



Tall Building Statement

Renaissance, Deansgate

October 2021

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For and on behalf of Avison Young (UK) Limited

1. Introduction

1.1 This Tall Building Statement ("TBS") has been prepared by Avison Young ("AY") on behalf of the Applicant, Deansgate SOF Alliance LeaseCO Ltd, a joint venture between Property Alliance Group (PAG) and an affiliate of Starwood Capital (SCG)). It relates to an application submitted to ManchesterCity Council ("MCC") for the residential element of the wider masterplan proposals for a high quality, mixed-use development at the Renaissance Hotel complex, Deansgate.

1.2 The full description of the development on the application form is:

"Full planning application for the erection of a part ground + 13 storey, part ground + 26 storey building to form 300 no. residential apartments and ground floor retail/ leisure floorspace (Class E/ Sui Generis), together with private amenity space for residents, new public realm including riverside walkway and leisure/ food and beverage space (Class E/ Sui Generis), new landscaping, parking, servicing, supporting infrastructure and associated works."

1.3 Full details of the proposed development are contained in the submitted Design and Access Statement (DAS) prepared by Jon Matthews Architects, the Planning Statement prepared by AY and as presented on the application drawings. This TBS should be read in conjunction with these other documents which also form part of the planning application.

1.4 This Tall Building Statement has been produced to assess the proposal against Historic England's Advice Note 4 Tall Buildings (December 2015), which updates the 'Guidance on Tall Buildings Document' published jointly by English Heritage (now Historic England) and CABI (updated version, July 2007). The Government and Manchester City Council still, however, endorse the CABI / Historic England guidance and its evaluation criteria, and that it is capable of being a material consideration in the determination of planning applications.

1.5 This document will consider the proposals against the principles of Historic England's Advice Note (2015) and the more detailed evaluation criteria in the CABI / Historic England guidance (2007) in the following order:

- Relationship to context;
- Effect on the historic environment;
- Relationship to transport infrastructure;
- The architectural quality of the building;
- Sustainable design and construction of the proposal;
- Credibility of the design;
- Contribution to public space and facilities;
- Effect on the local environment;
- Contribution made to permeability of the site and the wider area; and
- The provision of a well - designed environment.

- 1.6 This document also considers Policy EN2 of the Manchester City Council's adopted Core Strategy (July 2012) with regards to tall buildings.

2. Relationship to the context

2.1 This chapter assesses the relationship to context. The Guidance requires an assessment of the following:

"The relationship to context, including natural topography, scale, height, urban grain, streetscape and built form, open spaces, rivers and waterways, important views, prospects and panoramas, and the effect on the skyline. Tall buildings should have a positive relationship with relevant topographical features and other tall buildings; the virtue of clusters when perceived from all directions should be considered in this light".

Assessment

2.2 The relevant assessment of the above category is provided within the Townscape and Visual Assessment (TVIA), which forms Chapter 6 (and relevant appendices) of the Environmental Impact Assessment ("EIA"), which has been submitted in support of the planning application.

2.3 The Townscape and Visual Assessment considers the proposed development in relation to its surrounding context and its impact on the significance of the identified townscape and designated heritage assets. The assessment describes the likely significant effects, the baseline conditions, the potential effects of the development on the townscape, the potential visual effects, the mitigation measures required to prevent, reduce, or offset the identified significant effects and the residual effects of the proposed development, including a Views Assessment analysing the impact of the proposed development on a series of principle viewpoints.

2.4 The potential effects of the proposed development on its context have been assessed through a combination of a desk-based research and walkover survey of the site and the surrounding area. 12 views to model the visual impact of the proposed development have been prepared and agreed with the planning case officer at MCC as part of the pre-application process. The mapped extent of the TVIA can be found in Figure 1 below:

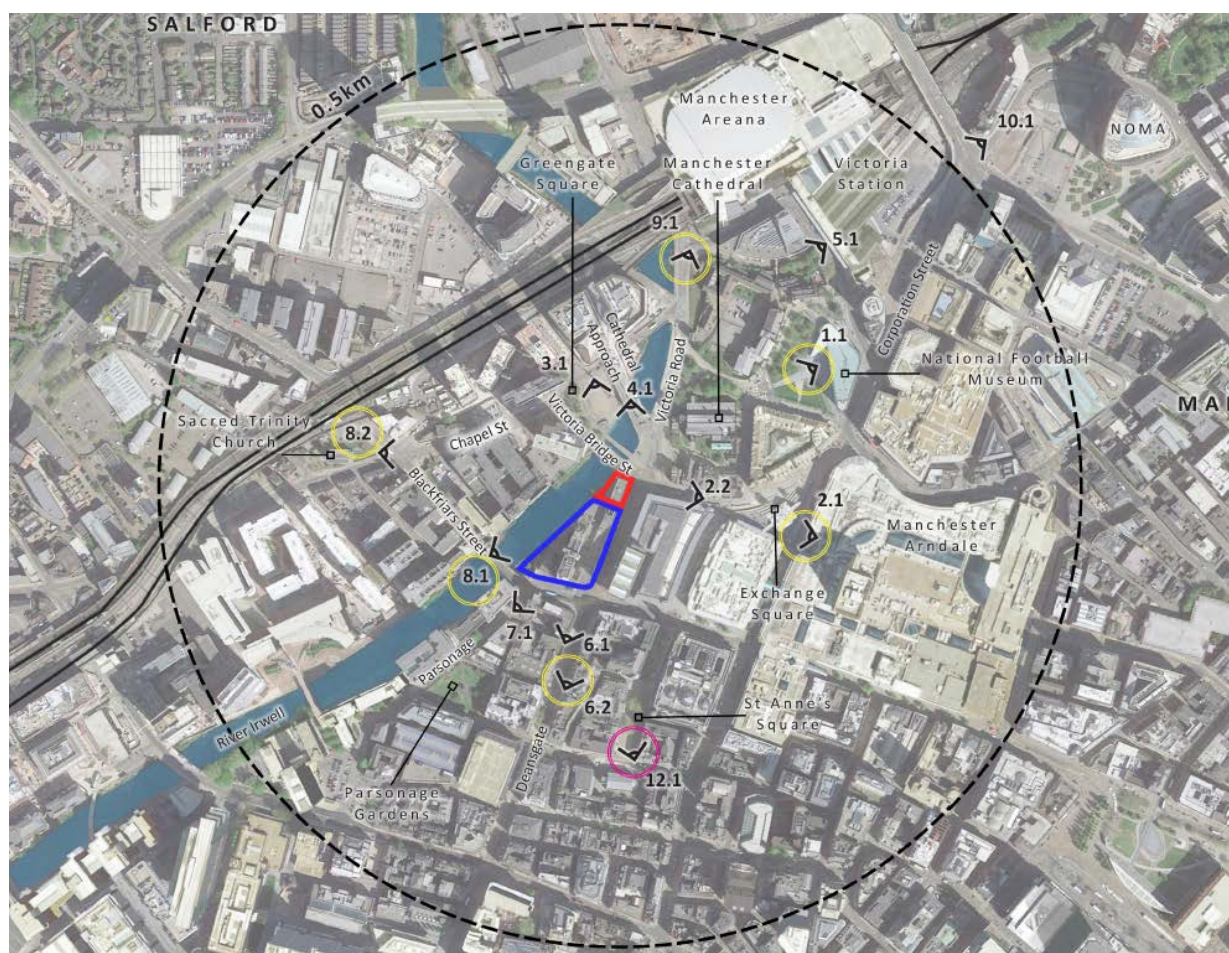


Figure 1: Mapped extent of the TVIA

- 2.5 The Ramada Complex SRF, adopted in May 2018, was a major consideration in the development of the design of the building. The SRF sets out a vision and strategy for the site and its immediate setting. The document supports future development proposals and complements the City's regeneration initiatives. The SRF encompasses an irregular shaped area of land that covers the site, crosses Deansgate at the junction with Blackfriars and includes office buildings at 39 Deansgate to the south. This area has been considered for regeneration for over 20 years and is the last site of the post 1999 City Centre Renewal Area Masterplan.
- 2.6 The SRF acts as planning guidance and forms a material consideration when the Local Authority are determining planning applications. This area is identified as an appropriate location for residential development. The proposals will provide an opportunity to create a new landmark building, residential/ mixed uses and a riverside destination at this prominent City Centre location.
- 2.7 The Framework sets out a number of detailed development principles for the site, however the overarching themes are:

“Place Making: This lies at the heart of the SRF. 58% of its area will be public realm. In delivering this, there is an opportunity to create a new city centre destination which will genuinely transform this area and provide the missing link between adjoining regeneration initiatives. The public realm treatments will be of the highest possible quality and will take lessons from past experience. The public space will provide the setting for a mix of high quality city centre uses which will be distinctive and add value to the overall offer. Those uses will attract activity at different times of the day and week, will encourage visitors and the widest possible

public participation in the benefits that are delivered. The opportunity for distinctiveness can also be drawn from the ability to re-connect the Site to its historic setting. This will be through providing permeability at and around the Site's edges whilst maximising views to local assets such as Manchester Cathedral, the River Irwell and Deansgate. The quality and distinctiveness of the architecture will complement the existing and future skyline of the City at a key City Centre intersection, will allow engagement with both the river and the Cathedral, and will promote a scheme that is transformational and distinctive.

Best in Class Uses: *The Proposed Development will be high quality, distinctive and add value to the City Centre's current offer. The ground floor uses would be aligned to a non-institutional and therefore flexible commercial and leasing strategy, allied to a carefully curated target occupier list and an ongoing occupier management strategy.*

Scale and Density: *The level of upfront investment required to deliver comprehensive regeneration will require a high density of development that is commensurate with other recent regeneration initiatives in Manchester such as Spinningfields. Spinningfields has been a sustainable and successful project due to the quality of the built environment and its management. For high density models of regeneration to be successful, great emphasis on the high quality of the place making is required. In terms of height, it is envisaged that this should step up away from the Cathedral, and the distribution of height across the Site will respond to the need for good levels of sunlight and daylight to dwellings, amenity spaces and public open spaces, as well as provide opportunities to create views through the Site.*

Rebalancing Deansgate: *Creating a quality, pedestrian dominated public space on Deansgate north of St Mary's Gate. This will improve the pedestrian environment and encourage footfall along this neglected part of Deansgate towards the Medieval Quarter and Victoria Station area.*

Environment and Sustainability: *The development principles include a number of objectives to ensure that the development is accessible to all, creates a safe and secure environment, and promotes future adaptability and resilience to climate change."*

- 2.8 The principle of a tall building in this location is discussed in further detail below and each of the following viewpoints that have been identified from the TVIA, have been provided, with supporting text, to offer a comprehensive examination on the visual impact the building will have on the surrounding area.
- 2.9 As agreed with the local planning authority, fully verified photomontages have been prepared from key locations where there may be more distant views of the proposals from public locations:
- Viewpoint 1.1 Cathedral Gardens;
 - Viewpoint 2.1 Exchange Square;
 - Viewpoint 6.2 Deansgate / A56;
 - Viewpoint 8.1 – 8.2 Blackfriars Street; and
 - Viewpoint 9.1 Victoria Street/ A56.
- 2.10 Wireframe verified photomontages have been prepared from two distant views to demonstrate the potential change in view:
- Viewpoint 11.1 Cheetham Hill Road; and
 - Viewpoint 12.1 St Annes Square

Viewpoint 1.1 – Cathedral Gardens



Figure 2: View from Cathedral Gardens

- 2.11 In this view the lower storeys and new facades on the northern and eastern elevations will be clearly perceived from the majority of the Cathedral Gardens area. However, the submitted TVIA concludes that the change will be a positive addition to streetscape and townscape. The active frontages adjacent to the Cathedral and Greengate will improve the appearance and townscape quality of this area. Further north and east the taller elements of the building will not be in contrast to the existing site setting and adjacent taller buildings. This new building will provide an attractive backdrop, a focal building and will aid with wayfinding.

View 2.1 – Exchange Square



Figure 3: View from Exchange Square

- 2.12 This view shows that the proposed development would be clearly visible from Exchange Square. There would be a positive active frontage on the visible elevations fronting onto the Exchange Square and Cateaton Street. The development would be high-quality materials and design, creating a new landmark building. The change in view will be beneficial and more attractive than the existing view experienced towards the unkempt and unappealing buildings on the site.

View 6.2 – Deansgate / A56

Figure 4: View from Deansgate/ A56

- 2.13 This view shows the proposed development would be clearly visible for users of Deansgate. There would be a positive active frontage on the visible elevations fronting onto Deansgate. Further away from the site the proposed taller elements of the proposals will be visible in the distance. The proposed development would be high-quality materials and design, creating a new landmark building. The change in view will be beneficial and more attractive than the existing view experienced towards the unkempt and unappealing buildings on the site. The change would be experienced at varying levels from the northern portion of the route when traveling north towards the site.

Viewpoint 8.1 - Blackfriars Street



Figure 5: View from Blackfriars Street

- 2.14 The proposed development will be clearly visible from Blackfriars Bridge. The change in view will be beneficial and more attractive than the existing view experienced towards the unkempt and unappealing buildings on the site. The semi-private gardens adjacent to the River Irwell will be visible and the high quality building and design will be attractive features in the view. Further west along the route the intervening built form will prevent views of the proposed development, however the upper floors would be visible from areas around Trinity Church. Overall views of the proposed development would not be at odds with the modern and taller buildings experienced in the existing view. The positive change would be experienced at varying levels when travelling east into the City Centre.

View 9.1 - Victoria Street/ A56

Figure 6: View from Victoria Road/ A56

- 2.15 This view shows that the proposed development would be clearly visible from the majority of the route along Victoria Street. The change in view will be beneficial and more attractive than the existing view experienced towards the unkempt and unappealing buildings on the site. The development would be high-quality materials and design, creating a new landmark building. Further south, beyond the railway line, the upper floors of the proposed development may be partially visible. However, taller and modern buildings in the distance are not uncharacteristic when travelling towards to the city. The positive change would be experienced at varying levels but would be most clearly seen from the southern portion of the route when traveling south towards the site.

View 11.1 - Cheetham Hill Road



Figure 7: View from Cheetham Hill Road

- 2.16 This wireline view illustrates how the upper floors of the proposed development would be partially visible beyond the existing buildings in the foreground. Intervening structures would screen the low levels of development. Overall, the proposed development would not be at odds with the existing modern and taller buildings experienced in the existing view. The development would be seen from approx. 800m away and would comprise a small element in the overall view. The change would be experienced for a short section of the route when traveling south.

View 12.1 - St Annes Square



Figure 7: View from St Annes Square

- 2.17 This wireline view illustrates that the proposed development would not be visible from St Annes Square.

Summary

- 2.18 A TVIA has been undertaken to assess the potential effects of the proposed residential-led mixed use development. The assessment has been undertaken in accordance with best practice guidance by Chartered Members of the Landscape Institute. The TVIA has established that the proposed development would be broadly complementary with other existing and proposed development within the townscape context of the site.
- 2.19 There would be beneficial effects on views from the Cathedral Gardens, Exchange Square, Greengate Square, and the Cathedral approach. These public open spaces are pedestrianised with views to local landmarks which means they are assessed as sensitive views. The existing building on site is unattractive and the change in view will be towards that of new high quality well designed building which will have a positive effect on the visual receptors with clear views towards the site.
- 2.20 The proposed development would contribute positively to strategic regeneration aspirations including through redevelopment of the site with a high quality scheme in accordance with the aspirations of the Ramada Complex SRF.

3. Effect on the historic environment

- 3.1 This chapter assesses the effect on the historic environment of the proposed development. The Guidance requires an assessment of the following:

"The effect on the historic context, including the need to ensure that the proposal will preserve and/or enhance historic buildings, sites, landscapes and skylines. Tall building proposals must address their effect on the setting of, and views to and from historic buildings, sites and landscapes over a wide area including:

- *World Heritage sites;*
- *Scheduled Ancient Monuments;*
- *Listed Buildings;*
- *Registered Parks and Gardens, and Registered Battlefields;*
- *Archaeological Remains; and*
- *Conservation Areas".*

Assessment

- 3.2 The relevant assessment of the above category is provided within the Heritage Statement prepared by Turley Heritage, which forms Chapter 7 (and relevant appendices) of the Environmental Impact Assessment ("EIA"), as well as the Supporting Planning Statement prepared by AY, all of which have been submitted in support of the planning application and separate application for listed building consent.

Context

- 3.3 All designated built heritage assets within relevant proximity of the site have been identified and the effect of the proposed development on these assets has been assessed.
- 3.4 The site does not contain any heritage assets; and in its present form detracts from the character of the nearby Conservation Areas and the settings of the nearby listed buildings due to its vacant and deteriorated appearance and the building's modernist/ brutalist style, which creates blank elevations to the surrounding streets. It therefore presents an opportunity to enhance the architectural and urban qualities of the area.
- 3.5 Whilst there are no heritage assets within the site, it is noted that the site is in close proximity to a number of Conservation Areas including Cathedral Conservation Area, Parsonage Gardens Conservation Area, St Ann's Square Conservation Area and the Flat Iron Conservation area.
- 3.1 The Heritage Statement states that the existing Renaissance complex detracts from the significance of Manchester Cathedral and the character and appearance of the associated Conservation Area. It is negative in its relationship with Deansgate, Blackfriars Street, the River Irwell and the Grade II listed bridge crossings. The length of inactive frontage presented to Deansgate creates a weak transition between the St

Ann's Square and Parsonage Gardens Conservation Areas in the south and the Cathedral Conservation Area to the north, discouraging movement northwards.

- 3.2 This was acknowledged by Historic England during pre-application discussions. It stated that the current buildings occupy a prominent position but interacts poorly with the surrounding streets and built form and recognised that redevelopment of the complex has the potential to considerably improve this section of the City Centre.
- 3.3 There are a number heritage assets nearby to the site, including; Blackfriars Bridge (Grade II); Blackfriars Street Group (Grade II); 4 Booth Street (Grade II); 62 Chapel Street (Grade II); Church of the Sacred Trinity and Salford War Memorial (Grade II* and II); Haywards Building (Grade II); Barton Arcade (Grade II*); Royal Exchange (Grade II); Cateaton Street Group (Grade II); Mitre Hotel and Mynshulls House (Grade II); Cathedral Church of St Mark (Grade I); Former Corn and Produce Exchange (Grade II); Chethams School Complex (Grade I and II); Victoria Bridge (Grade II)
- 3.4 The majority of these assets are Grade II listed buildings and whilst the development will not have a direct impact on these designated buildings, their setting has been given careful consideration in relation to this development and Historic England and Manchester City Council have been consulted regarding the relevant viewpoints contained within the Heritage Assessment.

Proposed development

- 3.5 The proposals would create a strong animated street frontage to the surrounding streets, in particular Deansgate where active units are proposed. These uses will help re-integrate the site into its urban context and reinforce the character of the streetscape and sense of scale. The opening up and enhancement of the riverside elevation would in addition significantly improve the environment surrounding the site and would help to re-connect it with the river adding activity and vitality at ground floor level.
- 3.6 The proposed buildings reflect the aspirations in the Ramada Complex SRF, to create a landmark, high density development that can contribute positively to the townscape, whilst providing significant regeneration benefits. The design of the building has been expressed with a defined base, middle and top, with the height of the tower being carefully considered, in relation to its historic context.
- 3.7 There would be no harm to the significance of Blackfriars Bridge, the Blackfriars Street group, 4 Booth Street, 62 Chapel Street, the Church of the Sacred Trinity or Salford War Memorial, Haywards Building, Barton Arcade, the Royal Exchange, the Cateaton Street Group, the Former Corn and Produce Exchange, the Chethams complex, Victoria Bridge, Parsonage Gardens Conservation Area, the St Ann's Conservation Area or the Hanging Bridge, from the proposed development. The proposed development will (in respect of these assets) meet the objectives of Paragraphs 197, 199 and 206 of the NPPF and the requirements of s.66 (1) of The Planning (Listed Buildings and Conservation Areas) Act 1990 can be satisfied if MCC grants planning permission.
- 3.8 It has been identified that the proposed development would have both positive and negative effects on Manchester Cathedral and the Cathedral Conservation Area. The positive effects include; the redevelopment of the existing vacant deteriorated Renaissance complex and the creation of active frontage and improved connections on Deansgate, including a building of high quality that has been designed to

respond to its context. Whilst harm to the significance of the grade I listed Manchester Cathedral and the Cathedral Conservation Area has been identified due to the degree of distraction the tallest block will create and the resultant reduction in visual dominance of the Cathedral. Taking into consideration the existing setting of the Cathedral and Conservation Area and the extent to which taller buildings already influence their setting and significance, it is concluded that the level of harm caused to both assets would be 'less than substantial' (moderate in the case of the Cathedral and minor in the case of the Conservation Area).

- 3.9 Paragraph 202 of the NPPF states that where a development proposal will lead to "less than substantial harm" to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use, bearing in mind the considerable importance and weight that should be given to the statutory duties of the Act.
- 3.10 The NPPF is also clear that in applying 'great weight' to the conservation of heritage assets, the more important the asset, the greater the weight should be, irrespective of the level of harm. The grade I listed status of the Cathedral should therefore be taken into consideration.
- 3.11 National Planning Practice Guidance states that public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the NPPF. Public benefits should flow from a proposed development and should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit. However, benefits do not always have to be visible or
- 3.12 The proposed development delivers a range of benefits, some of which have been taken into consideration in assessing impact on heritage assets including the longstanding regeneration of this derelict and strategically important site. An additional benefit is the creation of public and residential amenity areas adjacent to the River Irwell. Although not part of this planning application it should also be noted that the residential proposals form part of a wider holistic masterplan for the site that will deliver a range of additional benefits as sought under separate planning applications. Planning permissions have already been obtained for the partial demolition of Premier House and the new hotel (130446/FO/2021), as well as for the new office (130935/FO/2021) component of the masterplan.
- 3.13 There are significant public benefits associated with the proposed development that we consider, on balance, outweigh any harm to heritage assets. These include:
- The redevelopment and repurposing of the site which will see an influx of new residents supporting the local economy by increasing the labour supply and, in the case of higher skilled labour, help to boost the productivity of the local area's labour market;
 - The Renaissance complex is the last remaining development site within the 1999 City Centre Masterplan and has long been a strategic regeneration objective of MCC. The proposals for this high-quality residential development will support and significantly underpin the overall deliverability of the wider masterplan proposals and will contribute towards economic generation in this area;
 - The development of a high-quality residential development which will attract investment into Manchester City Centre in line with the Government's commitment to building a strong and competitive economy;

- Significant job creation during the construction phase and operational phase including generation of temporary and full time equivalent construction jobs, including higher skilled professions and lower skilled jobs and associated indirect job creation in the local economy. The development will support the creation of 2,835 FTE-years in the construction industry over the 2.5 year demolition and construction period. This is equivalent to 1,134 gross construction jobs (FTEs) to be created for the 2.5 year build period. The completed development will generate approximately 25 no. full time equivalent jobs through the operation of the building and proposed retail/ leisure uses following completion;
- A significant investment by the developers into the local area with the total redevelopment of the Renaissance masterplan costing in excess of £200m, and this application including an investment of over £750,000 to provide new publicly accessible realm;
- Further expansion and diversification of retail in the area which would enhance the competition between local businesses;
- The creation of a high-quality development which will increase the range and type of properties available to local residents, enhancing choice, diversity and competition;
- The development will re-vitalise the riverside opening up parts to the public alongside a private residential terrace which will boost social interaction and the public perception of this area. Provision of new areas of new public open space including a riverside walkway will be accessible to the wider public;
- Deliver the regeneration of a valuable brownfield site which is currently vacant/ underutilised. Improving the relationship with the Grade I listed Manchester Cathedral by provide a far superior setting, walking routes, and vehicular processional route along Deansgate for important visitors, as well as the potential for continuing liaison between the Cathedral and the Applicant's to explore opportunities for linkages into mutual social and charitable objectives.
- Delivering a sustainable development which has good access to jobs, shops, services and transport links; and,
- Making efficient use of previously developed land and meeting climate change objectives by delivering the aspirations of sustainable building design through energy efficiency and carbon saving measures.

Summary

- 3.14 The proposed development would result in no harm to the majority of identified heritage assets, with both positive and negative effects being identified on Manchester Cathedral and the Cathedral Conservation Area, leading to "less than substantial harm" which can clearly be outweighed by the significant public benefits of the proposals. Therefore, it is considered that the proposal would be in accordance with National Planning Policy and the key policies of the Local Plan.

4. Relationship to transport infrastructure

- 4.1 This Chapter assesses the relationship to transport infrastructure. The Guidance requires an assessment of the following:

"The relationship to transport infrastructure, aviation constraints, and, in particular, the capacity of public transport, the quality of links between transport and the site, and the feasibility of making improvements, where appropriate. Transport is important in relation to tall buildings because of the intensity of use, as well as density, that they represent".

- 4.2 This section of the report should be read in conjunction with the submitted Transport Statement and Travel Plan prepared by Focus Transport Planning, which fully considers the transport implications of the proposals.

Assessment

Accessibility

- 4.3 The site has exceptional accessibility in terms of immediate access to a variety of public transport modes, as well as the road network. Spatially, the site is located within easy walking and cycling distance of key services and facilities provided in the City Centre, including Victoria and Piccadilly train station, Market Street shopping precinct and the business district. Market Street, within approximately 650 metres of the site, is one of the main shopping areas in Manchester and is home to Marks and Spencer's, as well as the Arndale Centre which contains a multitude of high street shops and services.
- 4.4 Exchange Square Metrolink is located 400 metres to the north west of the site and provides access to the Tram network. The Metrolink offers high-frequency services across Greater Manchester, connecting Manchester Airport in the south with Rochdale and Bury in the north, Ashton-under-Lyne and Oldham in the east to Eccles in the West and Altrincham and East Didsbury in the south with the City Centre.
- 4.5 There are also a number of bus stops along Deansgate providing services to destinations across Manchester, including the surrounding suburbs as well as the wider Greater Manchester area, providing excellent local and regional connectivity. Manchester Victoria Train Station is located 550 metres to the north of the site. This station provides direct, regular services across the country, including Leeds, Liverpool and Newcastle.
- 4.6 Manchester City Centre is currently benefiting from major investment in public transport infrastructure which will serve to further enhance the accessibility of the site as well as accelerating economic growth across Greater Manchester. The vast transport transformation occurring in and around the City Centre and across Greater Manchester will provide many benefits not only to passengers, but to the city's sustainability, access to employment and the wider economy.

Transport Assessment

- 4.7 The planning application is supported by a Transport Statement and a Travel Plan, both prepared by Focus Transport Planning.

- 4.8 The Transport Assessment identifies the site's highly accessible location and concludes that the site offers excellent opportunities to encourage travel by sustainable, alternative travel modes to the private car. The development encourages walking by enhancing the pedestrian environment and cycling through safe and secure parking provision. The application proposes strictly limited parking provision (36 no. spaces) and as such it is not anticipated that the proposal would generate any significant amounts of traffic. Accordingly, the development will not result in any adverse impacts on the local highway network.
- 4.9 The Travel Plan actively promotes the use of sustainable modes of transport and facilitate car free living. Through the Travel Plan residents will be strongly encouraged to walk, use sustainable modes of transport or take advantage of car clubs and car sharing for occasional vehicle trips rather than owning cars.
- 4.10 As the proposed development will promote sustainable modes of transport and will not have an adverse impact on the highways network it is considered to be in accordance with Policy CC5 of the Core Strategy and the NPPF.

Parking Strategy

- 4.11 Due to the highly accessible location of the site, which provides excellent opportunities for access by sustainable modes of travel, car parking provision at the site is limited to 36 no. spaces for use by residents. Any wider car parking demand associated with resident or visitor car trips to the development would be accommodated by existing local long-stay public / contract multi-storey car parking provision.
- 4.12 A total of 300 secure (1:1), internal cycle parking spaces are proposed to be located within the development, which is considered to be sustainable, supported by the availability of a range of public transport facilities being available on foot, reducing the reliance on the private car by users of the development.

Summary

- 4.13 The site is in a highly sustainable and accessible location. It has excellent accessibility for pedestrians and cyclists and has exceptional connections to public transport which supports a reduced reliance on private motor vehicles. Furthermore, the Transport Statement has concluded that the development would not have an adverse impact on the surrounding highway network. Overall, the relationship of the highway infrastructure and the quality of the links between transport and the site is acceptable.

5. Architectural Quality

- 5.1 This chapter assesses the architectural quality of the building. The Guidance requires an assessment of the following:

"The architectural quality of the building including its scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The design of the top of a tall building will be of particular importance when considering the effect on the skyline. The design of the base of a tall building will also have a significant effect on the streetscape and near views".

Assessment

- 5.2 The Design and Access Statement prepared by Jon Matthews Architects provides full details of the proposed development and its context, the approach to architecture, and the quality of the new building. This has emerged through extensive consultation with MCC, Places Matter design reviews, and consultation with Historic England. A summary of the architectural approach is provided below.
- 5.3 The key factors to evaluate are the buildings scale, form, massing, materials and its relationship to other structures. The Core Strategy requires that tall buildings complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City.
- 5.4 The building footprint, siting, layout and massing has been considered and designed with full consideration to the local context and key views and landmarks. The building is 'L' shaped in plan with the Irwell block terminating at Level 14 and the Deansgate block continuing in a stepped form to level 26 allowing for the creation of a series of roof terraces.
- 5.5 The scale is concentrated to the north to act as a gateway arrival point at Deansgate but this block has been set back from the northern site boundary to ensure views of the Cathedral are not obscured but instead a framing effect is created. The development of scale is also in response to the building's orientation as each of the double storey setbacks, create large south facing terraces to the apartments.
- 5.6 The external appearance has been carefully considered; both in terms of its immediate context and through the interrogation of more distant vistas. The façade will be composed of high quality durable materials appropriate for this significant site and its historic context and colours will complement the adjacent buildings, using metal cladding to give a modern feel. The building is arranged in a clear classical order with a base, middle and top. The base is articulated through large civic scale columns which ground the building, with inset glazing to create active frontages along Deansgate, whilst the main body of the façade is clad with a hit & miss pattern to create depth.

Summary

- 5.7 Overall, the new building has been designed by an award-winning architect to ensure that it integrates into its surrounding context yet shows a contemporary approach in style and architecture. The development will

be of a high architectural quality and will deliver a landmark building consistent with aspirations outlined in the SRF.

6. Sustainable design and construction

- 6.1 This Chapter assesses the sustainable design and construction of the building. The Guidance requires an assessment of the following:

"The sustainable design and construction of the proposal. For all forms of development, good design means sustainable design. Tall buildings should set exemplary standards in design because of their high profile and local impact. Proposals should therefore exceed the latest regulations and planning policies for minimising energy use and reducing carbon emissions over the lifetime of the development. The long-term resource and energy efficiency of tall buildings will be enhanced if their design can be adapted over time."

Assessment

- 6.2 The application is accompanied by an Environmental Standards and Circular Economy Statement prepared by Turley Sustainability, which provides summary of the sustainability credentials associated with the proposed development, together with the measures that would be taken to minimise energy consumption.
- 6.3 The site is in a highly sustainable location close to a wide variety of public transport services which thereby reduces the impact the development will have on the environment.
- 6.4 The applicants are committed to producing a truly sustainable redevelopment of the Renaissance complex. The building comprises a number of environmental design features which will contribute further to reducing the environmental impact of the new development. These include 100% low energy light fittings, use of mechanical heat recovery ventilation, use of smart space heating controlled; and the use of wastewater heat recovery. The Environmental Standards and Energy Statement submitted with the application demonstrates that the development would accord with a wide range of principles intended to promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation.
- 6.5 The Environmental Standards Statement further explores the measures that could be put in place to reduce the site's contribution to the causes of climate change by minimising the emissions of CO₂, by reducing the site's needs for energy and by providing some of the requirement by renewable/sustainable means.
- 6.6 The Travel Plan describes the measures that will be taken to promote the use of sustainable modes of transport.

Summary

- 6.7 Overall, the sustainable design and construction of the proposed development aims to minimise energy use and reduce carbon emissions over the lifetime of this tall building.
- 6.8 The Design and Access Statement as well as the submitted Environmental Standards Statement explains the sustainable design and construction of the proposal.

7. Credibility of design (technically and financially)

- 7.1 This Chapter assesses the credibility of design (technically and financially). The Guidance requires an assessment of the following:

"The credibility of the design, both technically and financially. Tall buildings are expensive to build, so it is important to be sure that the high standard of architectural quality required is not diluted throughout the process of procurement, detailed design, and construction. Location, use, the commitment of the developer, and ability and expertise of the consultant team will have a fundamental bearing on the quality of the completed building."

Assessment

Location

- 7.2 The principle of a residential-led development at the site is supported by a suite of planning policies at a local and national level. The site sits within the defined Regional Centre where the focus is for high density development and, more specifically, it is located in key location on a main artery into the City Centre. The site is identified as a key gateway suitable for a landmark building within the Ramada Complex SRF.
- 7.3 The city skyline expresses the density of the City from the radial approaches and this proposal would add a positive element to the Manchester skyline. Numerous tall buildings contribute to the Manchester's skyline and they are an essential part of a modern city.

Use

- 7.4 The principle of a residential-led mixed use development at the site is supported by planning policy. Specifically, the proposed development would contribute positively towards meeting the objectives of Manchester Core Strategy Policy EC3 and the aspirations contained within the SRF. Policy EC3 states that the Regional Centre is an area where development of residential buildings and mixed used buildings is considered appropriate. The SRF supports this policy and outlines that development should deliver a premium residential product within the heart of the City Centre, which can support the diversification and balancing of the housing offer and assist in fuelling the next phases of added value economic growth in the City.

Developer Commitment

- 7.5 The proposals have been prepared by an experienced applicant and design team familiar with the issues associated with developing high-quality buildings in this part of Manchester in particular, and with the commitment and funding to deliver a project of high quality.
- 7.6 Deansgate SOF Alliance LeaseCo Limited, is a joint venture between Property Alliance Group (PAG) and an affiliate of Starwood Capital (SCG), who both have a proven track record of delivery in Manchester. This application forms part of the redevelopment plan for the wider Renaissance Complex which will be brought forward by the joint venture.

- 7.7 The team working on the project are committed to a construction timescale of 3 years. Subject to planning construction is expected to commence in Quarter 1, 2022. Duration of construction is expected to be approximately 36 months.
- 7.8 Working hours will be subject to agreement with MCC. However, it has been assumed that standard working hours would be followed. These are presented below:
- Monday – Friday: 08:00 - 17:00;
 - Saturday: 08:30 - 13:00; and
 - No working on Sundays or Bank Holidays.
- 7.9 Exceptions may arise, for example when abnormal loads are delivered or when specialist activities are conducted, when works may be required outside of these times. The applicant acknowledges that should these circumstances arise, the appropriate permissions and notifications would be sought from MCC.
- 7.10 Where works unavoidably need to take place outside the core working hours, occupiers of nearby residential properties shall be informed by the contractor in advance of the works and their likely duration.

Expertise of the Consultant Team

- 7.11 The application proposals have been prepared by a consultant team with a wealth of experience and expertise of schemes in Manchester, particularly tall buildings, and are therefore familiar with the issues associated with developing high quality buildings like that proposed.
- 7.12 The experienced design team includes the following:
- Client – Property Alliance Group and Starwood Capital
 - Architect – Jon Matthews Architects
 - Planning Consultant – Avison Young
 - EIA Consultant – Avison Young
 - Heritage Consultant – Turley
 - Environmental and Energy Consultant – Turley and King Associates
 - Acoustic Engineer – Fisher Acoustics
 - Traffic Consultant – Focus Transport Planning
 - Daylight, Sunlight and Overshadowing Consultant – Grayscanlanhill
 - Wind Consultant - GIA
 - Social Economic Consultant – Brookdale Consulting

- Crime Impact Consultant - Greater Manchester Police
- Viability Consultant – CBRE

7.13 The scheme designs have been subject to review and consultation meetings with Manchester City Council as well as varying stakeholders, including meetings with Places Matter! and Historic England. Furthermore, a comprehensive two stage public consultation programme was undertaken prior to submission of the application. The extent of the pre- application work and design evolution has ensured a high-quality design and standard of architectural quality, all of which is detailed in the submitted Supporting Planning Statement, including Statement of Community Involvement chapter, submitted with this application.

Summary

7.14 In summary, the proposed development will result in a credible technical and financial design influenced by extensive meetings prior to the applications submission, detailed designs and executed by an experienced consulted team.

8. Contribution of public space and facilities

- 8.1 This Chapter assesses the contribution to public space and facilities. The Guidance requires an assessment of the following:

"The contribution to public space and facilities, both internal and external, that the development will make in the area, including the provision of a mix of uses, especially on the ground floor of towers, and the inclusion of these areas as part of the public realm. The development should interact with and contribute positively to its surroundings at street level; it should contribute to safety, diversity, vitality, social engagement and 'sense of place'"

Assessment

- 8.2 The proposals would contribute to public space and facilities, with enhancement to the existing public realm surrounding the site, helping to define the entrances to the building and re-integrate the development back into the street scene. The design of the new public realm includes opening up and creating new areas for the general public to access and interact with the River Irwell, including the creation of a riverside walkway for use by residents and members of the public.
- 8.3 The public realm works also include for the substantial upgrading of the footpath on Deansgate, including new ornamental planting, along with new paving and trees which will create a high-quality environment for pedestrians. This will reanimate the current inactive frontages along Deansgate, transforming this vehicular dominated site into a high quality, active streetscape with a series of dwell spaces, and improved pedestrians & cycling connectivity as part of the wider vision for the SRF.
- 8.4 These areas of public realm will comprise areas of seating, activities, loungers, planters, trees, shrubs, and paving. The planting provided will in particular contribute to the aesthetics of the external amenity space and will aid in breaking up the massing of development in this location, providing a visual break with green infrastructure. It will also be read alongside the vertical greening strategy that forms part of the transformation of the former Renaissance Hotel into the 4* Treehouse brand, which has already been granted planning permission.
- 8.5 Overall, the development will greatly enhance the street scene by providing high quality buildings set within new and improved public realm.

9. Contribution to permeability

- 9.1 This Chapter assesses the contribution to permeability of the site and the wider area. The Guidance requires an assessment of the following:

"The contribution made to the permeability of a site and the wider area; opportunities to offer improved accessibility, and, where appropriate, the opening up, or effective closure, of views to improve the legibility of the city and the wider townscape."

Assessment

- 9.2 The site is situated in a highly sustainable and accessible location. It has excellent accessibility for pedestrians and cyclists and has exceptional connections to public transport which supports a reduced reliance on private motor vehicles.
- 9.3 The proposed development will reinforce the permeability of the site by reinforcing the historic urban grain. Specifically, the design will enhance the public realm, creating an improved riverside connection along the River Irwell, for use by occupants of the development and by the wider public, linking the site to the wider area.
- 9.4 The development will reanimate the current inactive frontages along Deansgate, transforming this vehicular dominated site into a high quality, active streetscape with a series of dwell spaces, and improved pedestrians & cycling connectivity as part of the wider vision for the SRF.
- 9.5 Accessibility will also be enhanced by improving connections with adjacent streets, and level access is provided throughout the publicly accessible ground floor areas to allow ease of movement. Pedestrian routes and footpaths will also be upgraded as part of the design.
- 9.6 In summary, the proposed development has been designed to provide access to key pedestrian routes around the site. The development will also contribute to the delivery of public realm, landscaping, and physical upgrades to provide a safe and inviting frontage for residents and users of the building.

10. Provision of well-designed environment

- 10.1 This Chapter assesses the provision of a well-designed environment. The Guidance requires an assessment of the following:

"The provision of a well-designed environment, both internal and external, that contributes to the quality of life of those who use the buildings, including function, fitness for purpose and amenity."

Assessment

- 10.2 The Manchester Residential Quality Guidance provides local level guidance of the design of new residential buildings in Manchester. It requires the space standards of new dwellings to comply with National Described Space Standards as a minimum and reflect the London Housing Design Guide standards. These standards have been met and will contribute to a high quality of life of those who live within the buildings. The design of the units has been considered to make best use of the space, and views afforded to them.
- 10.3 The design also substantial public realm improvements along the River Irwell and will also seek to reanimate the current inactive frontages along Deansgate, transforming this vehicular dominated site into a high quality, active streetscape with a series of dwell spaces, and improved pedestrians & cycling connectivity as part of the wider vision for the SRF.
- 10.4 The design has evolved in response to consultation with Manchester City Council, Greater Manchester Police and various other statutory and non-statutory consultees. The external appearance reflects the need to strike the right balance between the site's strategic location within the Regional Centre, whilst also needing to relate and respond appropriately to the nearby heritage assets and the diverse architectural vocabulary of the neighbourhood.
- 10.5 In summary, the proposed development has formed part of an extensive design process to create an overall high-quality development with a well-designed environment that will contribute to the quality of life of those who use the buildings.

11. MCC Core Strategy

- 11.1 This Chapter assesses the proposed development against the relevant policies contained within the Manchester Core Strategy relating to tall buildings.

Policy EN2

- 11.2 Policy EN2 of the adopted Core Strategy (July 2012) states:

"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."*

- 11.3 Furthermore, the policy states that suitable locations for tall buildings 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. Finally, the policy requires applications to demonstrate that proposals for tall buildings are viable and deliverable.

Assessment

- 11.4 In response, it has been demonstrated in this Tall Building Statement that the proposed development is of a high-quality design and proposes a tall building which is appropriately located in its context.
- 11.5 In terms of location, the Manchester Core Strategy supports the development and regeneration of this site as part of the ongoing improvement works to the area, as well as providing additional residential accommodation and ground floor active frontage in the Regional Centre in line with strategic priorities. The Core Strategy fully supports the development and regeneration of the application site and is an important material consideration in the determination of this planning application. Furthermore, the proposed development provides an opportunity to regenerate a site with a high-quality scheme in a key location, positively contributing to place making.
- 11.6 The site is extremely well located in relation to a range of sustainable modes of transport, and that the proposed development would adopt sustainable methods of design and construction and would incorporate energy saving strategies to limit the use of energy.

11.7 The proposed development will result in significant regeneration benefits, including the following:

- The redevelopment and repurposing of the site which will see an influx of new residents supporting the local economy by increasing the labour supply and, in the case of higher skilled labour, help to boost the productivity of the local area's labour market;
- The development of a high-quality residential development which will attract investment into Manchester City Centre in line with the Government's commitment to building a strong and competitive economy;
- The continuation of the regeneration and positive place-making of the area in line with the Council's aspirations as set out within the SRF;
- Significant job creation during the construction phase and operational phase;
- Further expansion and diversification of retail in the area which would enhance the competition between local businesses;
- The creation of a high-quality development which will increase the range and type of properties available to local residents, enhancing choice, diversity and competition;
- Provision of new areas of new public open space, including the creation of a new riverside walkway, which will be accessible to users of the building and the wider public;
- Deliver the regeneration of a valuable brownfield site which is currently vacant/ underutilised
- Delivering a sustainable development which has good access to jobs, shops, services and transport links; and,
- Making efficient use of previously developed land.

Summary

11.8 Overall, the proposed development will positively contribute and support the aims of the Core Strategy policy on Tall Buildings and is in full accordance with Core Strategy Policy EN2.

12. Summary and conclusions

12.1 This Tall Building Statement has been prepared in support of a full planning application for the residential element of the wider masterplan proposals for a high quality, mixed-use development at the Renaissance Hotel complex, Deansgate.

12.2 The application proposes:

“Full planning application for the erection of a part ground + 13 storey, part ground + 26 storey building to form 300 no. residential apartments and ground floor retail/ leisure floorspace (Class E/ Sui Generis), together with private amenity space for residents, new public realm including creation of a riverside walkway and leisure/ food and beverage space (Class E/ Sui Generis), new landscaping, parking servicing, supporting infrastructure and associated works.”

12.3 This statement has assessed the proposals against the principles of Historic England’s Advice Note 4: Tall Buildings (2015), the evaluation criteria set out in the 'Guidance on Tall Buildings' document prepared by CABE/ English Heritage (now Historic England) (2007) and Policy EN2 of Manchester City Council's Core Strategy.

12.4 It has been demonstrated that the development will present a carefully considered, new build development design which protects and enhances key views and heritage assets, and complements the character, quality and local distinctiveness of the Regional Centre and Deansgate area..

12.5 The existing site currently adds little to the environmental quality of the area and has been acknowledged as needing redevelopment. The layout has been carefully considered and has been developed to pick up on the site geometries, aspects, and focal points of this key area, resulting in a building which is massed to reflect the wider mix of urban forms.

12.6 The external appearance of the design proposal has also been carefully considered; both in terms of its immediate context and through the interrogation of more distant vistas. The elevations consist of a mixture of the materials, which have been employed to ensure that the development fits with the wider context, and strikes an appropriate balance between the historic architectural vernacular of the area and the emerging regeneration context.

12.7 The proposed development represents a well-designed, highly sustainable, credible and deliverable development, which has been influenced by meetings prior to the applications submission.

12.8 The proposals are also demonstrated to be in full accordance with Core Strategy Policy EN2.

12.9 Overall, the proposed development represents a high-quality sustainable form of development which will deliver significant regeneration benefits. The scheme proposals accord with the Development Plan. It has also been demonstrated that the proposals have met the Historic England / CABE criteria as outlined in this Tall Buildings Statement.

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