



Port Street Statement of Consultation

December 2021

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1. Introduction

- 1.1. This Statement of Consultation has been prepared by Deloitte LLP in support of an application submitted by a wholly owned subsidiary of Select Property Group
- 1.2. It accompanies an application for Planning Permission for:
“Full Planning Permission for the erection of a part-34, part-11 storey residential building with associated residents’ amenity space including gym (Use Class C3), commercial space (Use Class E), basement car parking, cycle parking, landscaping, and other associated works”
- 1.3. This Statement provides information with regard to the pre-application consultation that has been undertaken, the feedback received and how that has been considered and addressed within the application proposals where appropriate.
- 1.4. The following documents have been included within this report as evidence to support the statements that have been made:
 - Site Location Plan (Appendix 1)
 - Consultation boundary (Appendix 2).
 - Consultation leaflets (Appendix 3); and
 - Consultation web pages (Appendix 4).

Application Site and Context

Site Description

- 1.5. The Proposed Development Site (“the Site”) is located on the corner of Great Ancoats Street and Port Street and is within the neighbourhood of Ancoats on the northern part of Manchester City Centre.
- 1.6. The Site extends to approximately 0.48 hectares (4845 sqm) and is bounded by Great Ancoats Street to the north, Brownsfield Mill and a surface car park to the east, surface car park to the south and Port Street to the west.
- 1.7. The Site is comprised of a surface level car park of low-quality hardstanding. The site levels drop by circa 2m from the northern and western boundaries to a lower level which also forms part of the car park. There is very limited vegetation on site. The Site can be accessed by foot or on vehicle by using the car park entrances on Port Street.
- 1.8. A Site Location Plan is provided at **Appendix 1**.

Surrounding Uses

- 1.9. There are a mixture of uses surrounding the Site. Immediately to the west of the Site there is The Astley, Oxid House and The Wentwood which are mid to high rise apartment buildings with some ground floor commercial frontages as well as a surface level car park. To the north of the Site, across Great Ancoats Street is the heart of Ancoats, this is a newly regenerated area of Manchester containing a mixture of mid-rise developments including residential and commercial uses. To the east of the Site is Brownsfield Mill, a Grade II* Listed mill building which has been recently refurbished to create new apartments and the Rochdale Canal. To the south of the Site is vacant land identified for re-development in the Piccadilly Basin SRF, and a number of mid to high-rise residential developments, including Jacksons Warehouse and Burlington House.

Local Plan Designations

- 1.10. The Site is located within the Piccadilly Ward and is identified as being within the City Centre and Regional Centre by the Core Strategy.
- 1.11. There are no specific allocations or environmental designations on the Site.

Piccadilly Basin

- 1.12. The Site falls within the Piccadilly Basin and therefore forms part of the Piccadilly Basin SRF that was adopted by Manchester City Council (MCC) in 2016 to *“reinforce the grain, acknowledging the scale of neighbouring city blocks and reinvigorating connections that existed in the past. The use mix in this area would be governed by demand but a variety of residential development, focused on the canal basins, would be encouraged. Opportunity to invigorate this very under used section of the canal network and improve the pedestrian connection between the Ashton and Rochdale canals.”*
- 1.13. The framework envisions Piccadilly Basin as an area that presents the opportunity to create a well-connected neighbourhood community with a mix of office, residential, retail and leisure and has the potential to develop a strong identity due to the presence of the Rochdale Canal and a number of historical assets.
- 1.14. The vision for the SRF area is now being realised. To date, a number of key developments have already come forward in the area including the refurbishment and conversion of the Grade II* Listed Jacksons Warehouse and Brownfield Mill (Avro) buildings for residential use, and the new-build development of Burlington House and Dakota Hotel.
- 1.15. The opportunity for a mixture of uses contained within a taller, denser structures has been identified within the Piccadilly Basin SRF and will be critical to its success. Several planning permissions have granted for large mixed-use proposals, including on this site; however, to date, it has not been possible to deliver. The masterplan is therefore missing a critical component which will be addressed by the Union proposals.

Proposals

- 1.16. A breakdown of the Proposed Development is shown within Table 1.1 below:

Table 1.1 Proposed Development parameters

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

- 1.17. Full details of the Proposed Development are contained with the Planning Statement and Tall Building submitted with the Application, in addition to the Design and Access Statements prepared by Simpson Haugh.

Pre-Application Consultation

Public Consultation

- 1.18. Due to the impact of COVID-19, opportunities for face to face engagement were impacted. Therefore, public consultation was undertaken virtually in the form of an online consultation web page.
- 1.19. Consultation with local residents and businesses took place from 8 October 2021 to 27 October 2021 and provided an opportunity for the community to understand the proposals and provide feedback for the Applicant and the project team to consider.
- 1.20. The following activities, set out in detail in Section 3 of this Statement, have been undertaken with the public to support this overall ambition for the consultation process:
- **6 October 2021:** 2333 leaflets (Appendix 3) were delivered to the local businesses and residential community (as defined by the consultation boundary area in Appendix (2) to notify them of the Proposed Development and direct them to the consultation website.
 - **8 October – 27 October 2021:** The consultation ran for approximately three weeks between 8 October and 27 October 2021. Over the consultation period the website (Appendix 4) received approximately 1,100 visitors and 129 responses were submitted. The vast majority of the respondents were local residents.
 - **19 October 2021:** A webinar was also held to provide a briefing session for the public and was supported by a Q&A afterwards where guests had the opportunity to raise questions. 10 people attended the webinar, which was hosted by members of the Project Team.
 - **11 November 2021:** Engagement with 3 representatives of the Residents of Royal Mills Residents Association, held virtually and hosted by members of the Project Team.
 - **18 November 2021:** Engagement with 3 representatives of the Northern Quarter Forum, held via virtually, held virtually and hosted by members of the Project Team.
- 1.21. A full account of all public engagement undertaken, the headline responses received, and the Applicant's response to each is set out in full within Section 3.

Statutory Consultee and Key Stakeholder Engagement

- 1.22. Pre-application consultation with Statutory Consultees and other key stakeholders has been focused upon providing an explanation of the Proposed Development, including the way in which the detailed design of the proposals have responded to the Site conditions, surrounding area, relevant frameworks and the economic, planning and regeneration context.

Consultation activity undertaken during the pre-application period has included:

- Regular dialogue has taken place with Senior Planning officers at Manchester City Council throughout the design development process in order to ensure their support in principle.
- Engagement was made with Historic England within the early stages of the design evolution and later on after the design had been developed to gain their position on the proposals. This built upon consultation undertaken by MCC on the 2016 Piccadilly Basin SRF.
- Engagement with Canal and River Trust with regards to the Site's relationship with the Rochdale Canal.
- Greater Manchester Police (Design for Security Team) has been consulted, and their advice in terms of safety and security has been addressed in the application proposals.
- MCC Highways and Transport for Greater Manchester have been consulted through ongoing dialogue.
- An Environmental Impact Assessment Scoping Report was submitted to MCC. As part of this exercise, , further statutory stakeholders were consulted including:

- Manchester City Council;
- Manchester City Council Highway Services;
- Natural England;
- Environment Agency;
- Greater Manchester Ecology Unit (GMEU);
- Greater Manchester Archaeology Advisory Service (GMAAS);
- Transport for Greater Manchester (TfGM);
- United Utilities;
- MCC Environmental Health;
- MCC Flood Risk Management;
- Aerodrome Safeguarding;
- Design for Security at Greater Manchester Police
- Place Matter Urban Design Panel

1.23. Full details of all pre-application engagement with statutory consultees and key stakeholders and the response provided by the submission is provided in Section 3 of this Statement.

Report Structure

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

- **Section 2** – sets out the relevant planning policy and requirements.
- **Section 3** – provides details of the consultation undertaken and summarises the feedback received.
- **Section 4** – summarises the key conclusions

2. Policy Context

- 2.1. Guidance with regard to consultation is set out at both the national and local level. These requirements are summarised below.

National

Localism Act

- 2.2. The Localism Bill was introduced to Parliament on 13 December 2010, and was given Royal Assent on 15 November 2011, becoming an Act (“the Act”).
- 2.3. The main aim of the Act is to shift power from Central Government back into the hands of individuals, communities and Councils. It includes five key measures as follows:
- Community rights
 - Neighbourhood planning
 - Housing
 - General power of competence
 - Empowering cities and other local areas
- 2.4. Part 6 of the Act specifically deals with planning and Chapter 4 sets out requirements in relation to consultation before applying for Planning Permission.
- 2.5. Section 122 of the Act amends the Town and Country Planning Act 1990 to include a new section 61W that sets out a requirement to carry out pre-application consultation as follows:
- (1) Where—*
- a person proposes to make an application for planning permission for the development of any land in England, and*
- the proposed development is of a description specified in a development order, the person must carry out consultation on the proposed application in accordance with subsections (2) and (3).*
- 2.6. Subsections (2) and (3) state:
- (2) The person must publicise the proposed application in such manner as the person reasonably considers is likely to bring the proposed application to the attention of a majority of the persons who live at, or otherwise occupy, premises in the vicinity of the land.*
- (3) The person must consult each specified person about the proposed application.*
- 2.7. Subsection (4) outlines the requirements in regards to publicity of applications:
- (4) Publicity under subsection (2) must— set out how the person (“P”) may be contacted by persons wishing to comment on, or collaborate with P on the design of, the proposed development, and Union, St. John’s 7 give such information about the proposed timetable for the consultation as is sufficient to ensure that persons wishing to comment on the proposed development may do so in good time.*
- 2.8. The Act also sets out a duty to take account of responses to consultation. Section 61X requires a developer to have regard to any comments or responses generated by the consultation undertaken in accordance with section 61W, when deciding whether to make any changes to proposals before submitting a planning application.
- 2.9. Section 61Y enables the Secretary of State to set out further provisions as to how the consultation required under new section 61W should be undertaken in practice.

National Planning Policy Framework

- 2.10. The National Planning Policy Framework (NPPF) (2021) sets out the Government's planning policies for England, including guidance in relation to the undertaking of public engagement and consultation on proposed developments. The policies of the NPPF replace the guidance within Planning Policy Statement 1: Delivering Sustainable Development.
- 2.11. Paragraph 39 sets out that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. It notes that good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community.
- 2.12. Paragraphs 40-46 relate to pre-application engagement. Paragraph 40 in particular states that Local Planning Authorities should encourage applicants to engage with the local community as well as, where they are not already required to do so by law, with statutory and non-statutory consultees before submitting their applications where they think this would be beneficial.
- 2.13. The NPPF also promotes the use of the Local Planning Authority Pre-Application Service in order to encourage a partnership approach to applications. It is considered that early engagement with the Local Planning Authority is often conducive to the best result for the application, as it highlights where further work is required.

National Planning Policy Guidance

- 2.14. In March 2014, the Government issued a new National Planning Practice Guidance as an on-line resource, which is designed to bring together planning practice guidance for England in an accessible and useable way. This Guidance provides further detail to assist in the understanding of planning policies set out within the NPPF, including requirements for pre-application engagement.
- 2.15. In particular, Paragraphs 008 and 009 of the 'Consultation and pre-decision matters' section identify that:
In line with the policies of the NPPF, statutory consultees have an important role to play in the pre-application stage and should be engaged early; and,
Pre-application consultation with the local community is encouraged where it adds value to process and outcome.
- 2.16. In terms of Design the NPPG sets out in Paragraph 30, 33 and 35 of the 'Design' section set out methods which can be adopted to promote good design at all stages of the planning process. These include pre application discussions and design and access statements. Paragraph 33 sets out that pre-application discussions are an opportunity to discuss the design policies, requirements and parameters that will be applied to a site. The local authority can explain the design issues they feel are most important and the developer can explain their own objectives and aspirations. Being able to inform and influence the design of a proposed development early on in the design process is more efficient than trying to implement suggested revisions at a later stage – particularly if this relates to a major proposal.

Local

- 2.17. Manchester City Council (MCC) adopted a Statement of Community Involvement (SCI) on 31 January 2007.
- 2.18. The SCI sets out how and when MCC will involve the community in relation to the preparation and revision of the Local Development Documents and in the process of making decisions on planning applications.
- 2.19. Chapter 11 of the SCI provides guidance on involving the community in planning applications. It identifies that pre-application consultation is beneficial to both the community and the developer, as it allows the developer to design a proposal that takes on board the opinions of the community.
- 2.20. Developers are encouraged to liaise with the MCC development control officers to determine the nature and scale of consultation that will be appropriate for the proposals.
- 2.21. Developers are encouraged to submit a record of the consultation that took place with their planning submission.

Summary

- 2.22. This Statement sets out the consultation process which has been undertaken and complies with the guidance and requirements set out above.

3. Consultation Strategy and Responses

- 3.1. This section describes the pre-application consultation that has been undertaken by the Applicant over a substantial period of time. It describes the approach to consultation and the outcome of the consultation process.

Consultation on the Piccadilly Basin Strategic Regeneration Framework

- 3.2. The long-term plan for regeneration of the Piccadilly Basin is underpinned by the Piccadilly Basin Masterplan and Strategic Regeneration Framework ("The Framework"), which was developed through a series of public engagement events, briefing sessions and a formal consultation process managed by Manchester City Council.
- 3.3. The consultation draft and adopted versions of the Piccadilly Basin SRF identify the Site for high density redevelopment, envisaged indicatively to comprise two residential towers, one 33 and one 20 storeys tall. The rationale for height on the Site is outlined in the report as follows:

"Following the pattern of taller buildings approved along the northern sections of the Inner Ring Road at key route intersections and nodal points, there is an opportunity for building heights to step up towards Great Ancoats Street, culminating at its junction with Port Street. This route is at a key intersection connecting Piccadilly Basin to: Ancoats, New Islington and beyond that to Holt Town and through to the Etihad: to the Northern Quarter; and, to the wider City Centre. A taller building fronting Great Ancoats Street and Port Street in this way would also create a sense of arrival to this area."

The framework identifies that the northern section of the Piccadilly Basin, known as 'Tariff Street', as being suitable for residential-led development that includes commercial uses at ground level to create active frontage to foster a mixed-use neighbourhood that has a vibrant and active community. The site is identified in the development principles as being suitable for a taller building, and the indicative masterplan envisages two residential towers, rising to 33- and 20-storeys respectively.

Local Ward Councillors

- 3.4. The Site lies within the Piccadilly Ward and is adjacent to the Ancoats and Beswick Ward to the north. All Councillors were notified of the public consultation and the consultation boundary on the 9 September 2021 and invited to a detailed briefing session. No response was received from the initial email, so both Wards' Councillors were sent a follow-up invitation again on 9 September, 13 September, 16 September, 21 September and again on the 8 October.
- 3.5. The public consultation advertisement boundary that was shared with the Councillors on the 9 September 2021 is shown in Appendix 2.
- 3.6. A link to the consultation website was sent to Councillors on 8 October when the online exhibition went live.

Public Consultation

- 3.7. Public consultation on the Proposed Development was held between 8 October 2021 and 27 October 2021.
- 3.8. The material presented online summarised the Applicant's approach and ethos to create sustainable residential communities and their ambitions for the development; the existing site analysis; the development principles established in the SRF; and the design rationale, evolution and draft design proposals for the Site.
- 3.9. A comment form was provided setting a range of closed and open questions allowing quantitative and qualitative analyses of the responses. An email address was also provided for people to send in comments.

- 3.10. By engaging with the stakeholders and the local community, valuable insight was gained on the proposals for Port Street. The consultation event was able to successfully gather local opinion surrounding what was broadly desirable and what was undesirable about the proposals which helped to gain a better understanding of the next steps to refine the Proposed Development.
- 3.11. The material presented online provided a comprehensive and detailed presentation of the design proposals for Port Street. This information was supplemented by a range of questions with regards to thoughts and feelings on the proposals including the opportunity for detailed written comments.
- 3.12. The objectives for pre-application engagement for Port Street were to:
- Communicate the vision and project objectives for the Proposed Development;
 - Gather feedback on the key issues and address any potential concerns that relate to the Proposed Development; and
 - Make people aware of the timescales for development and keep them informed about progress with regard to the development of the proposals.
- 3.13. The consultation ran for approximately three weeks between 8 October and 27 October 2021. Over the consultation period the website (Appendix 4) received approximately 1,100 visitors and 129 responses were submitted. The vast majority of the respondents were local residents.
- 3.14. The questions that the respondents were asked are listed below:
1. *How would you describe your interest in the Port Street proposals?*
 - Local Resident – 92.37%
 - Local representative - 0
 - I work in the local area – 3.82%
 - I own a business in the area - 0
 - I regularly visit the area – 0.76%
 2. *How did you find out about the Port Street proposals?*
 - Consultation postcard – 41.22%
 - Local media – 19.08%
 - Social media – 26.72%
 - Word of mouth – 9.92%
 - Other (please specify) 3.05%
 3. *Do you support the principle of mixed-use residential-led development at the Port Street development site?*
 - Yes – 53.85%
 - No – 33.08%
 - Unsure – 13.08%
 4. *Do you support ground floor retail and commercial use at Port Street?*
 - Yes – 74.81%
 - No – 17.56%
 - Unsure – 7.63%
 5. *Do you support the provision of a range of new homes on the Port Street site?*
 - Yes – 58.78%

No – 27.48%

Unsure – 13.74%

6. *As the team continues to develop the Port Street proposals, what do you think are the most important topics to consider? (e.g. design, public realm, accommodation types)*

This question received 126 answers which are covered in Table 3.1

7. *From what you have seen so far, are you in support of the Port Street proposals?*

Yes – 7.75%

No – 81.40%

Unsure – 10.85%

- 3.15. A majority of the respondents were supportive of the principle of development at Port Street as they welcomed the requirement to regenerate an underutilised site that currently detracts from the surrounding area. There was also a sense of appreciation for the inclusion of high quality public realm and the use of red brick to follow the local historical vernacular. However, a majority of respondents were not supportive of the proposals, primarily due to the height of the buildings. A summary of comments raised on the detailed proposals and are listed and addressed in Table 3.1.
- 3.16. On the 27 October 2021, the Royal Mills Residents Association (ROMRA) sent a formal response to the proposals within a letter to the project team. Following this, the Applicant invited the ROMRA committee members to a virtual meeting (via Microsoft Teams) which took place on 11 November 2021 to discuss the proposals further, directly with the project team. This feedback has been collectively considered in Table 3.1 below.
- 3.17. Additionally, the Northern Quarter Residents Forum were invited to a separate virtual meeting which took place on 18 November 2021 via Microsoft Teams. This included members of the NQRF as well as the project team and provided the opportunity to discuss the proposals further. Any comments from this meeting have been considered in the table below.

Table 3.1 Applicant's response to consultation comments for Port Street

Consultation Comments	Project Team response
Scale and Massing A number of respondents were concerned about the Proposed Development being too tall and imposing. It was suggested that the height at this location is excessive and will dominate the area too much, causing surrounding buildings to be negatively impacted by blocking their access to light and personal views.	The Site is in a location where high density development is supported, under Policy CC6. Furthermore, the Piccadilly Basin SRF identifies the Site specifically as an opportunity for a taller building to act as a marker for this important intersection between neighbouring regeneration areas of Ancoats, New Islington and the Northern Quarter. The indicative masterplan for the SRF envisaged two towers on the Site rising to 33- and 20-storeys respectively. The design team undertook an exhaustive options appraisal – summarised in the Design & Access Statement – to identify the optimum solution for the Site. This process was informed by expert heritage, overshadowing and wind microclimate advice to design a more sensitive, fitting response to the Site's context; and by ongoing close consultation with the Local Planning Authority and Historic England. This included consideration of lower massing buildings that consequently took up a much larger proportion of the Site footprint in order to deliver an efficient use of the Site. As well as resulting in the loss of the generous public realm within the Site, this solution also did not deliver the "marker" building envisaged in the SRF and would have resulted in a poorly executed architectural form. Other options considered variations on the two tower solution envisaged in the SRF.

	The preferred option, forming the basis of this application, is considered to represent the optimum solution for the Site that balances delivery of high-density homes, a high quality architectural solution and fantastic public, whilst minimising the visual, amenity and environmental impacts of development. Rather than two towers, as envisaged in the SRF, a single tower is proposed, offset from the road, with a lower perimeter block that repairs the streetscape. Key benefits of this shift to a single tower with • Reducing the visual impact on nearby historic buildings, reducing overshadowing of neighbouring buildings, and improving the wind environment on the streets around the building. • The offset taller element with a lower perimeter block ties the building into its existing context and creates a more human scale along Great Ancoats Street and Port Street. • A new public open space is created in the heart of the Piccadilly Basin, creating the opportunity to make new connections through the area and to the canal when neighbouring development sites come forward. In doing so, the proposals deliver on the ambitions of the Piccadilly SRF in more considered and sensitive manner to neighbouring properties, whilst delivering an efficient use of land within the city centre as required by Core Strategy Policy CC6. The application is supported by an Environmental Impact Assessment, which includes detailed analysis of impacts relating to daylight and overshadowing, Townscape and Visual Impact, and Built Heritage. This document allows transparent consideration of these impacts by the Planning Authority and consultees. In summary, these reports conclude that: - The design principles embedded into the proposals have ensured that, wherever possible, effects on the townscape and visual amenity have been designed out and the opportunity for beneficial effects has been maximised. - The proposed development will have a minor adverse impact on the setting of heritage assets in the area, and these are outweighed by the significant public benefits of regenerating the Site; - Daylight and sunlight impacts on nearby residential receptors range from negligible to moderate adverse. Whilst any comprehensive redevelopment of the Site would lead to inevitable overshadowing impacts, the resulting daylight environment is considered to be commensurate with the Site's city centre location and current use as a surface car park.
Conflict with SRFs It was suggested that the Piccadilly Basin SRF and Ancoats and New Islington Neighbourhood Development Framework (NDF) were conflicting. This was due to the difference in the suggested height parameters within each framework despite the closeness and adjacency of the areas.	The Site is located within the Piccadilly Basin (2016) SRF area, not within the Ancoats and New Islington NDF area. The frameworks have been created to guide the regeneration of these areas based on their individual background and context. This has been achieved through an appraisal of each study area to determine the constraints and opportunities and therefore provides the knowledge required to create the vision and guiding principles. The Ancoats and New Islington NDF study area falls within the boundary of the Ancoats Conservation area. This is exemplified in Ancoats' vast and significant history that is associated with the industrial revolution and is shown in particular shown through its former mills that have been recently converted,

	historic urban grid, scale and form. Therefore, in order to preserve and protect the historic environment, the development principles advise a shorter height of up to 8 storeys should be implemented. The Piccadilly Basin SRF area is not located in a Conservation Area. Since the announcement of HS2 into Manchester, the area surrounding Piccadilly Station has been identified as a key opportunity for more dense forms of development. This anticipated level of growth and opportunity for development is guided by the Manchester Piccadilly HS2 SRF (2018) which covers the whole of Piccadilly and each respective sub area has now their own SRF such as the Piccadilly Basin SRF. It is envisaged that the arrival of HS2 will herald significant investment into Manchester and the proximity of the land identified within the frameworks must take advantage of this. These sites comprise brownfield land that are strategically located close the City Centre core and are well served by public transport. This is true for the Proposed Development Site at Port Street but this Site is also well served by the high capacity road of Great Ancoats Street which is generally more suitable for developments of the proposed scale. Therefore, the SRF has identified the Site as being appropriate for higher densities as this will help to make an efficient use of land and deliver the most optimum solution.
Wind Microclimate The tall buildings may create a wind tunnel effect at street level.	A Wind Microclimate Study was undertaken for the Proposed Development by GIA which comprised extensive testing of the local environment. The inclusion of the proposed development makes local wind conditions marginally windier than for the baseline but conditions will remain suitable in terms of pedestrian safety and comfort. Again, minimising wind impacts at street level was a driving principle underpinning the proposed massing of the building. More information can be found with the Wind Microclimate Chapter within the ES.
Design A number of comments were received regarding the design. It was suggested that the buildings will not fit in with the local architectural styles and won't be in keeping with the industrial character of the neighbourhood. Comments were also received that stated the design was unoriginal/plain and too modern, which will effectively detract from the local historical buildings. NQRF commented that would like to see a distinction between the public and private external areas without obvious fencing.	Inspiration has been taken widely by the local vernacular that exists with the adjacent Ancoats and Stevenson Square Conservation Areas as well as within the Piccadilly Basin. As suggested by the Piccadilly Basin SRF, Port Street's façade treatment has taken the approach of utilising a material palette that follows not only the historical context provided by the buildings in the Conservation Area but that as a whole across Manchester and its industrial heritage. This can be shown by the adoption of brick facades with a red tint which pays homage to many of Manchester's listed buildings and mills. This treatment has been balanced against the need to provide glazed elements across the development. At ground level, the floor to ceiling windows and doors will help to animate the streetscape as well as increase the level of natural surveillance on Great Ancoats Street and Port Street. In the residences, these floor to ceiling windows allow for greater penetration of natural light as well as enabling spectacular views of Manchester. Behind the structures on Great Ancoats Street and Port Street, approximately 2,005 sqm of external soft and hard landscaped areas are being delivered. Enclosed by the various building blocks, the residents will enjoy access to a private courtyard whilst the southern boundary of the Site (in between the Proposed Development and Brownfield Mill) is delivering green and open space accessible to the general public. In order to ensure that the Proposed Development is secure and therefore compliant with the recommendations of MCC Design for Security, it was necessary to include fencing between the public and private external areas. This includes a panellised timber and weather steel boundary treatment at

	1.5m in height along the boundary. These materials have been chosen because they are secure but also provide a natural look. This has been blended into the environment through the use of planting to create a softer and more attractive edge. Further information regarding the design evolution can be found within the Design and Access Statement and Landscape Strategy submitted with this application.
Uses It was suggested that more office/work from home spaces should be included within the apartments, instead of additional bedrooms. There was also suggestions to include community spaces and a local supermarket.	The residences will either meet or exceed the Manchester Residential Space Standards which currently are above other nationally prescribed space standards in the UK. Due to the increased frequency of agile working, spacious apartments enable additional space to be used for setting up personal workspaces and therefore adds in flexibility to individuals lifestyles. Furthermore, some apartments will benefit from additional space in the form of balconies that allows them to better take in the attractive views provided in Manchester. Residents of the building are also being provided with 681 sqm of amenity space located on the ground floor and also within a double level space between floors 7 and 8. These amenity / lobby areas include a number of uses for the residents including; co-working spaces, spaces to relax and a residents gym. Together, these will help to foster spaces for communities to come together which is central to the Affinity Living product. The Proposed Development is strategically located within the City Centre and is therefore close to a number of key services and amenities. Approximately 100m from the Site there is an Aldi supermarket providing residents with only a short walk to be able to obtain daily essentials and groceries as well as a Cooperative Local within a 5 minutes walk in Ancoats or more options further into the City Centre core.
Affordability / Tenure Some comments were made that suggested more affordable housing should be offered and that the proposed offer is not affordable in itself to most people. There was a concern that only providing rental (in particular BTR) options will create a transient population, leading to a lack of community and care for the surrounding environment. Therefore, more owner occupied homes should be provided.	The rental levels of the proposed apartments and the level of affordable housing contribution were not defined in the consultation. Creating an active residential community is at the heart of the 'Affinity Living' package. Port Street will deliver 485, high quality residences across one, two and three bedroom homes within the development as part of their 'Affinity Living' package. This package will provide a mixture of homes that will create a 'diverse community of residents. These apartments are already fitted out with high quality, high specification materials and appliances from the outset, however, the tenants will have the opportunity to choose an unfurnished or furnished apartment or either a different apartment layout to tailor this to their needs and make it their home. The Applicant is a wholly owned subsidiary of Select Property Group. Select is a best-in-class residential developer and operator who has pioneered a range of award-winning living products in Manchester Regional Centre and across the UK. Vita's ethos is formed around a customer-focused approach whose central aim is forming sustainable, diverse and vibrant communities in and around its properties. The Proposed Development will benefit from Vita's highly experienced property management team providing the occupiers with direct contact for any queries as well as general housekeeping. This includes a 24/hr concierge and customer service team.

The Applicant retains control and operates all of their buildings on a long-term basis, from sales and letting, customer care and building management. The Applicants operational and management platform separates them from the rest of the market. Putting the customer at the heart of everything they do is of paramount importance to the business. Together, and with the reasons outlined above is why the Applicant holds a strong track record of long-leases and a high retention rate.

A Financial Viability Assessment has been submitted with the Planning Application and will be independently reviewed by a third party surveyor instructed by Manchester City Council. This identifies the potential to provide a £750,000 contribution towards Affordable Housing.

The Proposed Development will contribute towards regeneration objectives set out in the Piccadilly Basin SRF (2016), a key document setting MCC's vision for growth in this part of the city centre. It will also create a large number of public benefits; including direct taxation benefits from Council Tax and Business Rates to MCC in perpetuity with fuller details available within the Planning Statement prepared by Deloitte.

Environment / Sustainability

There was a general concern about the footprint of the development and that the proposed development may increase local air pollution.

Respondents enquired to know more about how the schemes sustainability credibility.

An Air Quality Assessment was undertaken for the Proposed Development by Hoare Lee. It has assessed the potential impacts of the Proposed Development to local air quality.

In regard to traffic, it is expected that there will be a net reduction of 106 vehicle trips per day when compared to the existing use as a surface level car park and therefore a detailed assessment is not required as this is beneficial. The Proposed Development will be designed to be served by electric heating throughout, utilising the ever-increasing clean electricity provided from the UK grid.

Detailed dispersion modelling has been completed to determine the suitability of the Proposed Development due to its roadside location within an Air Quality Management Area. This assessment indicates that there are no exceedances of the annual mean NO₂, PM₁₀ or PM_{2.5} AQOs at any sensitive proposed receptors, or any exceedance of the short term AQOs at relevant exposure locations such as commercial uses or balconies. As such, mitigation is not required.

A fabric first approach has been prioritised with these passive measures being adopted across the building including vast improvements to the thermal performance and air tightness. In addition to the fabric first passive design measures, active building services are to be designed to minimise direct energy consumption and CO₂ emissions, with particular emphasis on the following;

- Increased Hot Water Generating Efficiencies;
- Reduced Standing Losses from Pipes and Cylinders;
- Energy Efficient LED Lighting;
- Improved Lighting Controls;
- Low Energy Motors in Pumps and Fans;
- Efficient Heat Recovery in relevant systems and,
- Enhanced heating controls

	This approach ensures that the development meets MMC Policy with regards to CO2 emissions and, when considered against emerging Building Regulations which take into account the de-carbonisation of the national grid, will significantly exceed policy criteria. The development also meets RIBA's 2025 Climate Change Target. The Proposed Development also benefits from its strategic location within the City Centre. It is well located to a number of sustainable transport options but is also within short walking distance to a number of key amenities and services located close to the Site or within the City Centre core. This will help to reduce the amount of journeys by vehicles and therefore provides a beneficial impact on the local air quality and overall sustainability of the development. The landscaped areas are to be provided with a mixture of soft landscaping treatments including verges and planting. As part of the landscaping strategy, a total of 45 trees are to be included throughout the external areas. Together, this will help to increase the overall biodiversity of the surrounding area, providing for a net gain compared to the existing hard surfaced Site.
Strain on Infrastructure It was suggested that the scale of development will result in a strain on local infrastructure as well as the local amenities such as local shops, bars and restaurants and outdoor spaces.	A Socio-Economic Assessment has been undertaken and is incorporated into the Environmental Statement. It concluded that local GPs have the capacity to accept additional patients within Manchester. Additionally, both primary and secondary school pupils that may live within the Proposed Development could be accommodated within the existing school place provision within Manchester. The provision of new households from the Proposed Development will lead to an uplift in Council Tax of circa £0.88 million per annum which will be used to invest in Manchester's local infrastructure. The Site has been earmarked for residential development by its identification in the Piccadilly Basin SRF (2016) as well as within MCC's Brownfield Land Register. As explained above, key services and infrastructure have been analysed above, concluding that the capacity is there to accommodate the new residents. In regard to local amenities, the Proposed Development will have a beneficial impact as it will introduce new commercial spaces at the ground floor on Great Ancoats Street / Port Street as well as high quality private and public external space (in addition to internal residential amenity). Therefore, it is considered that this is an uplift to the existing situation and surrounding areas will be able to benefit from these new amenities. The attraction of new households would generate £3.8 million additional household spending and thus help to support the creation of new jobs and businesses, as well as support existing local services. This will help to provide a boost to the recovery of local businesses following the COVID-19 pandemic by creating additional demand.
Traffic and Parking It was suggested that there was an under provision of car parking spaces for residents and that it would therefore affect access to local car spaces for visitors in the City Centre.	A Transport Statement and Travel Plan has been prepared by Curtins and is submitted as part of this Application. Within the basement car park, there would be a total of 47 car parking spaces, 10 of which would be disabled bays. This equates to a c. 10% car parking provision, with 21% of all car parking allocated as disabled bays. Additionally, all of the car parking spaces will be designed for electric vehicle (EV) charging capabilities, with 10 bays (21%) fitted with active provision, with the potential for all spaces to be upgraded in the future.

It was also suggested that there are not enough EV charging spaces. Respondents stated that there should be a higher cycle parking ration and others commented that there should be zero car parking to improve sustainability.

It was suggested that the scale of the development would cause an impact on the local highway network and in particular the crossing points.

Data taken from the 2011 Census indicates that in the local area (Manchester 055 Middle Super Output Area), 65% of households do not own cars or vans. In addition, the average number of cars per household is determined to be 0.41. As such, the level and location of provision is considered appropriate to the scale, location and nature of the development, and is in line with the parking requirements outlined in the Manchester Residential Quality Guidance on the basis that the minimum standards may not be applied due to existing car ownership data, high accessibility of the Site, and the introduction of measures and initiatives aimed at encouraging the use of public transport, cycling and walking instead of private car.

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.

The surrounding roads have wide footways for pedestrian use, and the carriageways are well-lit by street lighting. To assist pedestrians, there are numerous controlled crossing points with pedestrian refuge islands, dropped kerbs, and tactile paving. There is already a significant amount of pedestrian activity in the area, so high-quality pedestrian facilities are available. As such, the Site is considered highly accessible on foot.

Statutory and Non-Statutory Consultees

- 3.18. Pre-application consultation for Port Street has been focused upon engaging key stakeholders during the design evolution of the proposals as well as explaining how the proposals have responded to the site's historic, economic, planning and regeneration context.
- 3.19. The sections below further describe the consultation activity undertaken in relation to each stakeholder and provide a summary of the feedback received and how this has been addressed.

Local Planning Authority

- 3.20. During the design development stages undertaken prior to the submission of this planning application, regular dialogue has taken place with Manchester City Council Planning Officers to present the proposals, understand and address the City's strategic objectives and have an opportunity to consider and address feedback. A series of meetings were held between April 2021 and October 2021.
- 3.21. Early meetings focused on the distribution of massing across the Site to deliver a more sensitive and complementary form of development on-site that delivers on the ambitions on the SRF, whilst minimising impacts upon heritage assets and adjacent residential receptors.
- 3.22. The overall feedback from pre-application discussions has been positive and supportive in principle on the basis that the proposals are well designed and will form an important part in the regeneration of the Piccadilly Basin. The scheme was praised by MCC for its composition and in particular its granular nature.
- 3.23. The following key considerations have been raised during the pre-application discussions and addressed within the planning application submission:
- Architectural design quality
 - Relationship with Piccadilly Basin SRF
 - Affordable Housing
 - Street Trees
 - EV Charging
 - Façade treatment
 - Permeability and connectivity within landscaping
 - Relationship with Brownsfield Mill
- 3.24. The outcome of the pre-application discussions has been positive and supportive of the proposals in principle on the basis that they will complement wider planning and regeneration plans and economic objectives for the Piccadilly Basin SRF area and its surroundings, and on the basis that thoughtful and well considered design responses are provided for the Site.
- 3.25. Further details of how this has been achieved are provided within the accompanying application documents including the supporting Planning Statement and Design and Access Statement.
- 3.26. The Applicant will continue to work positively and pro-actively with Officers during the determination of the Application, responding to any issues that are raised during the formal consultation process.

Historic England

- 3.27. The Proposed Development is not located within a Conservation Area but is adjacent to the Ancoats Conservation Area on its northern boundary and is therefore located within the proximity of a number of listed buildings. The closest is the Grade II* Listed Brownsfield Mill that is adjacent to the Site on its southern boundary. On this basis the Applicant undertook pre-application engagement with Historic England.
- 3.28. Historic England had previously been consulted by MCC on the 2016 SRF, which identified the Site as being suitable for buildings of scale. The 19 October 2016 MCC Executive Report reporting this consultation, notes that, *"Historic England agrees with the principle that height could build up fronting Great Ancoats Street. However, they add that the visual impact of the indicated height would need to be carefully assessed to establish the impact on surrounding highly designated assets."*

- 3.29. The project team met with Historic England on two occasions.
- 3.30. At the first meeting on 26th August, the baseline heritage significance was discussed, the SRF principles were revisited, and initial design proposals were presented. The primary focus of this meeting was to focus on the proposed massing and distribution of scale across the Site and how this responds to the setting of the heritage assets in the vicinity. Historic England provided written advice following the meeting. The correspondence contained the following key advice:
- *“The site has been open and undeveloped for a considerable period of time, and has been used as a surface level car park. This contributes poorly to the surrounding streetscape, and to the setting of Brownsfield Mill. Historic England therefore has no objection to the principle of redeveloping the site.*
 - *“The proposals would create a strong building line on Great Ancoats Street and Port Street, re-establishing a sense of enclosure. This is important from a streetscape perspective, and also provides a link through the currently ill-defined space between the Ancoats and Stevenson Square Conservation Areas, both of which are partly characterised by their relatively enclosed street pattern. Historic England would therefore see a benefit in this element of the proposals as well.*
 - *“The most potentially problematic element of the scheme is its relationship with Brownsfield Mill... There is therefore a benefit to the proposed off-setting of the tower further into the site, which has the effect of partly separating the two buildings within key viewpoints, and partly reducing their visual interaction. However, given the scale of the proposed buildings, it is likely that the development will result in some visual competition, and the diminishment of the architectural presence of the mill from some viewpoints. The extent of this will, however, be determined by the final design, massing and detailing of the buildings.*
 - *“The management of this relationship will therefore be a key element in determining the scheme’s sensitivity, particularly the impact on views which emphasise the mill’s dominant relationship with the canal to the east.*
 - *“Historic England therefore does not have an objection to the principle of the proposals to develop the site. However, we would highlight the likely impact on the significance of Brownsfield Mill, and recommend that the applicant should show clearly in any developed masterplan how they have sort to minimise this. We would also recommend that the applicant considers whether the scheme also provides opportunities to preserve and better reveal this significance. It is likely that some less than substantial harm will be caused, and the applicant will need to demonstrate the public benefits of the scheme to the local authority.”*
- 3.31. This feedback set important parameters for the detailed evolution of the proposals, which were presented to Historic England on 5th October. At that meeting it was confirmed by the officer that HE’s advice detailed in their initial response was unchanged.
- 3.32. The submitted Design and Access Statement details the design process undertaken to seek to minimise impacts on these heritage assets and address HE advice. The application is supported by a Heritage Statement, forming part of the EIA, which provides a robust analysis of the heritage impacts. Public Benefits of development are summarised in the Planning Supporting Statement of this application.

Canal and River Trust

- 3.33. The Proposed Development is located within close proximity to the Rochdale Canal (circa 50m south) and therefore it was considered appropriate that pre-application engagement with Canal and River Trust (CRT) was undertaken. A meeting was held on the 28 September 2021 by the Project Team to provide a detailed briefing of the proposals to the CRT.
- 3.34. The CRT were generally supportive of the scheme and were happy to see the inclusion of high-quality public space and increased levels of connectivity being brought forward. In particular, they admired the potential views into and out of the canal from the Proposed Development
- 3.35. CRT stated that surface water drainage into the canal is typically resisted due to the issues with maintaining water levels. It was also stated that the Proposed Development will not be able to share the outflow with Brownsfield Mill. The drainage strategy has been developed to avoid drainage into the canal, instead directing this to the sewer network. Further information is provided within the Flood Risk Assessment and Drainage Strategy.

- 3.36. Further information on the proposal's relationship to the canal can be found within the Landscape Strategy prepared by Reform as well as in the Design and Access Strategy prepared by Simpson Haugh.

Greater Manchester Police

- 3.37. Greater Manchester Police's Design for Security team have been instructed by the Applicant to prepare a Crime Impact Statement for the Proposed Development at Port Street.
- 3.38. The officer was supportive of the proposals, subject to the project team incorporating recommendations of the Crime Impact Statement into the detailed design of the proposals.
- 3.39. The Crime Impact Statement confirms the support of GMP for the proposals. The team will develop the detailed design on the basis of the recommendations set out in the Crime Impact Statement, working closely with GMP. Further details on how these measures have been met can be found within the Design and Access Statement prepared by Simpson Haugh that is being submitted as part of this application.

Places Matter!

- 3.40. A meeting was held with the urban design panel Places Matter! on the 14 July 2021 at the pre-application stage to inform the panel of the proposals at Port Street and gain their views of the overall design strategy. A full presentation of the Proposed Development showing the Site location, layout, floorplan, elevations and landscaping was provided.
- 3.41. Overall, the panellists were pleased with the Proposed Development and a summary is provided below:
- *"The Panel fully supports your reimagined approach to the SRF, but you still have work to do on the linkages in and out of and the entrances to the site.*
 - *Consider making the tower taller and slenderer and work on the façades to manage the promise of the loggia and to free up space on the blank elevations to the South West.*
 - *Reconsider the undercroft and make the basement work much harder.*
 - *The landscape scheme needs to tell a more compelling narrative and story, including a more direct reference to the former wharf."*
- 3.42. The written comments from the PlacesMatter! Panel are provided together with a full response in the Design and Access Statement prepared by Simpson Haugh.

4. Summary and Conclusions

- 4.1. This Statement of Consultation has been prepared in support of an application for Full Planning Permission for the redevelopment of Port Street in the Piccadilly Basin area. The Proposed Development comprises 485 residential apartments across a part 34, part 11 storey building, providing a mix of 1 bed, 2 bed and 3 bed homes and commercial uses within lower levels. It includes internal and external residential amenity spaces including a gym, resident's gardens, new public realm with pedestrian and cycle connectivity improvements, basement car parking to provide 47 spaces and 485 secure cycle parking spaces and access.
- 4.2. The Site is situated within the Piccadilly Ward and measures approximately 0.48 ha. The Site is bounded by Great Ancoats Street to the north, Brownsfield Mill and a surface car park to the east, surface car park to the south and Port Street to the west.
- 4.3. The Statement sets out in detail the pre-application consultation that has been undertaken, the feedback received and how that has been considered and addressed within the final proposals where appropriate.
- 4.4. A consultation strategy has been employed which has been designed to be proportionate to the Proposed Development and the site specific characteristics. This included a widely advertised online public consultation website and associated briefing webinar held in advance of the submission of the planning application. Consultation, in the form of a virtual briefing meeting also took place with local residents' associations including Royal Mills Residents Association and the Northern Quarter Neighbourhood Forum. Consultation was also undertaken with MCC planning officers, MCC environmental health, GMP, and PlacesMatter!.
- 4.5. Consultation has been undertaken in accordance with the requirements of national policy (the Localism Act and the NPPF) and MCC's Statement of Community Involvement.
- 4.6. A majority of the respondents were supportive of the principle of development at Port Street as they welcomed the requirement to regenerate an underutilised site that currently detracts from the surrounding area. There was also a sense of appreciation for the inclusion of high quality public realm and the use of red brick to follow the local historical vernacular. However, a majority of respondents were not supportive of the proposals, primarily due to the height of the buildings. A summary of comments raised on the detailed proposals are listed and addressed in Table 3.1.
- 4.7. Comments raised in relation to the Proposed Development have largely been in relation to the buildings scale and the potential impacts this may have in regard to daylight, sunlight and overshadowing, traffic and strain on local infrastructure. The planning submission provides a detailed response to these considerations as summarised in this Statement.
- 4.8. The consultation process will continue as part of the formal statutory planning procedure managed by the Local Planning Authority. During this time, the Applicant and project team will carefully consider any comments received from consultees and will respond as appropriate through the Local Planning Authority.



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