.20. 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.
- 5.21. 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.
- 5.22. 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.
- 5.23. 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.

5.24. The nine components are as follows:

- Make it Manchester – understand the character and qualities of the various parts 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

5.25. 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 topflight of world-class cities by 2025, when the City will:

5.26. 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.

5.27. 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.

5.28. 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.

Manchester's Green and Blue Infrastructure Strategy

5.29. Manchester City Council recognises that green and blue infrastructure is an essential part of creating a successful, livable city. Parks, river valleys, gardens, street trees, green roofs, canals, and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.

5.30. The vision for green and blue infrastructure in Manchester over the next five years is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods.

The City's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

- 5.31. Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality-of-life people expect and enhancing the City's global image as a place in which to live, work and invest. A detailed summary of how the Proposed Development responds to the strategy is provided in Appendix B to this Statement.

Playing our Full Part on Climate Change

- 5.32. There is increasing evidence of global temperature rises and the prospect therefore of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity. Whilst Manchester may not feel these effects as severely as other areas globally, there is an identified urgent need for all cities to consider what they need to do to play their full part in addressing climate change. 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.
- 5.33. In November 2018, Manchester City Council 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. 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.
- 5.34. On 13th March 2019, MCC fully endorsed the Zero Carbon Framework 2020-2038, outlining how Manchester can meet its aim to being a zero-carbon city by 2038. Building from this, on 10 July 2019, MCC debated a motion to declare a Climate Emergency, declaring that climate change is a serious risk to Manchester's future. The Council committed to embedding the issue as an integral part of council decision-making, making sure that all key decisions are taken with the City's target of becoming zero-carbon by 2038 in mind.
- 5.35. Areas for action in the Manchester Zero Carbon Framework (2020-2038) Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.
- 5.36. Following this commitment, the Council's Executive endorsed the Manchester Climate Change Framework 2020-2025 in March 2020 which has been produced by the Manchester Climate Change Partnership and Agency. Within this, all developments where the Council has additional influence, for example as a client / end-user, landowner or development partner, all new development will need to be zero carbon from 2025 at the latest, when the new Manchester Local Plan is expected to become operational and is expected to become a policy requirement.
- 5.37. In addition, the Council developed a Climate Change Action Plan 2020-2025 to ensure that all aspects of the Climate Emergency Declaration were converted into clear actions with tonnes of CO₂ savings

included where applicable. The Plan builds on over a decade of previous activity which has seen the Council's direct CO2 emissions reduce by 54.7% between 2009/10 and 2019/20.

- 5.38. In August 2021 the Manchester Climate Change Partnership adopted and endorsed a roadmap to net zero carbon for new buildings within Manchester. The Partnership is a task force made up of private, public and third sector representatives and has been developed collaboratively with MCC. The roadmap sets out that all new buildings in the City should be net zero carbon from 2023. Whilst the roadmap is not planning policy, it has been indicated by MCC that the roadmap may be considered as part of the new Local Plan.

City Centre Transport Strategy (2021)

- 5.39. A refreshed City Centre Transport Strategy has been set out by Manchester City Council, following adoption of the original strategy in 2010. The City Centre Transport Strategy needs to support the city's ambition to grow, become carbon neutral by 2038 or sooner, whilst ensuring that it is well-connected to the wider area that it serves.
- 5.40. Consultation on the draft strategy closed in November 2020 and the final strategy has now been updated following 2,400 comments received. The final strategy was published in March 2021 following approval from Salford, Manchester and Greater Manchester Combined Authorities. This strategy will be reviewed and refreshed periodically but is intended to guide transport-related investment and initiatives in the region through to 2040.
- 5.41. The central aim of the Strategy, for 90% of all trips to the City Centre to be made by sustainable travel before 2040 in the morning peak, is critical to the successful and sustainable growth of the City Centre. The City Centre should be well-connect zero-carbon City Centre at the heart of the North, offering residents, employees and visitors a great place to live, work and visit. The seven core ambitions that support this overall ambition is set out as follows:
- 5.42. Given the high level of support received from the consultation for the overall strategy, the vision for the revised CCTS remains for "a well-connected City Centre at the heart of the North, offering our residents, employees and visitors a great place to work, live and visit". Similarly, the central aim for 90% of all trips to the City Centre to be made by foot (including people using wheelchairs and with guide dogs), by cycle or using public transport by 2040 in the morning peak remains, as do the seven core ambitions, which are:
- Walking is the main way of getting around the City Centre;
 - The City Centre is cleaner and less congested;
 - More people choose to cycle to destinations within the City Centre;
 - The City Centre benefits from better public transport connections;
 - Parking in the City Centre is smarter and integrated with other modes;
 - Goods are moved and delivered sustainably and efficiently into and within the City Centre; and
 - Innovation is embraced where it benefits the City Centre and its users.
- 5.43. The CCTS sets the strategic framework for how people will travel into and out of the City Centre, and how they will move within the City Centre. It will set out proposals to further enhance the City's public transport network and reduce car-based trips over the long term. This will lead to the overall share of public transport, cycling and walking trips increasing as the preferred modes of travel.

Design for Access 2

- 5.44. The Design for Access Manual was published in December 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.

- 5.45. The aim of Design for Access 2 is to provide guidance on best practice. However, it is acknowledged that it may not always be possible to meet all the standards. Design principles that will help to achieve accessible development that are relevant to the Proposed Development include the approach taken to developing inclusive design, the key issues and difficulties of the particular scheme, and the sources of advice and guidance used.
- 5.46. MCC has agreed a hierarchy of road users, which prioritises the needs of pedestrians and disabled people, cyclists, public transport and finally other users. This hierarchy should be respected in the design and layout of all new developments.
- 5.47. Streets should be designed for local people to use. They should be attractive, accessible social spaces, which encourage use by all sections of the local community. Street furniture must be well designed, with clear function and positioned to avoid the creation of obstacles, clutter or confusion.
- 5.48. The Design for Access Manual provides further details and design standards for external areas and for within buildings. These have been considered and incorporated into the development, alongside more up to date statutory accessibility requirements.

Planning Policy Summary

- 5.49. A full appraisal of how the Proposed Development addresses the specific planning policy considerations and other material considerations, is set out within the following section of this statement.

Planning Policy Assessment

- 5.50. The following planning issues are considered relevant to the determination of the Planning Application
 - Principle of Use
 - Affordable Housing
 - Housing Development (Accommodation Size and Mix)
 - Residential Management
 - Archaeology
 - Ecology and Biodiversity
 - Ground Conditions
 - Design
 - Sunlight and Daylight
 - Flooding and Drainage
 - Transport
 - Noise and Vibration
 - TV Reception Survey
 - Safety and Security

Principle of Use

Residential Led

Policy and Guidance

- 5.51. Core Strategy Policy SP1 states the Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living. Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres, which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North, East and Central Manchester Regeneration Areas.
- 5.52. Core Strategy Policy CC1 Primary Economic Development Focus: City Centre and Fringe states that within the City Centre and the fringe a variety of high quality accommodation types, sizes and footplates will be encouraged to boost investment by local, national and international businesses. It also outlines that the City Centre and fringe are considered a suitable location for the consideration of high density buildings.
- 5.53. 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.
- 5.54. Core Strategy Policy H3 North Manchester sets out that high-density housing will be permitted in the parts of North Manchester that fall within the Regional Centre. It goes on to note that higher value development is promoted to encourage a mixed and diverse community by retaining or attracting economically active households in Manchester
- 5.55. As set out above in paragraphs 4.44 and 4.49 of Section 2, the SRFs in which the Site is located in identifies the Site as suitable for residential uses and with the inclusion of public realm. These SRFs are a material consideration when considering applications within these locations.
- 5.56. Section 5 of the NPPF emphasises the Government’s ambition to significantly increase the supply of homes. It sets that Local Planning Authorities should undertake an assessment of the needs for homes and with strategic policies made based on this assessment. This is reflected above in Core Strategy Policy H1, however, it should be noted that the Places for Everyone Draft at JP H-1 sets out that Manchester should deliver 56,528 new homes between 2021 and 2037 which would equate to 3,533 new homes per annum.

Compliance of the Proposed Development

- 5.57. The Core Strategy identifies that the proposals are located within the Regional Centre and within the City Centre Fringe and that residential development is appropriate in these locations. This is further supported by the GDS – SRF and FBB - SRF which recognise the role that residential development will play in catalysing regeneration and transformation of the site and the wider Great Ducie Street area. The current use of the Site, as surface-level car parking, is not considered to make optimal use of this strategically located site and makes inefficient use of brownfield land, even more so given it was previously employment-use site. Furthermore, due to lack of landscaping or overlooking provided by this use, it is considered to detract from the appearance and safety of the area. The Proposed Development will act as a catalyst for the more long-term regeneration ambitions set out in the GDS – SRF and FBB – SRF through increasing pedestrian footfall to the location and providing active uses on site, in addition to residential units.
- 5.58. The residential-led development will provide high-quality homes to support the economic growth of the Region and redevelop an underutilised brownfield site in what is a highly sustainable location.

The delivery of 461 new homes will contribute to MCC's housing delivery target and will also realise the long-standing ambition to redevelop the Site.

- 5.59. Once in operation the proposals are anticipated to support circa 43 FTE jobs in the commercial units, as well as thought managing and maintaining the buildings and public realm. The proposals will also provide council tax revenue for the MCC on any of the private accommodation.

Affordable Housing

Policy and Guidance

- 5.60. Core Strategy Policy H8 states that 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. It goes on to note that, *"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%"*.
- 5.61. 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

- 5.62. A Viability Statement prepared by Grasscroft has been submitted as part of the planning application and it is understood that this will undergo an independent third party review in order to assess the quantum of affordable housing that can be accommodated on the Site.
- 5.63. The submitted viability appraisal assesses that it would not be viable to provide affordable housing, based on current market conditions; however, the Applicant is committed to maximising the quantum of affordable housing to be delivered on the site. This planning submission therefore proposes delivery 5% on-site affordable housing by unit (23 homes) to be secured within the S.106 Agreement. This will be achieved by application of internal subsidy. In addition to this, Clarion Housing Group is seeking external funding through its strategic partnership with Homes England together with additional internal subsidy in order to secure delivery of a further 55% on-site affordable housing by unit (253 homes), with a total of 60% of the overall number of homes therefore intended to be delivered as affordable. The improved position will not be captured in the S.106 Agreement, but will be formalised, once secured, in a revised Affordable Housing Statement to be re-submitted to the Local Authority.
- 5.64. On the basis of the submitted viability appraisal, the proposals are in accordance with Core Strategy Policy H8.

Design

Policy and Guidance

- 5.65. 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.
- 5.66. 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.

- 5.67. The Manchester Residential Quality Guidance (2017) sets several design criteria that should be followed within the scheme.
- 5.68. Section 11 of the NPPF promotes the effective use of land in meeting the need for homes and other uses by utilising previously developed or 'brownfield' land. At paragraph 120, it states that substantial weight is given to developments that repurpose underutilised sites and that these developments should be supported.
- 5.69. Section 12 of the NPPF sets out the need for well-designed places. At paragraph 130 it sets out that developments should add to the overall quality of the area not just in the short term but for the whole lifetime of the development. Proposals should also be visually attractive as a result of good architecture, layout, and appropriate landscaping.

Compliance of the Proposed Development

- 5.70. The Design and Access Statement submitted in support of this application provides an assessment of the Proposed Development against this Guidance, demonstrating compliance. The proposals have been designed with reference to the Manchester Residential Quality Guide and with all apartments sized in-line with the Manchester Space Standards.
- 5.71. The scale and form of the development responds to the surrounding areas 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 publicly accessible courtyard, and the relationship with existing and future built context.
- 5.72. Through design development, the layout, massing, Site position and facade have been tested and refined so that the building reaches its potential and provides a high-quality addition to Manchester's built environment. In this way the project team has scrutinised the Site to create a scheme which makes an effective use of the land whilst balancing the site specific considerations.
- 5.73. The design quality and impact of the proposals on surrounding townscape has been fully justified and assessed within the submitted Design and Access Statement and Townscape and Visual Impact Assessment which conclude, overall, the Proposed Development will enhance the currently poor-quality character of the streetscape and introduce a sense of cohesion between the Great Ducie Street / former Boddingtons area and the rest of the City Centre. For further discussion on the height and massing please refer to Chapter 6: Tall Building Assessment of this Statement.

Environmental Considerations

- 5.74. 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."*
- 5.75. This planning application is supported by a full suite of technical assessments, including an EIA, which have considered the proposals in respect of their impact on surrounding residential amenity. The conclusions of the assessments are summarised below.

Archaeology

Policy and Guidance

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

Compliance of the Proposed Development

- 5.78. A Desktop Archaeological Assessment has been undertaken by Salford Archaeology to establish the nature and significance of the sub-surface archaeological resource within the area and assess the impact of any future development upon this resource.
- 5.79. Delivery of the development proposals will necessitate some ground-breaking and landscaping works across the Site, with the potential to impact on buried archaeological remains. This assessment has demonstrated that the Site has the potential to retain archaeological remains – noting any such remains that do exist within the Site are likely to be of local, if not regional, significance. Therefore, a programme of mitigation will be prepared to avoid damage or destroy these remains and submitted to MCC for approval.
- 5.80. The exact scope and extent of any such further investigation of the Site will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council. It may be anticipated, however, that an archaeological trial trench evaluation may be required to establish the presence or absence of buried archaeological remains and, if present, their extent and significance.
- 5.81. 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.

Ecology and Bio-diversity

Policy and Guidance

- 5.82. 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.
- 5.83. 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.
- 5.84. Chapter 15 of the NPPF Conserving and enhancing the natural environment (paragraphs 170 to 183), identifies numerous ways in which planning policies and decisions can contribute to and enhance the natural and local environment. It states that new development should minimise impacts on ecology, and developments should be encouraged to incorporate biodiversity improvements in and around developments.

Compliance of the Proposed Development

- 5.85. A Preliminary Ecological Report has been prepared by The Ecology Consultancy and is submitted in support of this application. The proposed development site is not subject to any statutory nature conservation designations. There are two internationally important nature conservation sites within a 15km radius of the site; Rochdale Canal Special Area of Conservation (SAC) and Manchester Mosses SAC. Due to the distance between from the site, the proposed works are unlikely to have any significant effect on these international sites. There are no nationally important statutory sites located within 2km of the site.
- 5.86. The Site is not subject to any non-statutory nature conservation designations. There are three non-statutory sites designated as Sites of Biological Importance (SBI) within 2km of the site. Given the distance from the site, the proposed works are unlikely to have any significant effect on these international sites.

- 5.87. The habitats within the site are dominated by hard standing, which is of negligible ecological importance. Small areas of dense scrub and ephemeral/short perennial vegetation are present at the margins of the site; however, these are common and widespread within the local area and of importance at the site level only. The dense scrub at the eastern edge of the site on site was suitable to support breeding birds, which may include SPI such as house sparrow.
- 5.88. The Ecological Report notes potential for the site to support protected species has been assessed based on the results of the desk study and observations made during the site survey of habitats at the site.
- 5.89. This identifies that site has the potential to support low numbers of locally common species of breeding bird. Where the loss of this habitat cannot be avoided, removal of the area of dense scrub must be carried out September to February inclusive, to avoid any potential offences relating to breeding birds during their main bird breeding season. If site clearance during the breeding season is unavoidable, potential nesting habitat will be inspected no greater than 48 hours before work commences to identify active birds' nests. Should they be present, the nest and a suitable buffer of habitat around it will be retained until the young have left the nest.
- 5.90. In the unlikely event that any protected species are found during site clearance or construction, works must stop immediately, and advice sought from a suitably qualified ecologist on how to proceed.
- 5.91. The proposals will secure an opportunity to implement beneficial measures such as habitat creation that will safeguard habitats for wildlife such as birds and bats, with the aim of providing a net gain in biodiversity in accordance with the principles of the NPPF. The species selected within the landscaping strategy have been carefully balanced to enhance the biodiversity, provide carbon sequestration and also play an ornamental role. Measures to further enhance biodiversity will be considered as part of the detailed design process.
- 5.92. In addition, the proposals have given regard to Manchester's Green and Blue Infrastructure Document and how the proposals fit into these ambitions is set out in Appendix B on this Statement.

Ground Conditions

Policy and Guidance

- 5.93. 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.
- 5.94. 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

- 5.95. A Phase 1 Geo Environmental Site Assessment and a Phase II Site Investigation has been undertaken by E3p and submitted in support of this application.
- 5.96. This report identifies that the Site is not located within a groundwater source protection zone and although there are records of 21 groundwater abstraction licenses, those relating to the subject site are old records as these are likely to have been surrendered when the Site was closed. It is, however, not known if the abstraction well(s) have been backfilled.
- 5.97. Coal Authority records indicate that the Site is located within a Coal Mine Reporting Area, but a review of geological records indicates that any seams are likely to be at significant depth and as such, there is considered to be a low risk associated with coal mine related subsidence.

- 5.98. No current or historical landfill sites have been identified within the surrounding area.
- 5.99. During the construction phases, there is a potential moderate effect on human health as construction workers and adjacent site users could be exposed to contaminated dust, soils, and fibers. These risks can be mitigated through the creation of detailed Construction and Environmental Management Plan (CEMP) that considers dust suppression, soil management and site drainage. The CEMP will also consider and specify the requisite PPE needed by construction workers.
- 5.100. Should contaminated soils be present these could pose a potential moderate effect to controlled waters either through preferential pathways generated by the formation of foundation structures (piles) or through migration through relict structures such as relict well. The risk to controlled waters will need to be determined through additional intrusive ground investigation but if determined, localised remediation of soils or groundwater will be required in addition to the sealing or removal of any preferential pathways created by relict structures.
- 5.101. Upon providing mitigation, there is not considered to be any likely effects associated with or to ground conditions from the Proposed Development. On this basis it is considered the Site is suitable for development and therefore in line with Policy.

Air Quality

Policy and Guidance

- 5.102. 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.”*
- 5.103. 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 de-centralised and renewable energy and green infrastructure to reduce both emissions and their impact still further.”
- 5.104. 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.
- 5.105. 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

- 5.106. The likely significant effects have been identified and evaluated for both the construction phase and the operational phase of the Site.
- 5.107. The potential impacts from construction of the Site include emissions from non-road mobile machinery (NRM), emissions from road vehicles and construction dust associated with the construction activities. Measures to mitigate dust emissions will be required during the construction phase of the Site to minimise impacts upon nearby sensitive receptors.
- 5.108. The Site has been identified as a Medium Risk site for dust soiling effects during earthworks and construction, as a no Risk site during demolition and as a low risk during track out. The Site has been identified as a Low Risk site for human health effects during earthworks, construction and track out and as a no risk during demolition.

- 5.109. Once operational, the Site is intended to be largely a car free scheme, with 5 blue badge spaces provided. As such trip generation associated with the proposed development is likely to be low
- 5.110. The Site will be provided with heating and hot water via electric heat pumps, which will not produce any emissions. The Site will, however, include a life-safety system only to be used for emergency situations, which will comprise a diesel fueled generator.
- 5.111. The assessment has demonstrated that the Site will have negligible impacts and thus not significant effects on the local area. It is, therefore, not considered necessary to propose further mitigation measures. On this basis the proposals comply with the relevant planning policy and guidance.

Sunlight and Daylight

Policy and Guidance

- 5.112. Saved UDP Policy H2.1 states that the Council will not permit development which will have an unacceptable impact on residential areas.
- 5.113. Core Strategy Policy DM1 Development Management outlines that all development should have regard to effects of amenity including privacy and light.
- 5.114. 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."*
- 5.115. 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

- 5.116. A Sunlight and Daylight Assessment has been carried out by GIA and is considered within detail in Chapter 8 of the ES.
- 5.117. An 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.
- 5.118. To assess the surrounding existing properties, the BRE Guidelines provide two main methods for assessing daylight: VSC and 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 0.85m in height). The NSL divides those areas of working plane in a room which receive direct sky light through the windows from those areas of the working plane which cannot. Where all of the windows meet the VSC and all of the rooms meet the NSL criteria within a property the effect is considered to be negligible.
- 5.119. 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.
- 5.120. The scope of properties that have been assessed has been determined through professional judgement, considering their orientation and proximity to the Proposed Development.
- 5.121. The following properties are defined as receptors and have been considered due to their proximity to the Site, and their use:

- Old Brewery Gardens (118831/FO/2018) - as the development is not yet constructed and there is no existing residential population the receptor is considered 'less sensitive' in daylight and sunlight terms than an existing residential property.
 - Travelodge – as a hotel use it is expected that it will cater to a transient population which is considered to be 'less sensitive' in daylight and sunlight terms.
- 5.122. The baseline conditions around the site were assessed to understand the levels of daylight and sunlight to existing surrounding residential properties.
- 5.123. A total of 638 windows facing the Site serving 527 rooms within two buildings were assessed for VSC and NSL for daylight and 24 rooms were assessed for APSH for sunlight within one building.
- 5.124. In the baseline scenario, out of the 638 windows assessed for daylight, 496 (78%) meet the BRE guidelines for VSC. For NSL, 443 (84%) of the 527 rooms assessed meet the BRE criteria. For sunlight, 23 (96%) of the 24 rooms assessed meet the BRE criteria for both Winter and Annual APSH. Overall, this baseline scenario is considered a high level of compliance due to the City Centre fringe context of the Site.
- 5.125. During the design development careful consideration was given to the relationship with the surrounding proposals, particularly the proposed Old Brewery Gardens scheme. As massing options were developed there was continuous testing to ensure the proposals were appropriately sited. This continuous testing informed the final massing of the Proposed Development.
- 5.126. In the Proposed Scenario, with regard to daylight, out of the 638 windows assessed for daylight, 447 (70%) meet the BRE guidelines for VSC. 488 (93%) of the 527 rooms assessed meet the BRE criteria for NSL. The effects identified are minor adverse in nature and are therefore considered to be not significant in EIA terms. Given the context of the Site and nature of effects, this is considered acceptable in planning terms.
- 5.127. For sunlight, 22 (92%) of the 24 rooms assessed meet the BRE criteria for both Winter and Annual PSH. The effects identified are minor adverse in nature and are therefore considered to be not significant in EIA terms. Given the context of the Site and nature of effects, this is considered acceptable in planning terms.
- 5.128. When considering NPPF paragraph 125 it is considered that given the context of the Site and nature of effects, no further mitigation is necessary. Overall, given the very high BRE compliance, the measured sunlight impact of the Proposed Development on the neighbouring buildings is considered to be acceptable for a location in a City Centre context

Flood Risk and Drainage

Policy and Guidance

- 5.129. 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).
- 5.130. 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.
- 5.131. 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.

- 5.132. 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
- 5.133. Chapter 14 of the NPPF provides policy guidance on climate change, flooding, and coastal change. Paragraph 159 explains the basic principle that inappropriate development in the areas at risk of flooding should be avoided. This is achieved through applying a Sequential and Exception Test as governed by Paragraphs 161-166. This provides the tests that must be met to allow development on land at risk of flooding and is explained in detail further within this section.

Compliance of the Proposed Development

- 5.134. The Flood Risk and Drainage Strategy has been prepared by SGi and is submitted in support of this planning application.

Flood Risk

- 5.135. The site sits within Flood Zone 2 and is at a residual risk of Reservoir flooding. The potential environmental impacts relate to flood risk to and from the Site and potential for increased contamination risk in the operational and construction phase.
- 5.136. The mitigation for the flood risk during the operation stage is to set the finished floor level above the 1 in 1000 year gate closed scenario, a flood evacuation plan, and an onsite drainage network. Mitigation to manage the potential risks during construction include will be the implementation of a full CEMP.
- 5.137. Following the implementation of the proposed mitigation there is a negligible risk from flood to and from the Site in extreme events. In these events, it is likely the impacts are felt throughout the catchment and not because of any construction on site.

Drainage Strategy and SuDs

- 5.138. A drainage strategy has been developed in accordance with NPPF, PPG and the Non-Statutory Sustainable Drainage Technical standards and Building Regulations Part H (Drainage and Waste Disposal), 2010.
- 5.139. It is envisaged envisage that the design will include the following SuDS elements.
- Cellular Storage / Attenuation Tank
 - Porous Paving, Proprietary System;
 - Petrol Interceptors,
 - Downstream Defenders
- 5.140. The SuDs strategy will be developed further as detailed design progresses and agreed with MCC as appropriate.

Wind

Policy and Guidance

- 5.141. 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.”
- 5.142. 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.”
- 5.143. 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.”
- 5.144. In addition, under Section 12 of the NPPF paragraph 130 it sets out the proposals should create a place with a high standard of amenity for both existing and future residents.

Compliance of the Proposed Development

- 5.145. A Wind Assessment has been prepared by GIA. The wind-microclimate conditions have been assessed on local thoroughfares, building entrances (both for the Proposed Development and surrounding buildings), bus stops and the proposed public realm and private amenity within the Proposed Development.
- 5.146. Conditions for the baseline are typically suitable for the intended pedestrian activities, although the south bound bus stop on Great Ducie Street is a category windier than would be recommended for this type of receptor in the existing scenario.
- 5.147. The inclusion of the Proposed Development changes the local wind conditions, but these remain appropriate for their intended use. Conditions at the south-bound bus stop on Great Ducie Street are expected to become calmer than the baseline, to a sufficient degree that they will now be suitable for typical bus-stop requirements.
- 5.148. The wind microclimate within the Proposed Development has also been assessed and, with the inclusion of the landscaping and canopy as embedded mitigation, all areas are suitable for their intended use in respect of both comfort and safety criteria. The embedded mitigation measures are detailed in full in the Wind Assessment and the Environmental Statement submitted with this application.

Transport

Policy and Guidance

- 5.149. 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.
- 5.150. 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.
- 5.151. Section 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

- 5.152. The document emphasises the need for developments to offer a choice of sustainable modes of transport to *“reduce congestion and emissions and improve air quality and public health”* and provide *“safe and suitable access”* for all users.
- 5.153. Paragraph 112 of the NPPF states that applications for development should:
- *“give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - *address the needs of people with disabilities and reduced mobility in relation to all modes of transport; and*
 - *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.”*

Compliance of the Proposed Development

- 5.154. Curtins have produced a transport assessment, which is submitted alongside this application. A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the Proposed Development.
- 5.155. The site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. 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, as detailed in Chapter 3.
- 5.156. Secure and sheltered cycle parking for 461 bicycles will also be provided as part of the development, which is one of the many initiatives to encourage more residents, employees, and visitors to travel by sustainable modes.
- 5.157. Given the presence of complimentary uses well within walking and cycling distance, as well as an abundance of public transport opportunities, it is considered that the clear majority of users of the Proposed Development will choose to travel to the site by sustainable modes. As the development proposals provide five blue badge car parking spaces with most residents unlikely to own a vehicle, it is considered that there will be a negligible number of private vehicular trips associated with the development.
- 5.158. 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;
 - 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.

Noise

Policy and Guidance

- 5.159. 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:
- 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.
- 5.160. In addition, Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects on amenity, including noise.
- 5.161. NPPF paragraph 174 e) sets out that development should neither contribute nor be at risk of the impacts of noise or being adversely affected.
- 5.162. The noise policy statement for England (NPSE) was published by Defra in March 2010. The NPSE sets out the long-term vision of Government noise policy:
- Promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development.*

Compliance of the Proposed Development

- 5.163. A noise impact assessment has been undertaken by Cundall based on the guidance in the 'Professional Practice Guidance on Planning & Noise (2017)' document. An initial noise risk assessment for the site has been completed. In addition, a detailed acoustic design assessment relating mainly to the good acoustic design process, internal noise levels and noise levels in external amenity areas has been completed.
- 5.164. Noise limits for externally mounted plant associated with the Proposed Development have been proposed based on the requirements of Manchester City Council and BS 4142:2014. There is also potential for noise emissions from entertainment sources within ground-floor retail areas, so noise limits have also been set based on the requirements of Manchester City Council.
- 5.165. As noted above in Chapter 6, the proposals have considered AVO as part of the ongoing design process. The assessment has identified the elevations which are likely to experience adverse levels of noise if the windows needed to be opened for overheating reasons. Where this does occur, it is proposed to use enhanced MVHR to control the overheating mechanically rather than opening the windows. This is in line with the AVO guide.
- 5.166. .
- 5.167. For further information please refer to the Noise Assessment prepared by Cundall.

Implementation and Operation

Construction Management

Policy and Guidance

- 5.168. 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

- 5.169. The Construction Methodology and Programme detailed within the CEMP has been prepared by Bridgehead Consultancy Limited. 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.
- 5.170. The outline timescales for delivering the development after planning are estimated as follows:
- Estimated start on site: July 2022
 - Estimated piling construction period: October 2022 to May 2023
 - Estimated superstructure construction period: June 2023 to July 2025
 - Estimated completion date: August 2025
- 5.171. The construction phase is anticipated to support circa 1,800 FTE jobs, which includes both on-site workers and off-site workers in the supply chain. Overall, the construction phase will contribute a GVA of circa £40 million to the Greater Manchester economy and a further £66 million elsewhere within the supply chain.
- 5.172. Full road closures are to be avoided throughout the works, with the primary proposals to only include parking bay suspension and pavement closures. The site security for the project will be in operation from the outset. The traffic management plan is to be integrated with the site security plan to enable affective access and egress to the project, thus minimising disruption to local traffic, businesses, and stakeholders.
- 5.173. The site will be managed in line with the Construction (Design and Management) Regulations 2015, and all associated legislation, including environmental responsibilities placed on the duty holders. The duty of care owed to those directly involved, and those indirectly affected by the project, will be recognised, and managed in line with regulatory guidance, and industry best practice.
- 5.174. The Main Contractor will agree and implement a Site Waste Management Plan (SWMP) at the commencement of the works. The strategy should be based around locating waste vessels in central locations. Through the production of a sustainable procurement strategy, the Main Contractor will set targets for responsible sourcing of materials.
- 5.175. The Outline CEMP sets out the process anticipated during the construction period, as well as mitigation measures such as wheel washing and noise control.
- 5.176. One of the aims of this plan is to facilitate the safe and timely completion of the project, while ensuring the that clear lines of communication are always available to those with an interest in the project and those in the local community.
- 5.177. The appointed Main Contractor, sub-contractors and consultants will be required to enrol and comply with all the requirements of the considerate constructor's scheme, which is administered by the Construction Industry Board. As part of this there will clear lines of communication available for those with an interest in the construction period and provide any feedback or raise any concerns.
- 5.178. A detailed CEMP will be prepared by the Main Contractor prior ot the commencement on site and submitted to MCC for agreement.

Operational, Servicing and Waste Management

Policy and Guidance

- 5.179. 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. Regards should also be had for refuse collection and storage.

- 5.180. 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.
- 5.181. 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.
- 5.182. 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.
- 5.183. 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.
- 5.184. The Guidance also recognises the benefits of new technologies to establish networks as part of the operational management strategies.

Compliance of the Proposed Development

Operational and Residential Management

- 5.185. A Residents' Management Company will be set up and a Building Managing Agent will be appointed to manage the development. The management and maintenance budget will be funded through a service charge applied to all apartments. The scope of the Managing Agent will include the maintenance of the internal courtyard and pavement, while the private road and parking will be managed by a third party appointed by Manchester College.
- 5.186. The tenants of the ground floor commercial units are not currently known. However, there are a number of high level principles prospective tenants will need to adhere to:
- A no smoking policy will be enforced in all communal areas of the development, the retail units and their pavement associated with their frontage;
 - The Managing Agent personnel and the retail units' staff will enforce a music policy requiring music to be played at appropriate volume to minimise disturbance and in line with the levels recommended in the Acoustic Assessment; and
 - Considering the size of the units it is anticipated that large groups of people are unlikely to be formed and that the dispersal will take place via smaller groups. Should the situation arise for large groups to take shape, the retail tenants will be required to encourage orderly dispersal through their staff and minimise nuisance.

Site Waste Management

- 5.187. The Site Waste Management Strategy has been prepared by Curtins. The residential uses are provided with three suitably sized resident accessible bin stores adjacent to each of the cores,

complemented by two 'waste collection stores' in the vicinity of the collection point for building management access only. The residential uses will be served by scheduled Council collections.

- 5.188. The commercial uses of the development will be served by a private contractor, with an estimated frequency of twice-a-week collections. This will be reviewed once the final occupiers are confirmed.
- 5.189. The size of the bin stores has been determined accordingly, with due consideration to segregation and recycling. The residential stores exceed the recommendations set by MCC's waste guidance, with the addition of 'waste collection stores' to maximise maneuvering and access space at the resident accessible bin stores.

Designing Out Crime

Policy and Guidance

- 5.190. 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

- 5.191. A Crime Impact Statement has been prepared by Greater Manchester Police (GMP). The following areas have been identified as a concern and should be addressed:
- Measures to prevent unauthorised parking on the pavement or other spaces around the building should be installed.
 - The development's entry gates must be visually attractive, tall and robust to deter climbing and withstand attempts at criminal damage.
 - An intercom system should be installed at each gate (nighttime use) and entrance doors. There should be an audio-visual link to each apartment (and concierge), to enable residents or staff to vet visitors prior to releasing the gate or door locking mechanism
 - Means of escape doors must be security-rated and be self-closing and locking upon closure.
 - Doors connecting the lobbies to the respective building core must have a fob-activated, electronic lock fitted and be self-closing, locking securely upon closure.
 - Shopfronts should be fitted with laminate glazing and security-certified door sets. If roller shutters are fitted, they too should be security-rated. All commercial units should include provision for a CCTV system and an intruder alarm.
 - A CCTV system should be installed, with cameras monitoring all facades of the development as well as entrance lobbies, cycle stores, and the commercial units.
- 5.192. The building will be provided with 12 hours / 7 days a week concierge. Access control and CCTV will be provided throughout the communal areas. The internal courtyard will be open during the day for the public and closed at nighttime.
- 5.193. Whilst the wider regeneration ambitions for the area come forward the intention will be to secure the rear of the site, adjacent to the proposed boulevard. This is shown within the landscaping strategy prepared by Exterior Architecture. As the boulevard comes forward this hoarding will be removed. Similarly, the northern elevation of the site will be secured by temporary a fence with access only for plant maintenance. As the site earmarked for the MSCP comes forward the intention would be to remove this fence and facilitate further east-west connections.

TV Reception

Policy and Guidance

- 5.194. 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

- 5.195. 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.
- 5.196. The Proposed Development is within the coverage area for the Winter Hill television transmitter which is expected to be the main transmitter serving the area.
- 5.197. Any interference would be due to diffraction (shadowing) effects i.e., the weakening of the transmitted signal due to the physical presence of the Proposed Development. Considering the desk-based modelling results and Pager Power's assessment experience, any interference effects would be limited to approximately 1km of the Proposed Development and within its shadow.
- 5.198. In practice, small/moderate losses may be tolerable to the current terrestrial television signal without affecting the quality of the reception in the area. It is possible that no noticeable effects would occur in practice.
- 5.199. The potential impacts created by the Proposed Development upon satellite television signals extends to circa 600m north west of the Proposed Development. Some tolerance is built into the receiving equipment and it is possible that a satellite signal may still be maintained even if line of sight is partially blocked. Therefore, it is possible that no noticeable effects would occur in practice.
- 5.200. If any reported television interference should be investigated by means of a post-construction reception measurement. The survey can then be compared alongside the baseline survey results (if completed) and modelling results to determine whether the effect is attributable to the development.

Broadband Connectivity

Policy and Guidance

- 5.201. 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

- 5.202. A Broadband Connectivity Assessment has been prepared by GTech in support of this Application. The Assessment concludes that the development is likely to be able to have access to good broadband speed.

Local Labour Agreement

Policy and Guidance

- 5.203. Core Strategy Policy EC1 Employment and Economic Growth in Manchester requires Local Employment Agreements to contain a commitment to work with the Work and 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

- 5.204. 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 Statement of Intent for the Local Labour Agreement submitted in support of the planning application. Prior to construction commencing on site, it intended that a full Local Labour Agreement would be submitted to the Work and Skills Team for approval.

Planning Assessment Summary

- 5.205. 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.

6. Tall Building Assessment

Introduction

- 6.1. 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).
- 6.2. 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, which reads:

Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline.

Proposals for tall buildings will be supported where it can be demonstrated that they

- *Are of excellent design quality,*
- *Are appropriately located,*
- *Contribute positively to sustainability,*
- *Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and*
- *Will bring significant regeneration benefits.*

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 to its skyline and approach views.

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.

- 6.3. 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.
- 6.4. The Proposed Development has been developed through a comprehensive engagement process, as detailed in the submitted Statement of Community Consultation. The heritage assets potentially

affected, and the resulting key viewpoints have been assessed by Salford Archeology, as set out within the Heritage Statement.

- 6.5. 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. This has also been demonstrated in the Townscape and Visual Impact Assessment (TVIA) submitted in Chapter 10 of the Environmental Statement (ES).
- 6.6. 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;
 - Consideration of the Effect on the local environment;
 - The provision of a well-designed, inclusive environment.

Assessment of Context and Heritage Assessment

Townscape Context

- 6.7. Advice Note 4 states that applications need to deliver architectural quality which also includes, impact on streetscape and near views, impact on cityscape and distant views, and impact on the skyline. The guidance also outlines that proposals should have a positive relationship with the character of place.
- 6.8. A Townscape and Visual Impact Assessment (TVIA) has been submitted in Chapter 10 of the Environmental Statement (ES), which was prepared by Barton Willmore. The ES Chapter examines the impact 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
- 6.9. The Site currently comprises an area of land utilised as a surface level car park east of Great Ducie Street since the demolition of the former Boddingtons Brewery. The wider context of the townscape in the vicinity of the Site is influenced by predominantly commercial and light industrial development south of the historic Strangeways Prison (now HMP Manchester) and north of the River Irwell. The existing height and massing of development in the vicinity of the Site is fragmented with the surface level car park contributing to the perception of a partial void within the townscape. The Site is situated on the edge of the City Centre and set within an urban area where it is influenced by noise and movement from vehicular and rail traffic as well as other activities that are typical of the City Centre location. The Site exhibits a declining condition with inconsistent surface and boundary treatments creating a low-quality public realm with an inactive frontage onto Great Ducie Street
- 6.10. The TVIA concludes that the proposals will result in a beneficial impact to the Strangeways Character area, as well as a number of key viewpoints. All other instances are likely to give rise to negligible impact. On this basis the proposals are considered to have a positive relationship with the character of the area and streetscape, as well as having a beneficial impact on key views.

Heritage Assessment

- 6.11. Advice Note 4 states that applications should include a Heritage Assessment and seek to have a positive impact with heritage assets and their settings.

- 6.12. 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.
- 6.13. Section 66 requires:
- 6.14. *“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...”*
- 6.15. 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...”
- 6.16. Paragraph 8 of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment.
- 6.17. 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.
- 6.18.

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.
- 6.19. Core Strategy 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.

Historical Context and Character of the Site

- 6.20. As outlined in Chapter 2 of this Statement, Within the boundary of the Proposed Development site there are no buildings of historic interest and the site contains no discernible historic character. A review of the Historic Environment Record data within a 300m search radius of the site revealed eight designated built heritage assets and four non-designated built heritage assets. Two further listed buildings, Manchester Cathedral and the Cheetham’s Hospital School, are not within the 300m study area but owing to their national significance they are considered within the Heritage statement submitted with this application
- 6.21. The Site and the surrounding area are distinguished by its industrial links to Manchester. The Site is situated within an area referred to as ‘Strangeways’, which is first mentioned in a description of The Bounds of Manchester in 1322.
- 6.22. By the end of the 18th Century, there were several industrial premises in the surrounding area, which were associated with the textile finishing industries.
- 6.23. The 19th Century saw further development of the site, including the introduction of Ducie Street to the west. Several different types of buildings occupied the Site by this point, including domestic, commercial, industrial, and a public house (later Boddingtons Brewery).

- 6.24. The Site and surrounding area had undergone several changes during the second half of the 19th Century. Including, the construction of HMP Manchester (HER 8619.1.0; 8619.2.0).
- 6.25. The buildings within the Site remained mostly unchanged during the first half of the 20th century. Towards the end of the 20th century, land within the Site appears to have been redeveloped: all buildings to the east of Briddon Street had been incorporated into Boddingtons Brewery. During the opening decades of the 21st century, Boddingtons Brewery was closed and demolished. The Site has recently been used as a car park and retains no remnants of its historic uses.
- 6.26. The Heritage Statement concludes that given the distance between the identified heritage assets and the Proposed Development, the settings of the assets will not be affected by the Proposed Development. In total, three non-designated heritage assets, have been identified within close proximity to the Site, however, these will not be visually affected by the Proposed Development.
- 6.27. The Proposed Development at the Site will result in eleven instances of no effect and three instances of a negligible effect on the settings of the heritage assets. However, as the proposed scheme of development is in keeping with the wider setting of all the heritage assets, the overall impact of this scheme is assessed as having no adverse effect on the significance of the settings of the identified heritage assets. Therefore, the Proposed Development will not harm the built heritage assets identified within 300m of the Site.
- 6.28. In addition, as set out within Section 8 of this document, the Proposed Development will deliver a range of social, environmental, and economic public benefits.
- 6.29. On this basis, the proposals are in accordance with Advice Note 4.

Architectural Quality

- 6.30. Advice Note 4 sets out that delivering high quality architecture involves consideration of, amongst other things:
 - Scale;
 - Form and massing;
 - Proportion and silhouette;
 - Materials and surface design; and
 - Relationship to other structures.
- 6.31. It also suggests impact of streetscape and skyline is a feature of high quality architecture and which has been addressed above in respect of the Townscape Context
- 6.32. The Site is currently underutilised as a surface level car park and therefore provides no amenity or visual interest to the immediate area. Within this context, the site represents a key strategic opportunity to contribute to the regeneration of the area and this is affirmed within the endorsed FBB - SRF. Section 5 of the FBB - SRF Addendum (2019) covers the approach that should be taken to the issue of density, massing, and scale for the Site. At paragraph 5.9, in reference to the FBB - SRF, and the GDS - SRF, considers that the study area, *'as a gateway site located on key routes into Manchester City Centre, may be an appropriate location for tall buildings, subject to development proposals being robustly justified in accordance with local and national planning guidance'*. Both the FBB - SRF and the GDS - SRF documents suggest creating significant increases in density of development within the SRF areas. The illustrative masterplan proposed increases in height to the perimeter of the FBB - SRF area and, particularly along Great Ducie Street and New Bridge Street.
- 6.33. Paragraph 5.15 goes on to state that: *"in the event that the College does not progress with later phases of development and/or does not require all of the land available for educational use, there may be scope to deliver other development on the site between the College and the existing*

Travelodge and (proposed) Multi Storey Car Park on Francis Street. In that instance, there may be opportunities for delivery of a taller building on this site, addressing new connections north east across the site from the River Irwell, subject to a robust justification as referred to above.”. This paragraph specifically refers to the Site and identifies the opportunity for a tall building.

- 6.34. The scale of the Proposed Development has is therefore based on MCC’s strategic objectives for the area.
- 6.35. The Proposed Development will help to establish a new destination and act as a catalyst for regeneration in the wider GDS - SRF area. The core design team has undertaken 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 options analysis and an iterative design process to deliver a viable and deliverable form and massing of development that is contextually appropriate.
- 6.36. As detailed in Chapter 4, the scale, massing and form, and proportions and silhouette of the proposals have all been extensively explored and tested by the design team. This process is detailed further within the Design and Access Statement prepared by Assael and has been supported by the technical studies undertaken throughout the design process, including a Townscape and Visual Impact Assessment, Daylight and Sunlight assessment, and Wind Microclimate assessment. Within the process, it has been considered. Extensive consideration has therefore been given to how the proposals will interact with other structures
- 6.37. The design justification and explanation of the proposed architectural quality are set out in detail within the Design and Access Statement. Comments received from planning officers at MCC, and wider consultation process have been considered and have informed the Proposed Development to ensure the highest quality architectural design is delivered.
- 6.38. With regard to materials and surface design, a careful material palette has been chosen to create a cohesive development with a strong ground floor presence. As set out in Chapter 4, the red brick has been used throughout but with two different mortar colours; one at ground floor for the solid plinth and one for the upper floor, to further define the lighter design intention in this portion of the façades. Articulation to this brick has been added with cills and banding elements, complemented by architectural metalwork.
- 6.39. On this basis, the proposals have considered Advice Note 4.

Sustainable Design and Construction

- 6.40. Advice Note 4 notes that tall buildings should give consideration to ‘sustainability’. This is not explored in-depth within the Advice Note 4, and therefore the NPPF provides the principal guidance on how the proposal accords with sustainable design and construction.
- 6.41. 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.
- 6.42. 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.

6.43. 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.

6.44. Policy EN8 Adaptation to Climate Change of the Core Strategy sets out that all new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

6.45. 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.

6.46. 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.

Flood Risk and Drainage

6.47. Flood Risk Assessment and Drainage Strategy has been prepared by SGI Consulting and is submitted in support of this planning application.

6.48. 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.

6.49. Please refer to paragraphs 5.239 to 5.140 of this Statement or the Flood Risk Assessment and Drainage Strategy for further details.

Sustainability Measures

6.50. The Environmental Standards Statement (ESS) and Energy Statement submitted in support of this application sets out how the Proposed Development will incorporate sustainability measures, including energy efficiency and environmental design. In addition, Chapter 7 of the ES assess the impact of the Proposed Development on Climate Change and as part of this includes an assessment of Green House Gas (GHG) emissions and embodied carbon.

Energy Strategy

6.51. The Proposed Development directly supports the Council's 2038 Net Zero Carbon target and has been designed on the basis that it will seek to achieve the following overall targets:

- Incorporating an enhanced 'fabric led' material specification along with high quality design and exemplary construction standards.
- Being designed and specified in accordance with the principles of the energy hierarchy.
- Demonstrating an alignment with the energy efficiency requirements and carbon dioxide emission reduction targets within local planning policy.

- A commitment to achieving a significant dwelling emission rate reduction relative to the current Part L1A (2013) compliance standard.
- The water consumption of the development will be minimised, and the internal water strategy will exceed the regulatory standard specified.

6.52. A combination of enhanced building fabric specification (significantly beyond the current regulatory compliance standard) allied to efficient mechanical and electrical systems and sophisticated controls will achieve compliance with the emission reduction targets stipulated by MCC's adopted planning policy, Building Regulation Part L (2013). This is supported by MCC Core Strategy Policy EN 4, which supports reducing CO₂ Emissions by enabling Low and Zero Carbon Development; and Policy EN 6 which requires that applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected as a minimum to meet the target of a 15% increase on Part L 2010, unless this can be shown not to be viable.

6.53. Priority is given to achieving the energy and carbon emissions targets by means of on-site measures applying the principles of the energy hierarchy. This mechanical and electrical specification will deliver a Building Regulation Part L1A (2013), Part L2A (2013) compliant scheme for all aspects of the Proposed Development and will provide the following benefits:

- Improvement of 40.83% over Part L for the residential dwellings, and a 17.1 % improvement over Part L for the commercial units.
- Mechanical Ventilation with Heat Recovery (MVHR)
- No mechanical cooling required for the dwellings
- Low energy and LED lighting
- High efficiency hot water storage
- Sophisticated heating controls
- Split system heat pumps

6.54. For further information on the sustainability credentials of the Proposed Development, please refer to the Environmental Standards and Energy Statement submitted with this application.

Energy Efficiency and Carbon Reduction

Renewable Energy

- 6.55. Wallace Whittle, the project's energy consultant, has assessed the suitability of the proposals for renewable energy. From this assessment it is considered the use of photovoltaics (PV) and air source heat pumps are suitable.
- 6.56. PVs have been included at roof level for to provide 36kWp to reduce energy consumption and onsite carbon emissions. Air source heat pumps are considered technically feasible for the development and will delivering high efficiency hot water for the occupiers.
- 6.57. 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 Wallace Whittle.

Build Fabric and Thermal Performance

- 6.58. A fabric first approach has been taken, in line with the Core Strategy's approach of 'be lean'. 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.

- 6.59. 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.
- 6.60. An overheating assessment has been undertaken on a representative sample of apartment within the buildings This has informed the ventilation strategy, as below, and with the intention to fully comply with the acoustic, ventilation and odour (AVO) guidance. As detailed design development is undertaken further overheating assessments will be undertaken to ensure this is achieved throughout the development.
- 6.61. For further details please refer to the Energy and Environmental Standards Statement prepared by Wallace Whittle

Ventilation

- 6.62. A Ventilation Strategy Report has been prepared by Wallace Whittle. Residential dwellings will be provided with a 'Whole House' ventilation system in accordance with the Domestic Building Services Compliance Guide section eight. The dwelling system will be of the continuous mechanical ventilation with heat recovery (MVHR) type as defined under System 4 of Approved Document F.
- 6.63. Each dwelling will be provided with a dedicated MVHR unit. The unit will intake fresh air and discharge exhaust air to atmosphere via suitably separated façade terminals. Inlet and outlet air terminals on the external façade will be no less than 1m apart to prevent recirculation of stale air. MVHR units will be complete with automatic controls and an automatic summer bypass facility.
- 6.64. A boost facility will increase extract rates proportionally via either humidity sensor or manual switch to the kitchen. Kitchen areas will be provided with a carbon filter type recirculation hood above the hob.
- 6.65. It is proposed that purge ventilation to habitable rooms will be provided via manually openable windows. Where this is not possible enhanced MVHR units will be provided to overcome heat gains or noise pollution. The apartment ventilation systems will take cognizance of the AVO guide and measures to mitigate overheating will be developed as part of the ongoing design process. The full quantum of apartments which require enhanced MVHR to be in accordance with the AVO guide will be determined once a full assessment has been undertaken for all apartments.
- 6.66. General ventilation will be provided via the façade of the commercial units, typically via a continuous louvred strip at high level above the glazing line or in line with the structure at high level. All such louvres will be provided as part of the façade package for tenant fit out. Whilst there is currently no hot food provision anticipated for the commercial units, a spatial allowance has been made within the vertical riser provision for future catering extract if required.
- 6.67. Please refer to the Ventilation Statement prepared by Wallace Whittle for further information.

Climate Change

- 6.68. An assessment of the Climate Change Effects of the Development have been considered in Chapter [7] of the Environmental Statement Submitted with this Application. It has analysed the effects for both the construction stage and the operational stage of the Proposed Development
- 6.69. In terms of Construction Phase emissions, the Project is estimated to generate emissions of an additional 17,550tCO₂e. These are embodied carbon emissions only. Assuming that these emissions are generated in the UK, this would contribute 0.0009% to the 4th UK carbon budget and 0.38% to the 2023- 27 Manchester City carbon budget. Although emissions from the construction phase of the Project are not deemed to have a significant effect on climate if the 4th UK carbon budget is considered; these emissions could be significant in the context of the Manchester City carbon budget (as they represent 0.4% of the budget in 2023-27) if these emissions were generated within Manchester City territory.

- 6.70. However, this is highly unlikely as materials are likely to be sourced from further afield or even internationally and therefore these emissions are unlikely to be significant in this context.
- 6.71. In terms of Operational Phase emissions, the Project is estimated to generate emissions of an additional 357tCO₂e in the Opening year, with emissions decreasing as the energy supply decarbonises to Net Zero by 2050.
- 6.72. Operational emissions are highly relevant in the context of carbon budgets. This would contribute 0.000036% to the 4th UK carbon budget, 0.000086% to the 5th UK carbon budget and 0.00012% to the 6th UK carbon budget. The Operational Phase emissions would contribute 0.015% to the 4th Tyndall Centre Manchester carbon budget, 0.062% to the 5th Tyndall Centre Manchester carbon budget, 0.093% to the 6th Tyndall Centre Manchester carbon budget, 0.12% to the 7th Tyndall Centre Manchester carbon budget, 0.12% to the 8th Tyndall Centre Manchester carbon budget and 0.015% to the 9th Tyndall Centre Manchester carbon budget.
- 6.73. It is deemed therefore that the operational phase of the Scheme would not have a significant effect on climate.

Credibility of the Design

- 6.74. Advice Note 4 sets out that planning applications should consider the credibility of proposed tall buildings. There is limited advice on what Historic England defined as a 'credible design', however it does note that design should provide an inclusive environment and take opportunities to improve permeability and legibility.
- 6.75. The proposals have considered the Manchester Residential Quality Guide throughout, alongside the underlying principles of the two SRFs. Creating 'credible' design is similar to creating good design, and from good design there should be an inclusive environment.
- 6.76. The Design and Access Statement comprehensively sets out a strong and detailed narrative which fully justifies the design intent, including how the scheme contributes enhances permeability and legibility. The Design and Access Statement sets out the ways in which good design has been applied throughout, in line within paragraph 130 of the NPPF.
- 6.77. In regard to physical security, the ground floor layout has been designed to maximise opportunities for passive surveillance of the courtyard and surrounding streets. Residential entrance lobbies are situated adjacent to the public realm, which will be well lit and overlooked. The development will also benefit from on-site concierge/management staff. Whilst the area is undergoing regeneration and schemes are yet to come forward it is proposed to close the gates of the courtyard at night to provide additional security measures.
- 6.78. On this basis, the proposals accord with Advice Note 4 and will deliver a credible design which accords with 'good design' as set out in the NPPF.

Contribution to Public Space and Facilities

- 6.79. Advice Note 4 states that "*consideration needs to be given to tall building's contribution to public space and facilities. This applies both internally and externally, including provision of a mix of uses (especially on the ground floor of towers, as part of a well-designed public realm*".
- 6.80. This can also be read alongside paragraph 130 of the NPPF, it is stated that proposals should use effective landscaping and sustain an appropriate amount of development such as public space as part of the proposals. It also goes on to emphasise the importance of trees to the character of urban environments and notes the role trees have in helping to adapt and mitigate climate change.
- 6.81. A detailed landscaping plan and strategy has been prepared by Exterior Architecture as part of the application and sets out the vision for the pocket park at the heart of the Proposed Development. The provision of an area of publicly accessible space has been a key element of the design

development of the Site. The pocket park helps to ground the development and create a space of calm for residents and visitors to enjoy. It will also help to improve east-west linkages across the Site, a key part of the regeneration ambitions for the area. Through opening up the Site to the wider City Centre, the Proposed Development also 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:

- 6.82. *"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..."*
- 6.83. 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.
- 6.84. In summary, the Proposed Development will deliver significant public benefits to the residents of the scheme at the former Boddingtons Site, as well as the other local residents. This will make a marked improvement from the existing usage which currently provides little amenity beyond car parking, and visually detracts from its surroundings. It is widely accepted public space is limited within Manchester and the Proposed Development will provide a significant amount. This public realm has been designed to the highest quality and will provide spaces for individuals, groups, and families to enjoy, relax and for children to play. Notwithstanding, the proposals will help to increase the overall level of biodiversity within this area by introducing native planting.
- 6.85. The ground floor commercial uses and flexible resident's co-working space will bring animation to the space and enhance the amenity of the area. These commercial spaces will spill out onto the proposed boulevard and create a lively destination.
- 6.86. On this basis the proposals accord with Advice Note 4 and contribute to public space and facilities.

Effect on the Local Environment

- 6.87. The Advice Note 4 sets out that, *"consideration of the impact on the local environment is also important, including microclimate, overshadowing, night-time appearance, light pollution, vehicle movements, the environment and amenity of those in the vicinity of the building, and the impact on the pedestrian experience."*
- 6.88. A comprehensive suite of environmental technical analysis has been undertaken to assess the potential impacts of the Proposed Development. These technical reports together consider the impact of the proposals on the local environment, and specifically the application is supported by the submission of an Environmental Statement (ES). The full list of environmental assessments prepared and submitted with this application is as follows:
 - Air Quality – ES Chapter 6;
 - Archaeology – Standalone report;
 - Climate Change – ES Chapter 7;
 - Daylight, Sunlight and Overshadowing – ES Chapter 8;
 - Ecology and Biodiversity – Standalone report;
 - Ground Conditions – Standalone reports: Phase 1 and Phase 2 Ground Conditions;
 - Heritage – Standalone report;

- Human Health – ES Chapter 9;
- Noise and Vibration – Standalone report;
- Television Interference – Standalone report;
- Townscape and Visual Impact – ES Chapter 10;
- Transport – Standalone report;
- Flood Risk and Drainage – Standalone report; and
- Wind and Microclimate – ES Chapter 11.

6.89. Overall, the proposals have considered the impact on the local environment and are in accordance with Advice Note 4.

Provision of a Well-Designed, Inclusive Environment

- 6.90. Advice Note 4 sets out that “*Well-designed tall buildings provide an inclusive environment, both internally and externally, taking opportunities to offer improved permeability, accessibility and, where appropriate, the opening up or effective closure of views to improve the legibility of the wider townscape.*”
- 6.91. Section 12 of the NPPF sets out the need for developments to be inclusive and accessible for existing and future users.
- 6.92. The Proposed Development includes a high quality design and finish across the scheme. A 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.
- 6.93. In particular, the proposals has been designed to create a safe, inclusive, and accessible space for all as outlined in Chapter 4. All apartments will meet Building Regulations Part M4(2) and by meeting these criteria, it is anticipated that it will be possible to deliver homes that allow future adaptation to meet the changing needs of occupants over time, including those of some older and disabled people. Furthermore, the landscaped areas have been levelled out and ramps have been included to ensure that all areas are fully accessible and are therefore compliant with the Equality Act. This is supported by the provision of 5 blue badge carparking spaces
- 6.94. The high quality landscaping strategy is submitted as part of the application will enhance the local area and realise the ambitions of the SRFs. 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. For further details please refer to the Landscaping Strategy prepared by Exterior Architecture.
- 6.95. Overall, the proposals comply with Advice Note 4 and provide a well-designed environment.

Summary

- 6.96. Policy EN2 of the adopted Core Strategy (July 2012) states that: “Tall buildings are defined as buildings which are substantially taller than their neighbourhood and/or which significantly change the skyline.” As the Proposed Development meets this criteria as a tall building it is required to meet Policy EN2 and which has been addressed above, and in more detail at Appendix A .
- 6.97. 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. Summary and Conclusion

- 7.1. This Planning and Tall Building Statement has been prepared by Deloitte LLP in support of a Full Planning Application for the re-development of this part of the Former Boddingtons Brewery Site.
- 7.2. The Site has been underutilised for many years and its current use as a surface level car park detracts from the overall attractiveness of the area. Therefore, the Proposed Development will help to transform this area to become a new and exciting part of Manchester to live, work and play.
- 7.3. The Proposed Development directly supports Great Ducie Street SRF and Former Boddingtons Brewery SRF visions through the redevelopment of the Site for a high-density residential-led development. The Proposed Development will contribute to the prominent landmark clustering that signals the entrance to the Framework area and the City Centre.
- 7.4. When taken as a whole, the redevelopment of the Site for use as a residential-led development complies with the national and local development plan policies and the Manchester Residential Quality Guidance (2017).
- 7.5. 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.
- 7.6. 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.
- 7.7. The Proposed Development has been designed to respond to the surrounding area and context. A comprehensive townscape and massing analysis has been undertaken to ensure that the scale of the development reflects its prominent location 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.
- 7.8. 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 as a surface level car park. The current use of the Site fails to fully utilise the positive attributes of the Site. The redevelopment of the Site for residential-led uses 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.
- **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. During the operation phase there will be building management employment opportunities and the commercial units will provide employment opportunities in the form of full-time and part-time jobs.

- **Support inclusive economic growth:** the proposals will support MCC's vision for inclusive growth and will contribute to a balanced housing market that is required to support these jobs and to retain / attract talent. The creation of residential units in a mix of sizes, affordable housing tenures, and styles, will promote a mix of families, young professionals, retirees to live and work in the City Centre or City Centre Fringe. 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. The forecasted economic growth of Manchester indicates the employment opportunities will be concentrated in the City Centre which only minutes' walk from the Site, therefore providing easy access to opportunities for future residents.
- **Demand:** The proposed residential development will help to meet the recognised demand for City Centre and City Centre Fringe living. 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.
- **Act as a Catalyst for Regeneration:** the proposals are the next phase of regeneration within the SRF areas, complementing the under construction Manchester College and proposed Old Brewery Gardens. Subject to planning, the intention is to commence on Site in 2022 and complete by 2025. This immediate investment will act as a catalyst for further developer interest in this underutilised area.
- **Expansion of the City Centre:** it has recently been documented in the City Council's City Centre Strategic Plan (2016) that Manchester's significant economic and population growth is demanding a re-evaluation of the City Centre. This is given its current phase of expansion, the increasingly obvious finite nature of land resources, and a clear desire to prioritise urban regeneration and therefore protect areas of Green Belt around Manchester and the wider conurbation. As such, the redevelopment of the site will facilitate the expansion of the City Centre away from its traditional core and prioritise brownfield land.

Environmental

- **Brownfield Land-** the proposals make efficient use of brownfield land and repurpose what is an underutilised site. The high-density residential uses capitalises on the highly sustainable location and proximity to all the amenities the City Centre offers.
- **High level of sustainability** – The Proposed Development will utilise an all-electric approach using air source heat pumps as well as utilising a fabric-first approach to the buildings design. The Part L improvement is 40.83% for the residential element and 17.1% for the commercial units, both significantly in excess of planning policy requirements. The proposals will therefore contribute to MCC's net-zero carbon emissions ambitions.
- **Enhancement of Blue and Green Infrastructure increase in the level of biodiversity** – The proposed public realm will help to enhance Manchester's Green and Blue Infrastructure assets by improving their overall quality and function. The River Irwell will be opened up to provide individuals with the opportunity to enjoy the riverside setting that befits the site whilst the high-quality planting will introduce a significant

increase of vegetation (using native species) into a part of the City Centre where it is currently quite limited.

Social

- **A new neighbourhood:** the proposals will start to establish a residential community, grounded by the pocket park. The proposed accommodation mix, and tenure will help to drive sustainable and diverse community and transform the area into a neighbourhood of choice.
- **Vitality, Safety and Security:** The redevelopment of the Site and the subsequent increase in activity will animate the area and make it a more welcoming environment for pedestrians. This will help to create a more safe and secure site by increasing the level of natural surveillance.
- **Provision of a significant area of new high-quality public realm:** The proposed public realm will provide a green open space for new residents, future staff and students at Manchester College, future residents, and visitors to play, relax and socialise. This area of publicly accessible space will also improve connectivity to Manchester's existing blue and green network.
- **Providing on-site affordable housing:** The proposals will include 5% on-site affordable housing, and which will be established through an independent third-party assessment of the submitted viability appraisal. This will help to meet the identified need for affordable housing in this location and is in accordance with the tenure mix set out in Core Strategy Policy H8.
- **Commercial Uses:** Delivering a range of commercial offer to appeal to future residents, the staff and students at Manchester College as well as to attract visitors. The uses will help create a vibrant atmosphere and ensure there is activity throughout the day and evening.
- **Accessibility:** A development that is designed to be accessible to all users including those whose mobility is impaired.

- 7.9. The cumulative effect of all these benefits will be very significant. It is clear the Proposed Development provides a wide range of public benefits that will deliver economic, social, and environmental benefits to the local community.
- 7.10. A detailed assessment of the proposals has been undertaken against adopted planning policy as set out in Chapters 5, 6, and Appendix A of this Statement. The Proposed Development is consistent with the aims and objectives of the Development Plan as a whole and is further justified in the context of other material considerations, including the NPPF and measures taken to mitigate any identified impacts.
- 7.11. 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 – EN2: Tall Building Policy Assessment

Core Strategy Policy EN2

Policy EN 2 Tall Buildings Manchester Core Strategy (2012)	Response
Are of excellent design quality. 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 Proposed Development has been designed by a professional design team with experience and track record in delivering projects of this complexity and scale. The height and massing have been developed to respect the surrounding areas and to address the ambitions of the Great Ducie Street SRF and Former Boddingtons Brewery SRF which supports the redevelopment of the site, including the potential for a tall building. This will assist in connecting the Great Ducie Street area into the urban fabric of the City Centre and will act as a powerful catalyst for further place-based regeneration and the extension of high-quality use into this area. The proposals are a result of a detailed design process and have responded to the surrounding context, including the adjacent Manchester College and Old Brewery Gardens proposals. A Townscape and Visual Impact Assessment has been undertaken as part of the application and which concludes the construction phase of the Proposed Development is likely to give rise to significant adverse effects upon areas of the townscape. However, it also identifies that the proposed development will give rise to significant beneficial effects upon the townscape and key views.
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 at the edge of Manchester City Centre. The City Centre is characterised as comprising a number of tall buildings and high-density development. As noted above, the principle of a tall building in this location has been set out in the SRF and which will help visually connect the Strangeways area into the City Centre. It is therefore appropriately located for high rise residential development. It is currently a brownfield site which was previously used as a surface level car park. 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 Site does not contain any listed buildings and nor is it located within a conservation area. However, there are a number of heritage assets within the proximity of the site and which have been considered within the Heritage Statement prepared by Salford Archaeology.

Policy EN 2 Tall Buildings Manchester Core Strategy (2012)	Response
	The Site has excellent accessibility to a range of public transport modes, including bus, rail and Metrolink. For example, Manchester Victoria is circa 5-10minutes walk and which provides extensive public transport options which connect users across the City, Greater Manchester and beyond. Further details on the choice of public transport options can be found in the Transport Statement prepared by Curtins. In summary, the Proposed Development is appropriately located and maximises a brownfield site which is immediately adjacent to the City Centre, not within a conservation area, and well located to public transport.
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 with commercial uses at ground level of an exceptional design quality alongside new public realm, which will bring activity 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. For further details on the wind microclimate please refer to Chapter 10 of the ES.
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 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 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, improving the perception and image of this area. The TVIA, states that in most cases the effects are recorded as beneficial or negligible. The Proposed Development will also enhance the amenity of the area through the provision of a large amount of public realm, helping to transform the area into a new destination. The proposed public realm and high-quality architectural design of the building will help improve placemaking on the Site and complement the forthcoming Manchester College and Old Brewery Gardens. The tall element will act as a landmark to the north of the City Centre and as gateway into Strangeways and beyond.
Will bring significant regeneration benefits.	The Proposed Development regenerates an underutilised brownfield site and acts as a catalyst for further regeneration to the area. This is discussed further in Chapter 4 and Chapter 7.

Policy EN 2 Tall Buildings Manchester Core Strategy (2012)	Response
It will also be necessary for the applicant/developer to demonstrate that proposals for tall buildings are viable and deliverable.	The proposals have been fully coordinated through an experienced design and development team. A detailed costing exercise has been considered throughout and the viability of the proposals has been set out in the Viability Statement prepared by Grasscroft. The Applicant, as the UK's largest registered provider, has extensive experience of delivering high-quality schemes across the country and is hoping to commence works on site in 2022, subject to planning permission.

Appendix B: Green and Blue Infrastructure Statement

Green and Blue Infrastructure

The table below outlines how the Proposed Development responds to the vision and objectives set out in the Manchester Green and Blue Infrastructure Strategy 2015 (and in turn Core Strategy Policies EN9 Green Infrastructure and EN15 Biodiversity and Geological Conservation). It should be read in conjunction with the Design and Access Statement.

Table B.1: Assessment of Proposed Green and Blue Infrastructure - Vision

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. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.	The development will include a new publicly accessible courtyard space, which will add to the network of green spaces available to local residents. This will connect in with further public realm improvements, within the Former Boddingtons Brewery SRF, including a boulevard – opening up this area for safe and enjoyable pedestrian use. The proposals have been orientated to enhance east-west connections for pedestrians and cyclists, an objective of the SRFs.

Table B.2: Assessment of Proposed Green and Blue Infrastructure - Objectives

Objectives established to enable the vision to be achieved:	Response:
1. Improve the quality and function of existing Green and Blue Infrastructure, to maximise the benefits it delivers.	The Proposed Development will involve the redevelopment of a previously developed site and will unlock access to green and blue infrastructure through the provision of a green space in the form of a pocket park.
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth.	The Proposed Development will support the regeneration of the Great Ducie Street neighbourhood. New development in this location will reinforce the River Irwell as a blue infrastructure asset. The proposed new public realm and landscaping seeks to create an attractive and pedestrian friendly environment that is accessible to all, including the new residents. The pocket park has been designed as the heart of the development and will provide a new destination for visitors and surrounding residents.
3. Improve connectivity and accessibility to green and blue infrastructure within the City and beyond.	In addition to the above, pavements around the Site will be improved. Overall, the Proposed Development will enhance pedestrian connectivity, access and perception of safety by creating a quality streetscape.
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.	The benefits derived through the Proposed Development will help to create a level of understanding and respect for Manchester's Green and Blue Infrastructure assets. The improved streetscape, pedestrian linkages and allotments will encourage people to walk around the building. In addition, the nearby streets around the HMP Manchester building will benefit from additional use and increased surveillance against potential anti-social behavior. As people grow increasingly concerned with the need to take responsive action to Climate Change, new development needs to be more innovative and sensitively designed to reduce its impact. The Proposed Development will increase people's awareness of the importance of Green Infrastructure with the proposed tree line streets.



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