



Planning and Tall Building Statement
Plot C, Sister

May 2025

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This application is for the first major new build phase of the Sister innovation district. Sister will integrate academic research with commercial enterprise to create a globally recognised hub for science, technology, and related industries. This phase of development will deliver 72,928 sq m Grade A office space across two buildings of ground plus 12 and 20 storeys respectively, together with 7,265 sq m supporting commercial and community space. The Manchester Room will be a fantastic new community facility, creating a new setting that celebrates the Hollaway Wall and invites the public in to appreciate this Grade II listed asset. The railway viaduct arches will also be re-activated by new flexible commercial uses. Generous new nature-led public realm includes a broad pedestrian boulevard along Altrincham Street, a new civic square in the heart of Sister, and lush green landscaping along London Road. Public spaces and routes will be legible and accessible to all. Buildings and public spaces will be sustainable and regenerative. Over 270 new trees will be planted delivering over 16% biodiversity net gain. The proposed development will bring substantial socio-economic benefits, generating circa 245 jobs annually during construction, and circa 1,690 jobs and £128m GVA annually once operational. In doing so, it will mark a major step forward in realising the Applicants' and City Council's joint vision for Sister, as articulated in the ID Manchester Strategic Regeneration Framework.

1. Introduction

- 1.1. This Planning and Tall Building Statement (the 'Statement') has been prepared in respect of three applications for planning permission and listed building consent concerning the redevelopment of part of 'Sister,' a Strategic Regeneration Area known as Plot C in Manchester City Centre. As such, the proposals form a key component of realising Sister's ambitions to transform the former University of Manchester Institute of Science and Technology (UMIST) campus into a 4 million sq. ft. globally competitive innovation district, including 2 million sq. ft. of commercial and retail space, and over 1,500 homes.
- 1.2. The principal purpose of the Statement is to consider the Proposed Development as a whole in its strategic and local context and assesses its acceptability in the context of the Local Development Plan and other material considerations such as the National Planning Policy Framework ('NPPF') and relevant guidance.
- 1.3. Plot C falls under within Zone C of the ID Manchester Strategic Regeneration Framework (2023) ('the SRF') and will be hereby referred to solely as Plot C. ID Manchester has since been rebranded as 'Sister' and shall be referred to as such throughout this Statement.
- 1.4. The three applications, which are being submitted concurrently to Manchester City Council ('MCC') and which form the 'Proposed Development' are as follows:

- **Full Planning Application:** An application for Full Planning Permission for the construction of an office-led development ('the Planning Application') with the following formal description of development:

Full Planning Application for phased development comprising: Phase A - demolition of existing buildings and structures, erection of a basement (C1 Building and C2 Building) and a podium across lower ground and upper ground floors comprising flexible commercial space (Class E and/ or Sui Generis – drinking establishment), erection of a building (C1 Building) to form offices (Class E), landscaping works, highways, access, servicing, infrastructure and other associated works; Phase B – erection of a podium across lower ground and upper ground floors and a new building (C2 Building) to form offices (Class E) and flexible commercial and community uses (Class E, F2 and/ or Sui Generis – drinking establishment), alterations to the existing Sculptural Wall (Hollaway Wall), relocation of existing art work, landscaping works, highways, access, servicing, infrastructure and other associated works; Phase C - change of use and associated works to railway Viaduct arches to form flexible commercial units (Class E, and/ or Sui Generis - drinking establishment) including highways, access and servicing arrangements, and other associated works.

- **Hollaway Wall Listed Building Consent ('LBC'):** An application for Listed Building Consent, relating to changes to Hollaway Wall, ('the Hollaway Wall LBC'). The description of Development is as follows:

Listed Building Consent for alterations to Sculptural Wall (Hollaway Wall), to encapsulate the all within new office building (C2 Building), as part of mixed use development proposals comprising offices use (Class E) and flexible commercial and community uses (Class E, F2 and/ or Sui Generis – drinking establishment).

- **Viaduct LBC:** An application for Listed Building Consent, relating to the Manchester South Junction and Altrincham Railway Viaduct ('the Viaduct') ('the Viaduct LBC'). The description of Development is as follows:

Listed Building Consent for alterations to Manchester South Junction and Altrincham Railway Viaduct to facilitate the change of use to form flexible commercial units (Class E, and/ or Sui Generis - drinking establishment).

- 1.5. Please note that for the remainder of this statement 'the Site' and 'Proposed Development' refers to each of the three concurrent applications.

The Applicants

- 1.6. The Applicants are ID Manchester Ltd and University of Manchester ('the Applicants'). ID Manchester Ltd is a joint venture ('JV') between Bruntwood SciTech Ltd and the University of Manchester formed to deliver Sister, a commercially led mixed use development on the former UMIST Campus in Manchester City Centre.
- 1.7. Bruntwood Sci-Tech has significant experience delivering successful commercial developments particularly within the science and technology sectors. Within Greater Manchester they are renowned for projects such as Circle Square, a mixed-use development incorporating significant office space, and their ongoing involvement in Manchester Science Park. Nationally, their portfolio extends to Birmingham, Leeds, Liverpool, and Cheshire, where they focus on creating collaborative workspaces that foster innovation and growth within their respective ecosystems.
- 1.8. The University of Manchester also has a strong recent history of delivering innovative development within their estate. Projects such as the Manchester Engineering Campus Development (MECD), a £400m investment creating state-of-the-art engineering and research facilities, exemplify their commitment to cutting-edge infrastructure. In addition, the Graphene Engineering Innovation Centre (GEIC), dedicated to the commercialisation of graphene and related 2D materials, showcases their focus on translating research into real-world applications.
- 1.9. The JV delivering Sister, starts with the development of Plot C as the first major new build plot, which offers a unique synergy. Bruntwood SciTech's expertise in developing collaborative workspaces, especially for science and technology, aligns with the University's research and innovation focus. This partnership supports the creation of a dynamic environment translating research into high quality, innovative commercial development, making a significant and valuable contribution to Manchester's innovation ecosystem.
- 1.10. Combining the University's talent pool and Bruntwood SciTech's development experience supports the attraction of investment, to stimulate growth, and establish a leading knowledge-intensive hub within Sister. This will facilitate closer ties between academia and industry, benefiting students, researchers, businesses and the wider local community.

The SRF Area

- 1.11. The vision for this area is to create a world-leading innovation district, integrating academic research with commercial enterprise to create a globally recognised hub for science, technology, and related industries. The strategy for delivering this vision is articulated in the ID Manchester SRF within which the Site is located, within its northeast area. This part of the masterplan has a strategically important role to play as a key entry point from the east providing access to Manchester Piccadilly Railway Station which is the principal regional transport hub. As such, the Site has been identified to provide a welcoming arrival point consisting of generous new public realm, retail and food beverage space and active office frontages.
- 1.12. The Proposed Development responds to these objectives and will deliver a mix of commercial and community uses in line with the land use strategy for the SRF Area. The Proposed Development will deliver significant economic outputs alongside social and environment value such as the regeneration of an underutilised brownfield site, creation of a civic square and event space, enhancements to Altrincham Street, significant Biodiversity Net Gain and will support the City Council's goals for growth and innovation. These compelling public benefits are further explained within the remainder of this Statement.

The Site

- 1.13. Figure 1.1 below shows the location of the Site in its local context as well as the application boundary edged in red alongside the applicant's wider ownership identified in blue.
- 1.14. The Site is bound by Vimto Park and the rear of buildings fronting onto Granby Row to the north, London Road to the east, Jackson's Mill and the Maths and Social Sciences (MSS) Tower to the south, and the Renold Building to the west.



Figure 1.1: Site Location Plan (Source: Allies and Morrison)

- 1.15. The Site is partially located within the Whitworth Street Conservation Area, with the north aspect of the Plot C boundary (Viaduct) forming the Conservation Area boundary.
- 1.16. The Site is located within the Piccadilly Ward in Manchester City Centre, including significant levels of current or planned private sector investment near to the Site at Mayfield and London Road Fire Station for example.
- 1.17. Please refer to Section 4 for further details on the Site Context.

The Proposed Development

- 1.18. The Proposed Development comprises the following elements:
- Demolition of Barnes Wallis and Wright Robinson Building, Manchester Meeting Place (Staff House) ('MMP'), Morton Laboratory and Moffat Building, and the Butterfly Stairs;
 - Erection of two buildings (C1 Building and C2 Building) comprising of 72,928 sq. m. of office space (Use Class E). At the base the buildings will be connected via an open shared lobby space, which will comprise up to 4,453 sq. m. of a variety of uses including social amenity spaces, as well as food and beverage establishments (Use Class E and Sui Generis – drinking establishment), 1,888 sq. m. of flexible commercial floorspace at level 18 in C2 Building (Use Class E and Sui Generis – drinking establishment), 860 sq. m. of community space, with associated amenity space and cycle parking;
 - Interventions to the Hollaway Wall, to be partially encapsulated within a new community space in C2 Building;
 - Restoration and relocation of existing artwork on Site;
 - Change of Use of the Viaduct arches and associated works to deliver approximately 924 sq. m. of flexible commercial/retail floorspace (Use Class E and Sui Generis – drinking establishment);
 - Creation of a significant provision of new public realm - including a generous new pedestrian boulevard along Altrincham Street a new civic square in the heart of Sister- and landscaping, access and other associated works, including works to the public highway.
- 1.19. The Proposed Development's design and materiality have been carefully considered to ensure a sensitive response to the surrounding context, complementing the existing character of Manchester City Centre. The project will deliver a wide range of benefits, aligning with the economic, social, and environmental dimensions of sustainable development as defined by the NPPF and local planning policy.

Structure of the Planning Statement

- 1.20. The remainder of this Statement is structured as follows:
- Chapter 2: Pre-application Consultation - Overview of public consultation
 - Chapter 3: Strategic Context – Strategic planning context;
 - Chapter 4: Site Context – Description of the Site and its surroundings;
 - Chapter 5: Proposed Development – A description of the proposals;
 - Chapter 6: Planning Assessment – Assessment of the Proposed Development against the Development Plan and Other Material Considerations as well as in respect of the Planning (Listed Buildings and Conservation Areas) Act;
 - Chapter 7: Public Benefits – Details of the expected public benefits associated with the Proposed Development; and

- Chapter 8: Sets out our conclusion in respect of the Planning Assessment of the proposals.

1.21. The documents submitted in support of the Planning Application, the Viaduct LBC and the Hollaway Wall LBC are set out in Appendix B of the Statement.

2. Pre-Application Consultation

The following Section summarises the pre-application consultation and engagement that has been undertaken in preparing this Planning Application and Listed Building Consents.

- 2.1. The Planning Application, the Hollaway Wall LBC and the Viaduct LBC have been submitted following pre-application consultation with officers at MCC, local Ward Councillors, the local community, and a wide range of statutory and non-statutory consultees. Consultation has taken place in line with MCC's Statement of Community Involvement (2022).
- 2.2. Further details of the pre-application consultations and discussions, together with a summary of how comments have been considered in the design development, are contained within the supporting Statement of Consultation ('SoC'). All pre-application engagement has followed on from extensive engagement undertaken through preparation of the SRF throughout 2022 and 2023.

Pre-Application Consultation

- 2.3. A summary of the pre-application consultation is provided below:
 - **Local Planning Authority (LPA)** – Ongoing liaison with the LPA including meetings held on 8 May 2024, 18 September 2024, 11 December 2024, 29 January 2025, 25 February 2025 and 8 April 2025.
 - **Ward Councillors** – Briefing emails were issued to Piccadilly and Ardwick Ward Councillors to provide information about the Proposed Development and approach to consultation. A virtual Councillor briefing meeting with Ardwick Ward Councillor (Cllr Amna Saad Omar Abdullatif) on 28 March 2025 was undertaken to provide a summary of the Proposed Development
 - **Community Panel meetings** – Five community panel meetings with the local community were held on 8 May 2024, 15 July 2024, 11 September 2024, 25 November 2024 12 February 2025, and 15 May to seek views and perspectives of the local communities surrounding Sister. The attendees included representatives from various local community organisations. While the initial meetings focused on shaping a Social Value Strategy, the meetings held in September and February specifically focused on the Proposed Development.
 - **Public Consultation Website** – Pre-application public consultation was undertaken both virtually and in-person. A consultation website was live for three-weeks and opened on 17 February 2025. The website included information about the Site and the Proposed Development and invited members of the public to provide their feedback. The public consultation website was publicised via a leaflet drop to 18,828 homes, businesses and landowners in the local area and via local press. It was visited 1,744 times. The comments received have been considered as part of the design development and are summarised and responded to in this Statement.
 - **Drop in events** – Three in person public drop-in events were held on 1 March 2025, 4 March 2025 and 6 March 2025 to provide an opportunity for the local community to learn more about the Proposed Development, raise questions for the project team to answer, and to provide written feedback. The drop in session was advertised through a leaflet drop and on the consultation website. In addition, a series of community panel days were held throughout the design development period giving a chance for local residents to put forward their own ideas and visions for the Proposed Development. Across the three drop-in events there was a total of 78 people who visited, 13 of which completed feedback forms.

- **Heritage Groups**– Ahead of the launch of the consultation a briefing email was issued to the Manchester Modernists Society to provide further details about the Proposed Development and offer an in person briefing. An in person briefing was then held on 6 February 2025 to discuss the Proposed Development in further detail.
- **Statutory Consultees** – A range of Statutory consultees have been engaged throughout the design development process on a range of technical matters. This includes: MCC Highways, Greater Manchester Ecology Unit, Greater Manchester Archaeological Advisory Service (GMAAS), Environmental Health, National Air Traffic Services (NATs) and Manchester Airport Group (MAGs), Greater Manchester Policy (GMP), Network Rail, Historic England.
- **MCC Accessibility Officer** – A meeting took place with MCC’s Accessibility Officer on 09th May 2025, to discuss the Proposed Development and seek any feedback on the design from an accessibility perspective.
- **Historic England** – A meeting took place with Historic England virtually on 22 January 2025 in order to discuss the Proposed Development and seek any feedback into the design. Historic England then issued formal feedback on 14 March 2025 setting out their broad content with Proposed Development subject to addressing minor recommendations highlighted within the report, notably relating to the Hollaway Wall. A follow up meeting was then held with Historic England on 03 April 2025 to provide an update on proposals for the Hollaway Wall, a second formal feedback was then issued by Historic England on 25 April 2025.
- **Newsletter** - A newsletter updating the local community on the Sister project and the Proposed Development was distributed on September 9th. It was promoted through the Community Panel and social media, linking to an online survey.
- **Youth workshops** -Two youth engagements were held on 24 and 25 February 2024.

2.4. Overall, pre-application engagement has received support for the delivery of the Proposed Development, including office development, flexible commercial spaces and improvements in public realm. It is noted that concerns regarding Proposed Development have been raised notably from consulted heritage groups in terms of associated heritage impact. Further detail is set out within the SoC submitted as part of these applications. As such, this has been assessed against relevant planning policy within Section 6 of this Statement.

2.5. Technical queries, comments and issues raised during the consultation period have been addressed within the SoC, this Statement, Design and Access Statement (‘DAS’), and accompanying technical documents. Further statutory consultation will be undertaken on the Proposed Development during the determination period and the Applicants will continue to engage with the LPA as part of the on-going planning process.

3. Strategic Context

This Section provides an overview of the strategic context within which the Proposed Development is brought forward, with reference to the documents which capture National, Regional and Local strategic priorities with respect to the Site and the Proposed Development.

A Platform for Growth

UK Investment Zone Policy

- 3.1. The Investment Zones ('IZs') programme, launched in 2023 aims at catalysing a small number of high-potential clusters in areas in need of levelling up to boost productivity and growth. The UK government has committed to establishing 13 IZs across the UK, with eight areas in England initially invited to co-develop proposals. As one of these selected areas, Greater Manchester has secured significant investment, with £160 million in public funding allocated over a 10-year period. This funding will support a range of initiatives and interventions agreed upon by both Greater Manchester and the Government, encompassing new research and innovation, sector-focused skills programmes, local infrastructure enhancements, and targeted business support¹.
- 3.2. Sister is one of three key locations within the Greater Manchester IZ situated in the heart of the City Centre. The delivery of Sister will help to unlock IZ funding, further enhancing the benefits and opportunities for the whole community associated with Sister. Beyond this, additional funding will be provided outside of the 3 key IZs across Greater Manchester to help create over 32,000 jobs across Greater Manchester.
- 3.3. The Greater Manchester IZ describes Sister as the largest City Centre innovation project in Europe, stating that it will play a key role in catalysing Greater Manchester's advanced materials and manufacturing sector. Sister will provide over 2m sq. ft of office and innovation space, creating over 10,000 jobs and attracting spin-outs, start-ups, scaling Small and Medium Enterprises ('SMEs') and global businesses new to the region.
- 3.4. The IZ recognises that Sister represents a £1.7 billion investment in the City and therefore allocates £15 million to accelerate the redevelopment of Sister. A further £5 million has been allocated to The University of Manchester to support early-stage deep tech companies to grow and accelerate towards manufacturing scale-up. There is a focus on building high productivity clusters in frontier sectors such as digital tech, biotech, health innovation and advanced materials. This will establish a commercially-led innovation ecosystem, driving high productivity and sustainable growth.

Investing in Success – an Economic Strategy for Manchester (2023)

- 3.5. Manchester's Economic Strategy ('the Strategy') seeks to make the City's economy function as a net-contributor to UK GDP and provide the best possible opportunities for its residents². To achieve this, the Strategy aims to create an economy that:
 - Is thriving and performing as well as the best international comparators.
 - Creates great opportunities and increases social mobility for residents.

¹ GMCA (2023), *Greater Manchester Investment Zone*, available at [Greater Manchester Investment Zone - Greater Manchester Combined Authority](#), accessed on 4 April 2025

² Manchester City Council (2023), *Investing in Success – an Economic Strategy for Manchester*, available at [Investing in success An Economic strategy for Manchester.pdf](#), accessed on 5 April 2025

- Attracts the best of global business and talent.
 - Is resilient to future shocks and a changing climate and capitalises on the opportunities created by the transition to zero-carbon.
- 3.6. The Strategy emphasises the crucial role of innovation in driving economic growth, productivity, and a high-value economy.
- 3.7. The strategy recognises existing strengths in university research, the Oxford Road Corridor's knowledge-intensive industries, and emerging sectors like advanced manufacturing and cybersecurity. However, it prioritises focusing on areas of comparative advantage to maximise innovation's economic benefits.
- 3.8. The Strategy focuses on the importance of fostering vibrant innovation ecosystems in Manchester, bringing together ideas, capital, and talent. This involves creating an environment that supports start-ups, technological advancements, collaborations, and R&D investment. Sister will play a key role in strengthening these innovation connections and developing a pioneering innovation cluster within the City.
- 3.9. The Strategy also recognises the importance of skills, enterprise and labour to the City's continue economic success. It highlights Manchester's strong entrepreneurial environment and supportive ecosystem for start-ups and scale-ups. It also emphasises the need for continued City Centre growth to attract businesses and jobs, further boosting the City's economy.
- 3.10. The Strategy also seeks to enhance Manchester as an 'International City' seeking to foster international collaboration, shape cultural expression and develop global partnership helping to attract further investment into the City.

Our Manchester Industrial Strategy (2020)

- 3.11. Our Manchester Industrial Strategy aims to create a more inclusive economy, ensuring all residents can participate in and benefit from the City's economic growth³. It identifies the following areas as unique sector strengths and assets of the City region that, if capitalised on, will drive growth and productivity:
- **Health innovation** – global leadership on health and care innovation, extending healthy lives.
 - **Advanced materials and manufacturing** – a world-leading city region for advanced materials, and a Made Smarter ecosystem.
 - **Digital, creative and media** – a leading European digital city region.
 - **Clean growth** – carbon neutral living in the City region by 2038.
- 3.12. The strategy focuses on three pillars: People, Place, and Prosperity.
- 3.13. Manchester's City Centre is identified within the strategy as a major economic driver, supporting numerous knowledge-intensive jobs and institutions like Manchester Science Partnerships and Citylabs. ID Manchester is recognised for its potential to create over 6,000 jobs and enhance the economic prosperity within the City Centre. As a key part of the City's strategy, Sister will build on strengths in health innovation, advanced materials and manufacturing, digital creative and media, and clean growth. It will achieve this by providing innovation hubs, research facilities, and flexible workspaces, particularly supporting Small Medium Enterprises (SMEs) and startups in advanced manufacturing. Sister's commitment to energy efficiency aligns with the City's carbon reduction goals. As a major development within Sister, the Proposed Development will deliver on these

³ Manchester City Council (2020), *Our Manchester Industrial Strategy*, available at: [Our Manchester Industrial Strategy | Manchester City Council](#), accessed on 5 April 2025

objectives with well-designed workspaces, an improved public realm, and the addition of a significant number of new trees.

The Importance of Innovation

UKRI Strategy 2022-2027 (2022)

- 3.14. The UKRI Strategy 2022-27 pledges to establish the UK as a global science superpower, recognising that research and innovation are important for the future well-being of all UK citizens.⁴
- 3.15. The UK government has pledged to reach 2.4% R&D intensity by 2027. This will be catalysed by £20 billion public spending in research and development ('R&D') by 2024–25, attracting more than double that in private sector R&D investment in that period.
- 3.16. The UK government's R&D Roadmap emphasises the importance of a strong research and innovation system, where talented individuals have the freedom to explore ideas, take risks, and test radical new ideas. While the UK currently leads in discovery-led research and is home to some of the most innovative businesses globally, new competitors are emerging as R&D nations. To maintain its leading position, the UK must foster a more connected and agile research and innovation ecosystem, enabling the seamless flow of people and ideas across disciplines and sectors.

Innovation Greater Manchester (2022)

- 3.17. Innovation Greater Manchester ('IGM') seeks to drive productivity and create good quality jobs across all parts of the Greater Manchester city-region. IGM will leverage Greater Manchester's existing strengths in research and development, including its nationally and internationally significant R&D assets and clusters of innovative SMEs⁵.
- 3.18. IGM aims to build Greater Manchester's innovation ecosystem to help level up Greater Manchester's communities and deliver across all 12 levelling up missions. There will be a focus on overcoming the challenges of the net zero transition and creating a sustainable and inclusive revolution, that harnesses the power of innovation to tackle the global climate emergency.
- 3.19. IGM acknowledges that the City region is not yet a 'go-to' destination for international science and innovation investment. To address this, IGM seeks to mobilise investment, build a connected ecosystem, forge collaborations, and raise Greater Manchester's global reputation to drive UK-wide economic growth.
- 3.20. The realisation of the Sister vision will further enhance Greater Manchester's reputation as a centre for innovation. Sister, with its significant development potential, will play a central role in driving the City-region's innovation ecosystem. The delivery of this flagship commercial innovation hub will create opportunities to commercialise innovation at scale across Greater Manchester, attracting further investment and talent to the area.

Greater Manchester Innovation Accelerator (2023)

- 3.21. Greater Manchester was chosen as one of the three areas in the UK to develop an Innovation Accelerator, through a Memorandum of Understanding between Greater Manchester Combined Authority ('GMCA'), Innovation Greater Manchester and Innovate UK. The agreement seeks to strengthen research and innovation clusters across Greater Manchester and to accelerate investments around long-term innovation developments. The Innovation Accelerator is advancing

⁴ UK Research and Innovation (2020), *UKRI strategy 2022 to 2027: transforming tomorrow together*, available at [UKRI strategy 2022 to 2027: transforming tomorrow together – UKRI](#), accessed on 5 April 2025

⁵ Innovation Greater Manchester (2022), *Welcome to Innovation Greater Manchester*, available at [Innovation Greater Manchester | Home](#), accessed on 5 April 2025

the many changes needed to achieve Innovation Greater Manchester's 2030 vision, which is to make Greater Manchester a leader of the fourth industrial revolution, renowned for its robust innovation ecosystem⁶.

- 3.22. The Innovation Accelerator focuses on three growth sectors where Greater Manchester has existing strengths: sustainable advanced manufacturing; AI, digital and advanced computing; and diagnostics and genomics. These sectors align with the UK government's Innovation Strategy, which identifies seven technology families in which the UK has a global advantage.
- 3.23. Along with the Greater Manchester IZ's focus on advanced materials and manufacturing and the region's other existing sectoral strengths such as health innovation and digital technology, Sister will seek to drive productivity and create good quality jobs across all parts of the City-region. This will help to reaffirm the region as the driving force behind new global frontiers in the field of innovation and a leading national innovation hub.

Tackling the Issues of Today and Tomorrow

Our Manchester Strategy – 2025-35 (2025)⁷

- 3.24. Our Manchester Strategy defines the City's vision to be in the top-flight of world cities by 2035, when the City will:
- Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well;
 - Have clean, attractive, neighbourhoods, with diverse and good public services;
 - Have a growing and more equitable economy that brings better jobs and prospects, that draws on Manchester's distinctive strengths in science, advanced manufacturing, and culture, creative and digital businesses – cultivating and encouraging new ideas;
 - Be connected, internationally and within the UK; and attractive to international visitors; and
 - Reduce Manchester's carbon emissions and manage the impacts of climate change.
- 3.25. To deliver on that vision, Our Manchester Strategy defines twelve priorities under three groupings, comprising:
1. **Our people** focuses on improving the lives of 'everyone who calls Manchester home', including tackling preventable differences in health between different groups and communities. This will be through providing places in Manchester where people can be active, connect with others, and breathe fresh air; and continuing to make Manchester an Age-Friendly City where people can age happily with equality, respect and independence.
 2. **Our Neighbourhoods** seeks to ensure that Manchester's neighbourhoods are places to be proud of, with good facilities, services and green spaces. This includes an ambition for all neighbourhoods to have access to nature, through planting 2,000 new trees a year as part of the City of Trees initiative, expanding green corridors and walking routes, and improving access to waterways like the Irk Valley and Medlock River.
 3. **Our City** centres on securing Manchester's future prosperity and economic growth, seeking to secure job creation, and equal employment opportunities for everyone. This includes promoting growth in Manchester's strongest sectors, such as life sciences, digital technology,

⁶ Innovation Greater Manchester (2023), *Innovation Accelerator*, available at [Innovation Greater Manchester | Innovation Accelerator](#), accessed on 5 April 2025

⁷ Manchester City Council (2025), *Our Manchester Strategy 2025-2035*, available at [Our Manchester Strategy 2025-35 | Manchester City Council](#), accessed on 2 May 2025

advanced manufacturing and the creative economy, to generate jobs. There is also an ambition to collaborate with Manchester's businesses and universities to foster innovation in areas such as artificial intelligence and green technology, boosting the local economy

- 3.26. It is projected that Sister will create approximately 6,000 jobs across 2 million sq. ft. of office and innovation space, directly aligning with the Our Manchester Strategy for attracting business and investment. Sister's focus on sectors such as digital tech, biotech and advanced materials also directly supports the strategies emphasis on innovation led growth. The Proposed Development directly contribute to this providing the first new phase of development within the SRF Area providing a significant quantum of high-quality office space helping to attract businesses and support innovation.
- 3.27. Additionally, the proposed mixed-use approach, incorporating retail and commercial elements, contribute to enhancing vibrancy within the City Centre. This integrated approach will stimulate economic activity, support local businesses, and contribute to a more connected and globally competitive city.
- 3.28. Sister will provide improved, flexible public realm that can host a wide range of events, providing, creating an improved neighbourhood for all local residents. As part of the Proposed Development, a total of 270 new trees will be introduced, increasing access to nature.

Great Outdoors: A Green and Blue Infrastructure Strategy for Manchester 2015-25 (2022 Refresh)

- 3.29. The strategy recognises that parks, river valleys, gardens, street trees, green roofs and canals are an essential part of creating a successful, liveable city. The 2025 vision is that high quality, well-maintained green and blue spaces will be an integral part of all neighbourhoods, with access for communities and workers, and stimulating business investment⁸. Sister aligns with the strategy's vision through its commitment to enhancing public realm, creation of a new civic square and overall creating a more liveable City Centre.

Manchester Climate Change Framework 2020-25 (2022)

- 3.30. The framework sets the vision that by 2025 Manchester will be playing its full part in limiting the impacts of climate change, with everyone who lives, works and studies here benefiting from the health, wellbeing and economic benefits that will come as a result.
- 3.31. The framework sets four core objectives to achieve this: staying within its carbon budgets; climate adaption and resilience; health and wellbeing; and inclusive, zero carbon and climate resilient economy.

Manchester City Centre Transport Strategy 2040 (2021)

- 3.32. The strategy supports the City's ambition to grow and become carbon neutral by 2038, whilst ensuring that it is well-connected to the wider area that it serves. The central aim of the Strategy – for 90% of all morning peak trips to the City Centre to be made by sustainable travel modes before 2040 – is critical to the successful and sustainable growth of the City⁹.

⁸ Manchester City Council, *Green and Blue Infrastructure*, available at [Green and blue infrastructure | Green and blue infrastructure | Manchester City Council](#), accessed on 6 April 2025

⁹ Manchester City Council, et al, *Transport Strategy for Manchester City Centre*, available at [Transport Strategy for Manchester City Centre | Manchester City Council](#), accessed on 6 April 2025

Oxford Road Corridor

- 3.33. The Site is located within the Oxford Road Corridor as defined in the Corridor Manchester Strategic Vision to 2025 (2015), Oxford Road Strategic Spatial Framework (March 2018), and the Oxford Road Corridor Strategic Regeneration Framework Guidance (September 2019). Sister has been identified as 'North Campus' within these documents. The Oxford Road Corridor is Manchester's Knowledge Quarter, a world-class innovation district that is home to a unique concentration of knowledge, business and cultural assets.
- 3.34. The Oxford Road Corridor is one of the largest higher education campuses in Europe, and is home to an exceptional base of innovators featuring an increasingly diverse economy- from large companies and institutions to new start-ups and entrepreneurs. It is home to an exceptional group of knowledge-intensive organisations and businesses, with more than 70,000 students and a workforce of 60,000. Committed and planned investment in the Oxford Road Corridor between 2015 and 2025 is estimated at £2.6 billion to foster research, innovation, commercialisation, skills and academic excellence.
- 3.35. The Corridor Manchester Strategic Vision to 2025 (2015) highlights Sister as a key development opportunity, recognising its strategic location near Piccadilly Station and its potential for transformation. The Vision acknowledges the complexity of redeveloping the Site, given the presence of important heritage buildings, and emphasises the need for creative solutions.¹⁰
- 3.36. The Oxford Road Strategic Spatial Framework (2018) which provides a detailed spatial plan for the Corridor, identifies Sister as a strategic investment site, where a cluster can be formed to support research and development and collaboration between the University and industry partners. It is envisaged as a mixed-use district with the knowledge industry and academic research identified as key activities. New commercial, retail and hotel use could be provided as part of its regeneration.¹¹
- 3.37. The Oxford Road Corridor Strategic Regeneration Framework Guidance (2019) sets a clear vision for a world-class innovation district with a high-quality public realm and a commitment to sustainable and inclusive growth. It identifies Sister as a 'Future Development Opportunity' and cluster for activity and growth including Mixed Use, Technology, Learning and Research Facilities.¹²
- 3.38. The Oxford Road Corridor Strategic Regeneration Framework Guidance (2019) sets a clear vision for a world-class innovation district with a high-quality public realm and a commitment to sustainable and inclusive growth.
- 3.39. It identifies Sister as a 'Future Development Opportunity' and cluster for activity and growth including Mixed Use, Technology, Learning and Research Facilities.
- 3.40. The Proposed Development aligns with the cumulative vision for Oxford Road Corridor by providing substantial new office and commercial space and transforming the brownfield site into a vibrant mixed-use development, demonstrating a commitment to the long-term growth and development envisioned for the Corridor.
- 3.41. By fostering innovation, incorporating sustainable design and promoting a mix of uses which is office led, and provides an active mix at the ground floor, the Proposed Development will ensure Sister not only thrives as a hub for research and enterprise but also strengthens the Oxford Road Corridor's position as a globally competitive and desirable destination.

¹⁰ Manchester City Council, *Corridor Manchester Strategic Vision to 2025*, available at [Corridor Manchester Strategic Vision v2.pdf](#), accessed on 6 April 2025

¹¹ Manchester City Centre (2018), *Oxford Road Corridor Strategic Spatial Framework*, available at [Oxford Road Corridor | Manchester City Council](#), accessed on 6 April 2025

¹² Manchester City Centre (2019), *Oxford Road Corridor Strategic Regeneration Framework Guidance*, available at [Oxford Road Corridor | Manchester City Council](#), accessed on 6 April 2025

Sister

ID Manchester Strategic Regeneration Framework ('IDM SRF') (2023)

- 3.42. The Site is located within the IDM SRF Area, endorsed by MCC Executive Committee in December 2023. The SRF emphasises cluster dynamics, facilitated by co-location, as crucial for the success of Manchester City Centre and the Oxford Road Corridor. Sister, at the heart of this cluster, is poised to become a flagship commercial innovation hub, connecting the Corridor with Greater Manchester's other growth locations and unlocking large-scale innovation commercialisation¹³.
- 3.43. The SRF envisions a mixed-use development at Plot C with connected routes, high-quality public spaces, and landmark buildings, including commercial office space and a civic square. Plot C will be a key entry point to Sister and the Corridor, with a welcoming arrival space. Altrincham Street will be widened and enhanced as a pedestrian and cycle route, reactivating the arches.
- 3.44. The SRF also addresses the Hollaway Wall as a barrier to movement and suggests mitigation options. A new square between the Barnes Wallis and Wright Robinson Building and Renold Building is planned as an exhibition and gathering space, with potential for social amenities such as restaurants and cafes, contributing to the social life of Sister.

Progress to Date

- 3.45. To date, Planning Permission has been granted for the change of use to the Renold Building (within Plot B, shown in Figure 2.5) for commercial floorspace and collaboration spaces (approved in April 2024 under planning permission 139763/FO/2024). The Renold Building subsequently opened in Autumn 2024 representing the first new commercial floorspace to be provided within the SRF Area. The Renold Building offers affordable office space suitable for start-ups, spin outs and emerging entrepreneurs, offering a range of coworking, private and flexible space to facilitate creativity and innovation.

¹³ Manchester City Centre (2023), *Sister (ID Manchester)*, available at [Sister \(ID Manchester\) | City centre regeneration areas | Manchester City Council](#), accessed on 6 April 2025

4. Site Context

This Section describes the Site, its context in relation to the surrounding area and its suitability for the Proposed Development.

SRF Area

- 4.1. The SRF Area is located within the southern portion of Manchester City Centre. The area is bound by Aytoun Street to the north, Princess Street to the west, the Mancunian Way to the south and London Road to the east. South of the Viaduct arches the SRF Area currently consists of the former UMIST Campus of the University of Manchester. The University decanted the majority of its teaching and research functions out of campus in 2022. The area therefore contains numerous vacant buildings including former faculty buildings as well as student accommodation, largely characterised by its modernist architecture. The Site sits within the boundary of the SRF Area, positioned within the northeastern corner, sat at a principal entry point from Manchester Piccadilly Railway Station with direct access to nearby amenities such as Mayfield Park.
- 4.2. Please see Figure 4.1 for the SRF Boundary. Please note the Plot C Site does not align exactly with Zone C as set out in Figure 4.1, therefore please see Figure 4.2 for a Site Location Plan setting out the Plot C boundary.

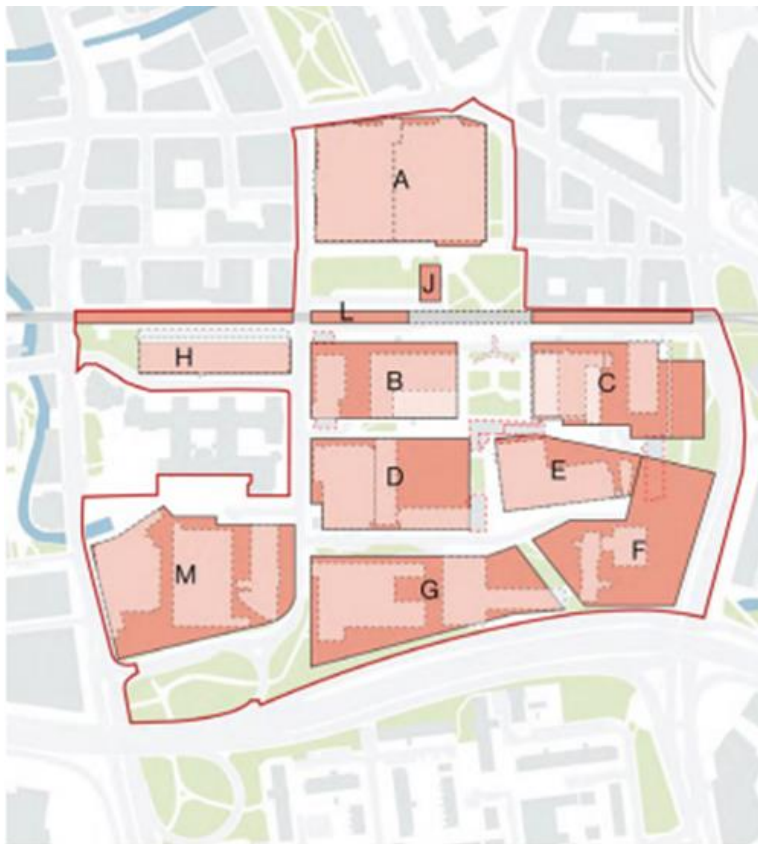


Figure 4.1: SRF Boundary

Site Location

- 4.3. The Site is located in Manchester City Centre. It forms the north-eastern corner of the former UMIST Campus. The Site is bound by Vimto Park and the rear of buildings fronting onto Granby Row to the north, London Road to the east, Jackson's Mill and the MSS Tower to the south, and the Renold Building to the west. The Site is identified on the Figure 1.1 on page 7.

Surrounding Land Uses

- 4.4. Land to north and northwest, beyond the Viaduct arches, comprises green public space at Vimto Park and the now vacant Sackville Building, which also forms part of Sister; existing and under construction purpose built student accommodation ('PBSA'); commercial uses; and residential accommodation.
- 4.5. To the north-east lies Piccadilly Station, Manchester's primary rail hub, and to the east, beyond London Road, lies hotel accommodation and PBSA beyond. Further east is located Mayfield Park.
- 4.6. Land to the south and west of the Site comprises the former UMIST Campus, an educational facility which now lies vacant. Work is now complete to re-activate the Renold Building, immediately west of the Site, for commercial uses and collaboration spaces also related to Sister.
- 4.7. The southern boundary of the SRF Area is the Mancunian Way, beyond which lies the predominantly residential areas of Ardwick, Brunswick, and Hulme.

Site Description

Site Area

The Site extends to circa 2.2 ha. It principally comprises made ground, existing buildings and structures. Areas of landscaping and grass are located in the eastern and western parts of the Site

Existing Buildings, Structures and Spaces

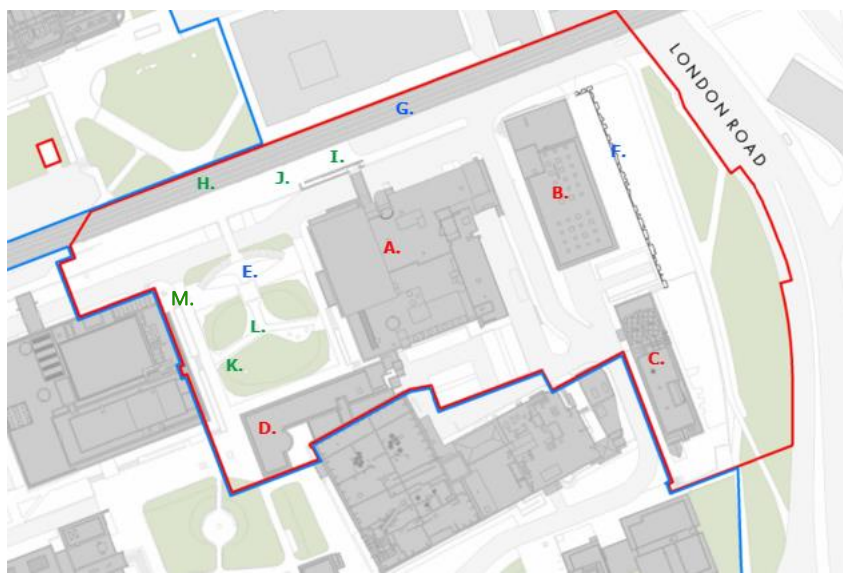


Figure 4.2 - Site Plan with existing buildings and structures annotated (source: Allies and Morrison)

- 4.8. Four vacant buildings associated with the former UMIST Campus of the University of Manchester are located within the Site, which range from two to 15-storeys in height. The existing vacant buildings on the Site as shown in Figure 4.2 are:

- Barnes Wallis and Wright Robinson Building (A) – vacant former student union and halls of residence, comprising 15-storey tower (84.6m AOD) (Wright Robinson), with 3-storey podium (Barnes Wallis).
- Moffat Building (B) – vacant former education and research space within a part three, part two storey building.
- Morton Laboratory (C) – vacant former university chemical engineering laboratory comprising a five storey building.
- MMP (D) – vacant former university staff building, four storeys in height.

4.9. The Site also comprises the former Bowling Green, a landscaped area that formed the centre of the former campus. The Butterfly Stairs (E) are located within the Bowling Green, providing stepped access between the significant level changes between Altrincham Street and the Bowling Green.

4.10. The following pieces of public art are located within the Site:

- Archimedes statue (H) – located beneath Viaduct, along Altrincham Street;
- Generations of Possibilities (Magnets) (I) – located along Altrincham Street;
- Large Urns (J) - located along Altrincham Street;
- Stone Monument (K) – located at entrance to Renold Building; and
- Havelock Mill Structure (L)– located on the Bowling Green;
- UMIST Cube (M)- located northeast to Renold Building

Trees

4.11. There are 54 trees located within the Site, including: a grouping of mature trees along London Road adjacent to Morton Laboratory and Moffat Building; mature and semi-mature trees located within the Bowling Green, particularly to the north; and a smaller grouping of mature trees within an area of hardstanding to the south of Barnes Wallis and Wright Robinson Building.

Access and Topography

4.12. The Site is currently accessed via London Road, at the junction with Altrincham Street, between the Viaduct arches and Moffat Building. Access to the Site is also via Lower Albion Street from the south, adjacent to Morton Laboratory, which runs to the south of The Mill.

4.13. The north-eastern corner represents the highest point within the Site, which gradually falls away towards the south -western corner, marking the lowest point of the Site. This natural fall is approximately 7 meters across the entire Site.

4.14. The level changes are addressed by the Butterfly Stairs located to the west of Barnes Wallis and Wright Robinson Building leading from Altrincham Street to the Bowling Green. There is also the existing route along Lower Albion Street which cuts through the Site north to south (with Moffat Building to east and Barnes Wallis and Wright Robinson to the west).

4.15. It should be noted that there is an existing servicing access route which serves Barnes Wallis and Wright Robinson Building (Figure 4.3), providing a route off Lower Albion Street, into the northeastern corner of the building.



Figure 4.3 – Image looking west along Altrincham Street, showing level changes and part of the existing service access route serving Barnes Wallis and Wright Robinson Building (at lower level) (source: ID Manchester SRF)

Connectivity

- 4.16. The Site is in a highly accessible location in Manchester City Centre and enjoys a range of excellent transport links and proximity to similar and necessary establishments. Numerous bus and tram stops are located along the Oxford Road Corridor, as well as railway stations, providing further sustainable transport options, all conveniently close to the Site. Access to the inner ring road by private car is immediately south of the Site. See below for accessibility breakdown by sustainable transport modes.

Rail

- 4.17. Manchester Piccadilly is located just over 131m away from the Site, meaning access to the wider city region and major cities such as London and Birmingham are situated only a seven-minute walk away. 727m to the west of the Site is Manchester Oxford Road, another key transport link offering commuters access to the wider city region, and UK towns and cities such as Liverpool, Leeds, and Birmingham. There are several pedestrian routes connecting commuters from Oxford Road Station to the Site, all of which are between 13 to 15 minutes.

Metrolink

- 4.18. Piccadilly Tram Stop, a seven-minute walk away from the Site offers multiple services taking commuters from the centre of Manchester to a variety of towns and neighbourhoods across the City Region, including Eccles, Ashton-under-Lyne, Altrincham and Bury.

Bus

- 4.19. Bus routes also run along Whitworth Street, London Road and Oxford Road. There is a BeeWay off-road cycleway on London Road, and bus stops adjacent to the Site with 25 services per hour in both directions. The Site has a GMAL (measure of public transport accessibility) of 8, which is the highest possible score.
- 4.20. Manchester's Free Bus is a free of charge bus service linking all the main destinations across Manchester City Centre. Free Bus buses are accessible by disabled users and run on a 10-minute daytime frequency. The Free Bus service covers most of the City Centre and provides convenient access to major activity centres in the City. In particular, it completes the City's integrated public transport service and gives the Site quick and convenient public transport connections to all mainline railway stations, principal car parks and retail centres.

- 4.21. Manchester Coach station is an eight-minute walk away from the Site, offering national and regional services at affordable prices.

Walking

- 4.22. The Site benefits from excellent pedestrian connectivity, with readily accessible transport infrastructure and a range of amenities within comfortable walking distance, and residential accommodation both within the City Centre and surrounding neighbourhoods to the south.
- 4.23. This prime location facilitates convenient commutes for employees and visitors. The Site's proximity to multiple hotels caters to the needs of both domestic and international commuters, who may also use the Proposed Development.
- 4.24. The Site's adjacency to academic institutions fosters a synergistic relationship between employment and education, establishing a thriving knowledge hub. The presence of numerous green spaces, including Sackville Gardens and Vimto Park, contributes to a pleasant and healthy work environment.
- 4.25. London Road immediately to the east of the Site is currently a source of severance to pedestrian and cycle movements.

Site Specific Environmental Designations

Air Quality

- 4.26. The Site is located within the Greater Manchester Air Quality Management Area (AQMA), referring to an area where air pollution levels are, or are likely to, exceed national air quality objectives. This means that the NO₂ is monitored, and the local authority has a strategy in place to manage and improve air quality in these areas.

Ecology

- 4.27. There are no Sites of Special Scientific interest or Special Areas of Conservation ('SAC') located on or immediately adjacent to the Site. The closest, the Rochdale Canal SAC designation is 5.12km to the north-east of the Site. The closest site of Special Biological Interest ('SBI') is the Ashton Canal SBI, which is located 465m north-east of the Site.
- 4.28. Although there are protected and notable flora and fauna and other species within Central Manchester (where the Site is located), however there are no records of such species on the Site.

Flood Risk and Drainage

- 4.29. According to The UK Governments Flood Map (Figure 4.4), the Site is located within Flood Zone 1, defined as having a low probability of flooding, meaning there is a less than 1 in 1,000 annual probability of river or sea flooding. In addition, the Flood Risk Assessment prepared by Civic sets out the flood risk for the Site associated with all types of flooding, which is summarised as follows:
- Rivers and Sea – Very Low Risk.
 - Reservoir – Very Low Risk.
 - Groundwater – Low Risk. To be confirmed by Site investigation.

- Surface Water – Low Risk (whilst areas of higher risk are present, these affect only a small portion of the development and thus the overall risk is deemed to be low).
- Public Sewers – To be confirmed by UU, presumed low.



Figure 4.4: UK Government Flood Map

- 4.30. As with the majority of the Regional Centre, the Site is located within the Conurbation Core Critical Drainage Area, as defined in the Manchester, Salford, Trafford Strategic Flood Risk Assessment (SFRA).

Heritage

- 4.31. The Site is partially located within the Whitworth Street Conservation Area, with the north aspect of the Plot C boundary (Viaduct) forming the Conservation Area boundary (Figure 4.5). The Site therefore forms part of the designated area. The Castlefield Conservation area is located 1.12km east of the Site and the George Street Conservation Area is located 516m north of the Site.

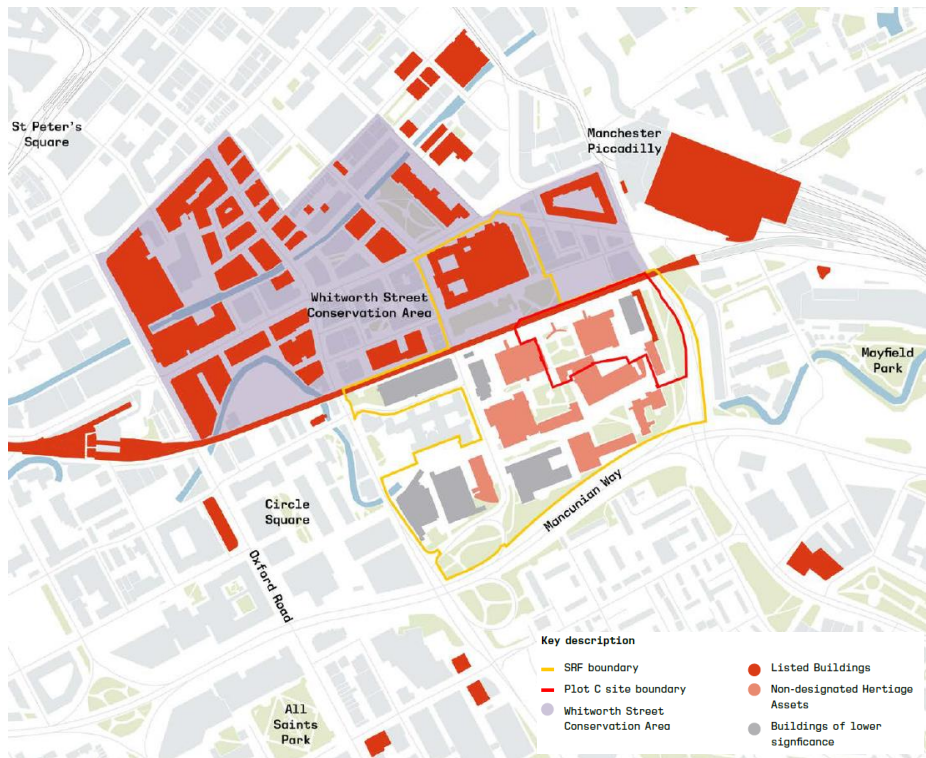


Figure 4.5: Conservation Area and Listed Buildings Map (source: Allies and Morrison)

- 4.32. The Site contains the following designated heritage assets:
- Manchester South Junction and Altrincham Railway Viaduct (Grade II Listed, List Entry Number: 1292315) – *partially located within the Site boundary; and*
 - Hollaway Wall (Grade II Listed, List Entry Number: 1400857) – *located wholly within the Site boundary.*
- 4.33. MCC does not maintain a local list; however, the following buildings and structures within the Site are considered to be non-designated heritage assets ('NDHAs') – *all wholly located within the Site boundary:*
- 1) Barnes Wallis and Wright Robinson Building;
 - 2) Morton Laboratory;
 - 3) MMP (Staff House);
 - 4) Butterfly Stairs; and
 - 5) Public art (These include only Archimedes Statue, Generations of Possibilities sculpture, Havelock Mill Structure and UMIST Cube from the full list of public art shown in para 4.10).
- 4.34. Certificates of Immunity from Listing were granted by Historic England with respect to four non-designated heritage asset ('NDHA') buildings and structures (1-4) listed above, together with the Moffat Building, on 10 October 2024.
- 4.35. The only other building or structure in the SRF Area that is listed is the Grade II Listed Sackville Building (Institute of Science and Technology). The Renold Building, immediately west of the Site, is considered to be an NDHA and is currently subject to consideration by Historic England for spot listing. The MSS Tower, Pariser Building, Jackson's Mill, Ferranti Building, and Faraday Building (all south and southwest of the Site) are considered to be NDHAs.

4.36. There are 60 listed buildings located within 500m of the Site, with the following in the immediate vicinity in order of distance from the Site (Figure 4.6):

Table 4.1- Historic England Listed Asset List

Map No.	Location	Grade	List Entry Number
1	Police and Fire Station	II*	1197918
2	Former Goods Offices to Piccadilly	II	1197919
3	Train Shed and Undercroft at Manchester Piccadilly	II	1283014
4	Institute of Science and Technology (Sackville Building)	II	1247609
5	Granby House	II	1218253
6	Star and Garter Public House	II	1200827
7	Orient House	II	1200838

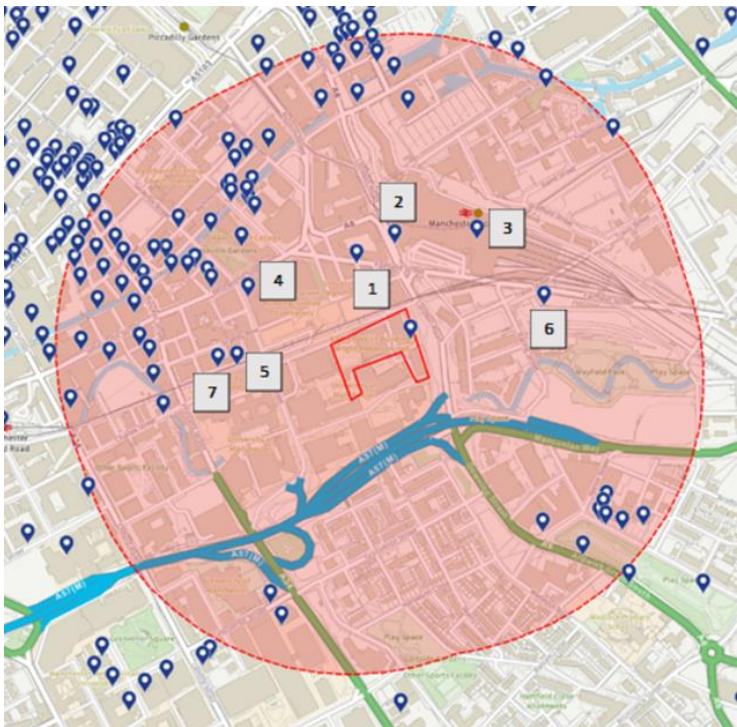


Figure 4.6: Historic England Listed Asset Map

Planning History

4.37. A search of the Site’s planning history has been undertaken using MCC’s Public Access system and those of relevance to the Site have been summarised below:

Table 4.2- Planning History

Reference	Description of Development	Status
068277/OO/2003/C2	Erection of 6 storey laboratory building, with basement parking for 118 vehicles and surface level parking for 22 vehicles	Approved 24 July 2003. Lapsed.

5. Proposed Development

This Section summarises the key elements of the Proposed Development and should be read in conjunction with the submitted application drawings and DAS.

ID Manchester SRF Place Based Principles

- 5.1. The ID Manchester SRF sets out the vision and strategic objectives for Sister, together with a series of Place-Based Principles providing a road-map to achieve these, and an illustrative masterplan of how the place might look once complete. It sets out 10 principles that all developments within the SRF area need to consider. These have set the foundation of the project brief and at the core of the design development process. These 10 key elements of the SRF are outlined below:
- **Human Collider** The vision is to create an ecosystem of innovation with diverse commercial spaces, including large-scale, high-quality office spaces suitable for global corporate headquarters.
 - **Connected, Open, Accessible** This focuses on accessibility for all, proposing: a widened pathway along Altrincham Street; step-free access via landscaped slopes and steps within a new civic square (replacing the former bowling green); a concealed service tunnel under Altrincham Street; defined east-west routes (Altrincham Street), north-south shared spaces, and welcoming entry points, especially at the north-east corner connecting to London Road and Mayfield; and improved pedestrian and cyclist access to the Oxford Road Corridor (ORC) from Piccadilly.
 - **A Living Landscape** Key public realm areas are the civic square, Altrincham Street, railway arches, and London Road. The design should consider microclimates, access to nature, improved biodiversity, and blue-green infrastructure. Tree replacement should be at a 3:1 ratio with 70% native species.
 - **A Flexible Framework for Flexible Buildings** Development should be adaptable to market demands while maintaining a coherent design, largely reflecting the existing campus layout. Obstacles to key routes and spaces, such as the MMP and Morton Laboratory, are expected to be removed. New buildings should respect the existing campus's character through their design, materials, and public realm integration.
 - **Platform for the Future Built on Foundations of the Past** This principle aims to balance future development with the area's history. Redevelopment is anticipated to meet the space and flexibility needs of IDM. The Hollaway Wall's current location and form are recognised as conflicting with placemaking goals, particularly integration with Mayfield and access to the ORC. Options for the Hollaway Wall include reducing its length, relocation, or incorporation into a building. The Renold Building is identified as a key asset south of the Viaduct arches.
 - **Curated Commons** A mix of internal and external spaces should encourage activity, with active frontages on ground and upper ground levels along main routes. The civic square is envisioned as a hub for leisure, food, and drink, while Hollaway Place would host exhibition and gathering spaces. London Road and Mill Lane would accommodate local amenities.
 - **Critical Mass Over** 4 million sq. ft. of floorspace is targeted, including over 2 million sq. ft. for innovation, commercial, and research activities. Attracting anchor tenants is key, requiring large floorplate offices. Building scale should decrease from the centre towards the civic square and Renold Building, with landmark buildings at the thresholds, particularly the north-east corner leading from Piccadilly.

- **An Identity that Expresses Purpose and Place** The design should reflect the innovation district's purpose and the area's character, potentially drawing inspiration from Manchester's materials and the modernist past of the former UMIST campus. Buildings should be inviting, interact with the streetscape, and integrate seamlessly with the City.
- **Sustainable and Regenerative:** Decisions about building removal, redevelopment, or adaptation should consider embodied and operational carbon, historical significance, building condition, repurposing feasibility, placemaking priorities, and the ability to support the required floorspace. Designs should promote physical, mental, and social well-being and biodiversity.
- **Creative Meanwhile Uses** The created spaces should support temporary and creative uses of buildings and spaces.

5.2. Following the development of these placed based principles there has been a period of c.18 months of iterative design evolution in close consultation with the local authority and statutory and non-statutory consultees to develop the design solution outlined within this Section.

The Proposed Development

5.3. The Proposed Development comprises of the following elements:

- Demolition of Barnes Wallis and Wright Robinson Building, MMP, Morton Laboratory, and Moffat Building, and the Butterfly Stairs.
- Erection of two buildings (C1 Building and C2 Building) comprising of 72,928 sq. m. of office space (Use Class E). At the base the buildings will be connected via an open shared lobby space, which shall comprise up to 4,453 sq. m. of a variety of uses including social amenity spaces, as well as food and beverage establishments (Use Class E and Sui Generis – drinking establishment), 1,888 sq. m. of flexible commercial floorspace at level 18 in C2 Building (Use Class E and Sui Generis – drinking establishment), 860 sq. m. of community space, with associated amenity space and cycle parking.
- Interventions to the Hollaway Wall, to be partially encapsulated within a new community space in C2 Building.
- Restoration and relocation of existing art work on Site.
- Change of Use of the Viaduct arches and associated works to deliver approximately 924 sqm of flexible commercial/retail floorspace (Use Class E and Sui Generis – drinking establishment),
- Creation of a significant provision of new public realm - including a generous new pedestrian boulevard along Altrincham Street a new civic square in the heart of Sister- and landscaping, access and other associated works, including works to the public highway.

5.4. Table 5.1 sets out the proposed quantum of development.

Table 5.1: Proposed Quantum of Development

Measurement / Detail	Proposed Development Parameter	
Site Area	2.2 ha	
	C1 Building	C2 Building
Proposed new build height	87.60 AOD / 12 storeys (plus ground)	123.75 AOD / 20 floors (plus ground and roof)

Measurement / Detail		Proposed Development Parameter	
Proposed new build floorspace for Office (Use Class E)		27,058 sq. m.	45,870 sq. m.
		Total: 72,928 sq. m.	
Proposed new build community floorspace (Use Class E, F2)		n/a	860 sq. m.
Proposed floorspace for Flexible Commercial (Use Class E, Sui Generis – bar/ restaurant)	New Build (Building C1, Building C2)	3,822 sq. m.	2,519 sq. m.
		Total: 6,341 sq. m.	
	Arches	924 sq. m.	
	New Build & Arches	Total: 7,265 sq. m.	
Cycle Parking		148 secure cycle spaces (126 two-tiered racks, 15 Sheffield stands and 7 for accessible/ larger cycles)	269 secure cycle spaces (229 two-tiered racks, 27 Sheffield stands and 13 for accessible/ larger cycles).
		35 cycle spaces in the public realm (for visitors).	
Car Parking (DDA / disabled spaces only)		<ul style="list-style-type: none"> 2 bays at the east end of Mill Lane before the service tunnel. 1 bay at the end of Echo Street under the arches. 	
Public Realm		<p>Flexible public realm that can host a wide range of events (2,524 sq. m). These comprise of:</p> <ul style="list-style-type: none"> <u>Sister Square</u>- serving as a major masterplan link and north-south axis. It is designed to be a dynamic and flexible events space ranging from large-scale music concerts to intimate community gatherings. <u>Altrincham Street</u>—widened east west pedestrian connection through Sister. <u>Mill Lane</u>- This alley will have a vibrant, incubator-like atmosphere that caters to Sister’s creative and start-up community. <u>Hollaway Place</u>- Dynamic public space which is also an iconic gateway to Sister. It will provide a key nature buffer from London Road. <u>Hollaway Forest</u>- This is a lush ecological connection running north-south along London Road. This is designed as an engaging art walk in an urban woodland. 28 trees will be removed as part of the Proposed Development. These are located along London Road, Mill Lane and the Bowling Green. Of these 21 are Category B and 7 are Category C trees. A total of 270 new trees will be introduced, a net-gain of 242 trees and representing just under a 10:1 replacement ratio. Overall, there will be 296 trees within Plot C once complete. 	

Phasing

5.5. The Proposed Development has been split into 3 phases, consisting of the following:

Phase A

- Demolition of all existing buildings and structures located on Site (Barnes Wallis and Wright Robinson Building, MMP, Moffat Building, Morton Laboratory, Butterfly Stairs);
- Erection of the basement for C1 Building and C2 Building and podium across lower ground and upper ground floors comprising flexible commercial and community uses (Use Class E / Sui Generis);
- Erection of the office C1 Building (Use Class E);
- Landscaping works including the creation of a new civic square and the introduction of new stairs and ramp access; and
- Access and servicing arrangements, including the creation of a service tunnel, and other associated works.

Phase B

- Erection of the office C2 Building (Use Class E) with flexible commercial floorspace (Use Class E and/or Sui Generis);
- Interventions to the Grade II Listed Hollaway Wall, to be encapsulated within C2 Building;
- Restoration and relocation of existing artwork on Site; and
- Associated landscaping, access and servicing works.

Phase C

- Change of use and associated works the Grade II Listed Viaduct arches to form flexible commercial units (Use Class E, and/ or Sui Generis); and
- Associated landscaping, access and servicing works.

5.6. The Phasing Plan in Appendix B, prepared by Allies and Morrison ('AAM'), visually demonstrates the proposed phasing across various levels.

Site Layout

5.7. The main entrance into the Site from London Road is through Hollaway Place, at upper ground level, at the northeast corner of the Site. This leads onto Altrincham Street. By extending the width of Altrincham southwards, capping over Lower Altrincham Street, widened pedestrian and cyclist only route is created, which will form a major east west connection through Sister. Below this route, a new underground service tunnel is created removing service vehicles from the public realm. The Proposed Development delivers the eastern portion of this route, which once complete through subsequent phases of Sister, will connect London Road and Sackville Street. The Proposed Development includes public realm improvements, creating a more cohesive streetscape and improving pedestrian accessibility into the Site. This includes five enhanced, publicly accessible character areas within the Proposed Development (Mill Lane, Altrincham Street, Sister Square, Hollaway Forest and Hollaway Place).

- 5.8. South of C1 Building and C2 Building lies Mill Lane running east to west, which provides access to the Site off London Road. This includes providing vehicular access to two (of the three) proposed accessible parking spaces and two loading bays on Mill Lane, as well as the new servicing tunnel.
- 5.9. The new dedicated servicing tunnel is proposed as part of the Proposed Development servicing for C1 Building and C2 Building. The tunnel provides a route for service vehicles, as well as a loading bay area which will be utilised for waste collection and other planned serving arrangements:
- Service vehicles access the tunnel via the lower ground floor level of C2 Building (on the south elevation).
 - Refuse collection vehicles will enter the tunnel and travel up the serve ramp running south to north, before turning west to the loading bay area, where six designated servicing bays are located.
 - The servicing tunnel then runs east to west under Altrincham Street.
- 5.10. Altrincham Street runs east to west at the north of the Site. The improved Altrincham Street connects Hollaway Place to the east to Sister Square (at upper ground level) and onwards to Renold Building to the west. Altrincham Street is framed to the north by the Viaduct arches which will be re-purposed and re-activated as flexible commercial spaces.
- 5.11. Sister Square is a central civic square bound by Altrincham Street the north, C1 Building to the east, the Mill to the south and the Renold Building to the west. As the centre-point of the Framework Area, Sister Square is accessed at accessible from Altrincham Street to north via the proposed steps and accessible ramp via the proposed Mill Lane to southeast; and via existing routes from the south and west.
- 5.12. Entrances to the offices, C1 Building and C2 Building, are positioned on the upper ground level from Altrincham Street. There are also additional access points into the new buildings from Altrincham Street to access the new flexible commercial spaces, office amenity space (in C1 Building and C2 Building), as well as the community space in C2 Building. The plant room in C2 Building is accessible from Mill Lane at Upper Ground Level.
- 5.13. A further entrance to C1 Building is positioned from Sister Square public realm at the Lower Ground level, leading to an entrance lobby with lift and stairs. C2 Building's main entrance is positioned from Mill Lane at the Lower Ground level and leading to an entrance lobby with lift and stairs.

Site Levels

- 5.14. The topography of the Site as set out within Section 4 of this Statement demonstrates a significant level change moving from the northeast corner of the Site southwards, including an abrupt drop between Altrincham Street and Lower Altrincham Street. The proposed public realm is therefore designed to ensure those with mobility issues are still able to easily navigate gradient changes without the need to use stairs or other inaccessible infrastructure. As such, the proposed design approach to mediate this level change and ensure full accessibility for all is set out later within this Section.

Building Layout

- 5.15. The Proposed Development consists of two distinct office buildings: a 12-storey building (C1 Building) and a 20-storey building plus roof (C2 Building), connected at basement, and lower and upper ground levels. The following Section outlines in full the layout of each building, providing a comprehensive overview of the spatial arrangement across various floors. It sets out the designated use of each space within the buildings, the nature of the interconnectivity between them, and the intended use of the shared and community spaces.

Basement

- 5.16. The basement for the Proposed Development has a compact layout dedicated to essential building services. A sizeable plant room occupies the southern-eastern corner, with a further smaller plant area located in the southern-western corner. The positioning of C1 Building core to the east of the basement allows for a relatively open and flexible floor plate within the constraints of the basement level with the rest of the space dedicated as 'flexible' offering adaptability for various uses, such as storage, building services equipment or other ancillary functions. For full details for the basement layout please refer to Figure 5.1.
- 5.17. The location of plant infrastructure at basement level allows for the minimisation of plant at the upper levels increasing opportunity for activity within the lower and upper ground floors as well as removing infrastructure from the roof.

Lower Ground Floor

- 5.18. The lower ground floor has been designed to provide a diverse range of amenities and services while also connecting the C1 Building and C2 Building. The floor contains spaces dedicated to both the C1 Building and C2 Building as well as key shared spaces, each catering to specific needs within the building. The lower ground floor also includes access to the servicing tunnel off Mill Lane (via London Road).
- 5.19. The northern portion of the lower ground floor to the south of the service tunnel, and east of the loading bay area, comprises building services including tank rooms, plant rooms, and electric substations, as well as back of house operations with facilities management (for C1 Building) and building security. The C1 Building waste store is also located here. A fire escape corridor runs to the south of these spaces, running east from the loading bay area, to a fire escape area to the west which opens out onto Sister Square.
- 5.20. The south western portion at lower ground floor includes the entrance lobby to C1 Building accessed via Sister Square, with flexible commercial floorspace located to the north, also fronting Sister Square, as well as to the south fronting Mill Lane.
- 5.21. The C1 Building entrance lobby leads to the C1 Building core as well as additional building services (plant room and fire control centre) and back of house space (facilities management). The C1 Building core provides access to the C1 Building changing rooms located to the east. The C1 Building's cycle store is located to the east of the core, back of house and building services area, which is accessed externally directly via Mill Lane to the south (and located south of the changing rooms).
- 5.22. The south eastern portion of the lower ground floor includes the entrance lobby for C1 Building, which provides access to the C2 Building cycle store (and secondary access to the C1 Building cycle store), as well as access to both the C2 Building changing rooms (and secondary access to the C1 Building changing rooms). The C2 Building cycle store is accessed externally from Mill Lane (on the southern elevation).
- 5.23. The eastern portion of the lower ground floor adjacent to the service tunnel ramp includes the C2 Building core, which provides access to the C2 Building changing rooms and C2 Building waste store. The C2 Building waste store is located off the northern end a second fire escape corridor which runs south (off Mill Lane) to north (to the loading bay area).
- 5.24. A separate estate storage area, which is only accessible externally via Mill Lane, is located at the south eastern corner of the lower ground floor, next to the entrance to the service tunnel ramp.



Figure 5.1 – Proposed Lower Ground Floor GA plan prepared by Allies and Morrison

Upper Ground Floor

- 5.25. The upper ground floor has been designed to function as a vibrant and interconnected space, bringing together both C1 Building and C2 Building. While the floor plan does incorporate some dedicated spaces for C1 Building and C2 Building use separately, the emphasis on shared space creates a more fluid and integrated environment.
- 5.26. The western portion of the upper ground floor houses a large flexible space with adjacent terrace area, overlooking the proposed Sister Square. Adjacent to this space is the C1 Building Lobby and Core, which provides access to vertical circulation (lifts and stairs).
- 5.27. The eastern side of the floor boasts a versatile flexible space and the Manchester Room. This designated community room, open to the public, offers a welcoming environment for various activities, from collaborative work and private study to socialising. A key feature of the Manchester Room is the retained Hollaway Wall bisecting the space, which is discussed in detail later in this Section. The design and function of this space has been directly influenced by the community focus groups, including youth groups, undertaken by the Applicants through 2024 and 2025.
- 5.28. A substantial portion of the upper ground floor is dedicated to shared spaces, fostering a sense of community and encouraging social interaction. The 'Collision Engine' forms a centrally positioned shared lobby and arrival point for the buildings. This will act as a key flexible space within the Proposed Development to bring people together to socialise, collaborate and innovate. Additional flexible spaces are interspersed throughout, offering versatility for a range of activities and promoting a dynamic and adaptable environment.
- 5.29. To the north of C1 Building and C2 Building, along Altrincham Street, are the reactivated Grade II Listed Viaduct arches. This space will be revitalised to facilitate a range of uses including both retail

and food and beverage use. For full details for the upper ground floor layout please refer to figure 5.2.



Figure 5.2 - Proposed Upper Ground Floor GA plan prepared by Allies and Morrison

Level 01

- 5.30. Level 01 is the uppermost floor shared by the two buildings, designed primarily to facilitate office space. The core of each building is located centrally within their respective floorplates containing lifts and stairwells. The majority of the remaining floor area is dedicated to open-plan office space, offering flexibility in layout and design. Located at the western edge of the C1 Building is the large space, overlooking the new Sister Square. Located to the eastern portion of the C2 Building is auditorium space overlooking the Manchester Room and providing direct access to the C2 Building office floorspace.
- 5.31. The two buildings are connected at Level 01 via the upper level of the 'Collision Engine'.
- 5.32. To the north of Building C1 and C2 Building, along Altrincham Street, is Level 01 of the reactivated Grade II Listed Viaduct arches. As at the ground floor level these spaces will be revitalised to facilitate a range of uses including both retail and food and beverage use.

Building C1

- 5.33. C1 Building is the smaller of the two office buildings, stepping down and overlooking Sister Square to the west. The form of the building inspired by the modernist architecture of the former campus and the Renold Building opposite, it comprises a ground plus 4-storey podium structure and ground plus 12-storey tower element.

Level 02

- 5.34. Level 02 of the C1 Building is designed as predominantly for open-plan office space, and includes a terraced podium space to the western edge of the floorplate, directly accessible from the office space. In addition, a balcony is located to the northwestern corner of Level 02 of the tower element, again accessed directly from the office floor and providing a view over Sister Square.

Typical Low Level (03-05)

- 5.35. Levels 03-05 of C1 Building are designed exclusively for open-plan office space. A balcony is provided at each level located within the northwest corner overlooking Sister Square.

Level 06

- 5.36. As with Levels 03-05, Level 06 of C1 Building is primarily designed for open-plan office floorspace with a balcony located at the northwest corner overlooking Sister Square. However, located along the southern edge of the floorplate is a roof terrace, overlooking Mill Lane (west). The roof terrace is directly accessible via C1 Building office floorplate and offers a generous provision of outdoor space as well as associated landscaping features to enhance the attractiveness of this space.

Typical Mid-Level (07-09)

- 5.37. The typical mid-level floorplate is the same as that located across levels 03-05, please refer to paragraph 5.35 of this Statement for a full description.

Level 10

- 5.38. Level 10 of C1 Building marks a departure from the typical office layout seen on lower floors, offering a blend of workspace and office amenity provision. The floor features a dedicated office amenity/events space spanning the majority of the northern façade. Balconies straddle this space on either side, directly accessible from the office floorplate. A roof terrace space also surrounds the office floor on the southern and western edges again accessible directly from the office floor.
- 5.39. Two plantroom areas located within the eastern portion of the floor, ensuring efficient service without impacting the functionality of the main office space.

Roof

- 5.40. The tiered design of the building means that the roof of C1 Building has a significantly smaller footprint than the building itself. The roof is primarily dedicated to essential building services and plant. This area being set back from the façade line minimises visual impact on the streetscape and surrounding areas. To the north of the external plant area are locations for potential PV Panel installation subject to feasibility, supporting in the provision of sustainable energy for the Proposed Development.

C2 Building

Level 02

- 5.41. Similar to Building C1, at Level 02 C2 Building is primary dedicated to office use, with a large open plan office floorplate. A balcony is also provided along the northern façade overlooking the newly introduced Hollaway Place.

Typical Upper Level (03-17)

- 5.42. As with C1 Building Levels 03-17 of C2 Building are designed exclusively for open-plan office space. A balcony is provided at each level located within the northeast corner overlooking Hollaway Place and the City Centre to the north.

Level 18

- 5.43. Level 18 of the proposed C2 Building offers a blend of office and amenity areas alongside an expansive outdoor terrace. The southern portion of the floorplate is dedicated to flexible office usage similar to that proposed on other typical office floors.
- 5.44. The northern portion of the floor consist of a flexible amenity / events space referred to as the 'Upstairs Room' which is a space for future tenants to come together and work collaboratively or socialise in a dedicated high quality amenity space. The upstairs room has direct access to a separate roof terrace located across the northern edge of the building at this level.
- 5.45. To support the functionality at this level a kitchen is conveniently located adjacent to the Upstairs Room, with a plant room also located on the southern corner of the floor minimising impact on usable floorspace.

Roof

- 5.46. Similarly to C1 Building the roof of C2 Building is primarily dedicated to essential building services, with a large plant area covering the majority of this space dedicated to external plant. The placement of the external plant set back from the façade line hidden behind the sawtooth roof structure of the roof to minimise visual impact at street level. A series of potential PV Panels may be installed the roof of C2 Building supporting in the provision of sustainable energy.

Hollaway Wall Interventions

- 5.47. The Hollaway Wall is a defining feature of the Site and needs to be celebrated in the design of the emerging place. It also, however, currently acts as a barrier between the Site and the surrounding City Centre constraining the ability to properly knit Sister back into the urban fabric. As such, the proposed interventions seek to integrate the Hollaway Wall within the Proposed Development, transforming this barrier into a permeable and engaging feature, enhancing connectivity and contributing to the creation of an enhanced, welcoming public realm at a key entrance point to the Site.
- 5.48. The Proposed Development will integrate the Hollaway Wall within the publicly accessible 'Manchester Room', bisecting this space and acting as a focal point, to be readily appreciated by members of the public. This is in direct contrast to its current state where it is underappreciated and almost wholly fenced off and inaccessible to the public.
- 5.49. The design approach acknowledges the historic significance of the Hollaway Wall and its evolving role within the urban context, and as such has responded appropriately. The proposed interventions involve a carefully considered sequence of cuts and folds to the existing Hollaway Wall structure. These interventions are strategically located to:

- Create a defined entrance: Sections of the Hollaway Wall will be folded to reveal clear access points to the Manchester Room and wider Site, improving legibility for pedestrians approaching the Site from the east.
- Establishing the Manchester Room: The interventions will help to facilitate the development of the Manchester Room, a publicly accessible community space located at the base of the C2 Building. The Hollaway Wall will run through the middle of the room. The design of the Manchester Room has been developed through engagement with Historic England to be deferential to the Wall, making that the focal point of the space, to be appreciated by all future users. The interventions to the Hollaway Wall within the Manchester Room have been carefully coordinated to minimise their number whilst allowing people to move into the spaces created.

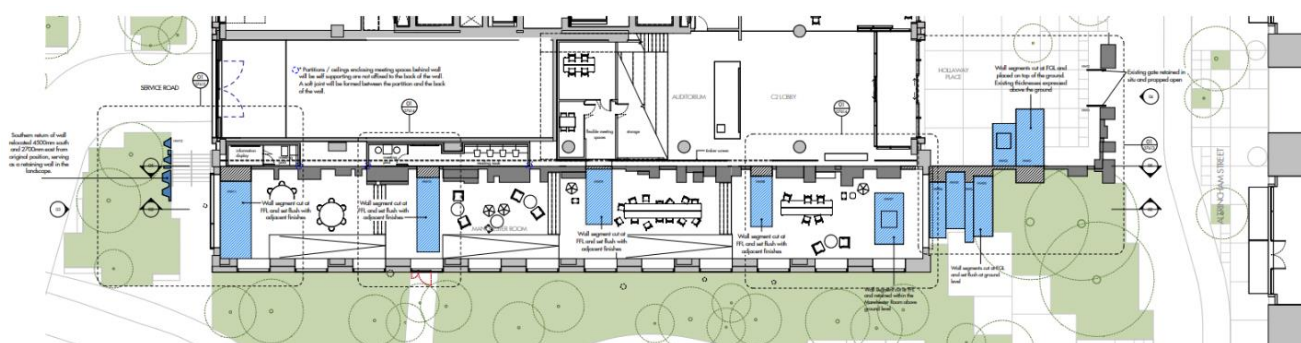


Figure 5.3(a) – Hollaway Wall Proposed Plan prepared by Allies and Morrison



Figure 5.3(b) – Hollaway Wall Proposed Western Elevation prepared by Allies and Morrison

- 5.50. Segments will be ‘folded down’ in-situ to form seating elements within the landscaping scheme, while others will be set level within the flooring to create a clear marker to where they previously stood. This approach retains the Hollaway Wall and allows it to still be read as a whole. The rationale for the proposals is set out within the Design and Access Statement and Chapter 6 of this Statement further sets out the rationale and an assessment against the relevant planning policy tests.

Viaduct Arches Interventions

- 5.51. The proposed interventions to the Altrincham Street Viaduct arches aim to activate this currently underutilised space while still respecting its heritage. This will form part of the wider proposals to enhance and activate Altrincham Street to create a more welcoming pedestrian environment. Key interventions include:

- Active frontages: Along Altrincham Street, the arches will be opened up to create active frontages, incorporating shading features and louvres for ventilation. This will enhance the quality of the streetscape and facilitate retail, leisure or community uses.

- Demountable Insertions: Within the existing arches, demountable insertions will be used to create flexible spaces that can be adapt to a variety of uses. This approach also allows for future modifications and ensures Network Rail can still access the Viaduct to undertake repairs as required.
- Freestanding Mezzanines: To maximise the usable floor area while minimising the interventions required to the existing fabric, freestanding mezzanines will be introduced within some of the arches.

5.52. The proposed design considers the range of single and double-sided arches present along the Viaduct, tailoring interventions to each specific location. The proposed approach draws from successful precedents elsewhere and will help to transform Altrincham Street into a vibrant and accessible public space.

Scale and Massing

5.53. The Proposed Development comprises a considered approach to scale and massing, creating a balanced composition of two distinct yet interconnected buildings. C1 Building and C2 Building are designed to establish a 'big sister, little sister' relationship, with C2 Building taking a prominent landmark role while C1 Building maintains a more contextual scale.

5.54. C2 Building, the taller of the two buildings, rises to a height of 20 storeys (plus ground and roof), establishing a strong vertical presence on the Site akin to existing tall structures in the surrounding City Centre such as the Renold Building. C1 Building in contrast, rises to 12 storeys (plus ground) comprising the smaller of the two buildings providing a step down towards the adjacent Sister Square and provides a visual similarity to surrounding structures such as the Renold Building. This deliberate difference in height creates a dynamic interplay between the two structures, avoiding an overwhelming mass and allowing C2 Building to stand out as a distinct landmark without overshadowing C1 Building due to their complementary design and interlinked relationship, which is outlined in more detail in the following Section.

Appearance and Materiality

5.55. C1 and C2 Buildings are designed to complement one another while maintaining distinct identities. C1 Building complements the existing brick-toned context of the surrounding area, contrasting with the adjacent white Renold Building. The C2 Building is distinguished by a darker grey finish, standing as a prominent landmark. The stepped composition between the two buildings, rising from west to east, and their offset arrangement creates a layered effect, with each structure visually extending beyond the next. This composition is further emphasised by the varied tones of their facades.

5.56. While the facades of both buildings share similar articulation their materiality contributes to their individual characters. However, to link the buildings the design incorporates a 'cross-pollination' of materials, with the primary tone of each building appearing in aggregate within the other. This subtle interplay of materials creates a visual link between the two structures while still allowing them to stand out individually.

5.57. The detailed design of the windows and ventilation on the east and west facades of both buildings is subject to further detailed design development that will continue to be discussed with officers during the determination of the applications.

C1 Building

5.58. The C1 Building has been designed to fit in with the surrounding brick toned city context around the Renold Building. The warm, reddish-brown precast concrete panels, with a textured aggregated finish create a visual link to the existing brickwork in the surrounding area.

- 5.59. The façade is punctuated by a regular grid of generously sized windows, balancing natural light with regularised solid façade. At the lower levels a four storey loggia faces out on to Sister Square, which will host a variety of uses including a roof garden collaboration space, cafes and an entrance lobby. This feature will animate the western façade providing depth and activity as well as providing sheltered outdoor space, directly accessible from the C1 Building floorspace. The loggia features a lighter more open feel with slender columns and glazed balustrades.
- 5.60. Adjacent to the loggia on the western façade private terraces are present at each office floor rising from the first floor up to the tenth each with glass balustrades and associated landscaping features, providing further activation to this façade.

C2 Building

- 5.61. In contrast to the C1 Building, C2 Building is conceived as a landmark building, standing out against the backdrop of the City. It comprises darker grey precast concrete façade, also with textured aggregate finish, providing a bold counterpart to the warmer tones of C1 Building and the surrounding context. The façade treatment for C2 Building features a more pronounced vertical emphasis, with more narrow windows creating a stronger sense of rhythm and height. This vertical emphasis is accentuated by continuous horizontal datums that visually link C2 Building to C1 Building, creating a subtle dialogue between the two structures. At roof level a saw-tooth roof structure reflects the City's industrial past.

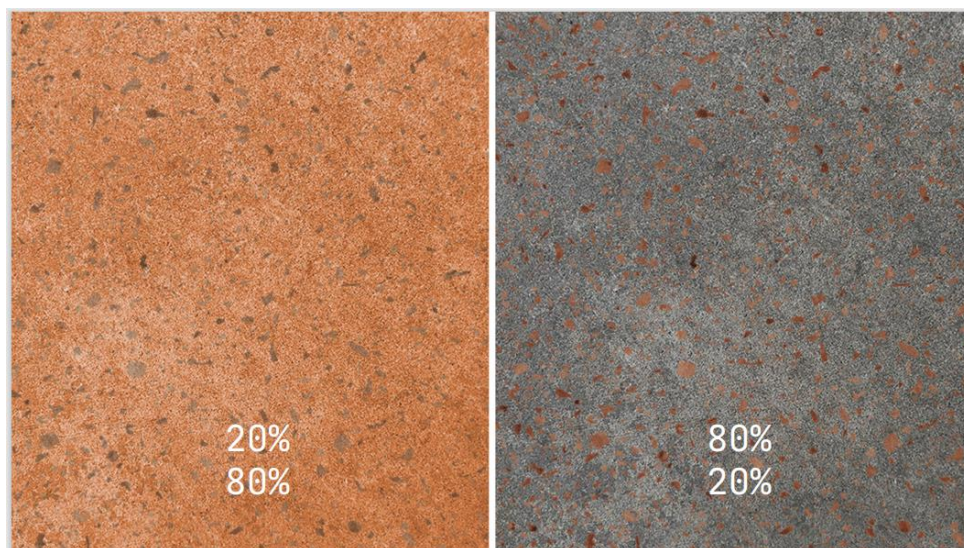


Figure 5.4 C1 Building and C2 Building Materiality

Landscaping Strategy

- 5.62. The overarching landscaping vision for the Proposed Development centres around creating a network of interconnected green spaces that foster biodiversity, promote wellbeing, and enhance the pedestrian environment. The design prioritises the preservation of existing trees where possible and integrates new planting to create a layered habitat for local flora and fauna. This approach not only contributes to Biodiversity Net Gain ('BNG') but will also provide a more pleasant and engaging environment for future users of these spaces.

- 5.63. The landscape design emphasises connectivity, with upgraded pedestrian and cycle routes linking the various green spaces and surrounding areas. This network of connections will encourage active travel and create a more permeable and accessible development. The landscape strategy also incorporates sustainable drainage solutions to manage surface water runoff and contribute to a more resilient urban environment.

Character Areas

- 5.64. Figure 5.5 outlines the location of each key character area located within the Plot C Site.

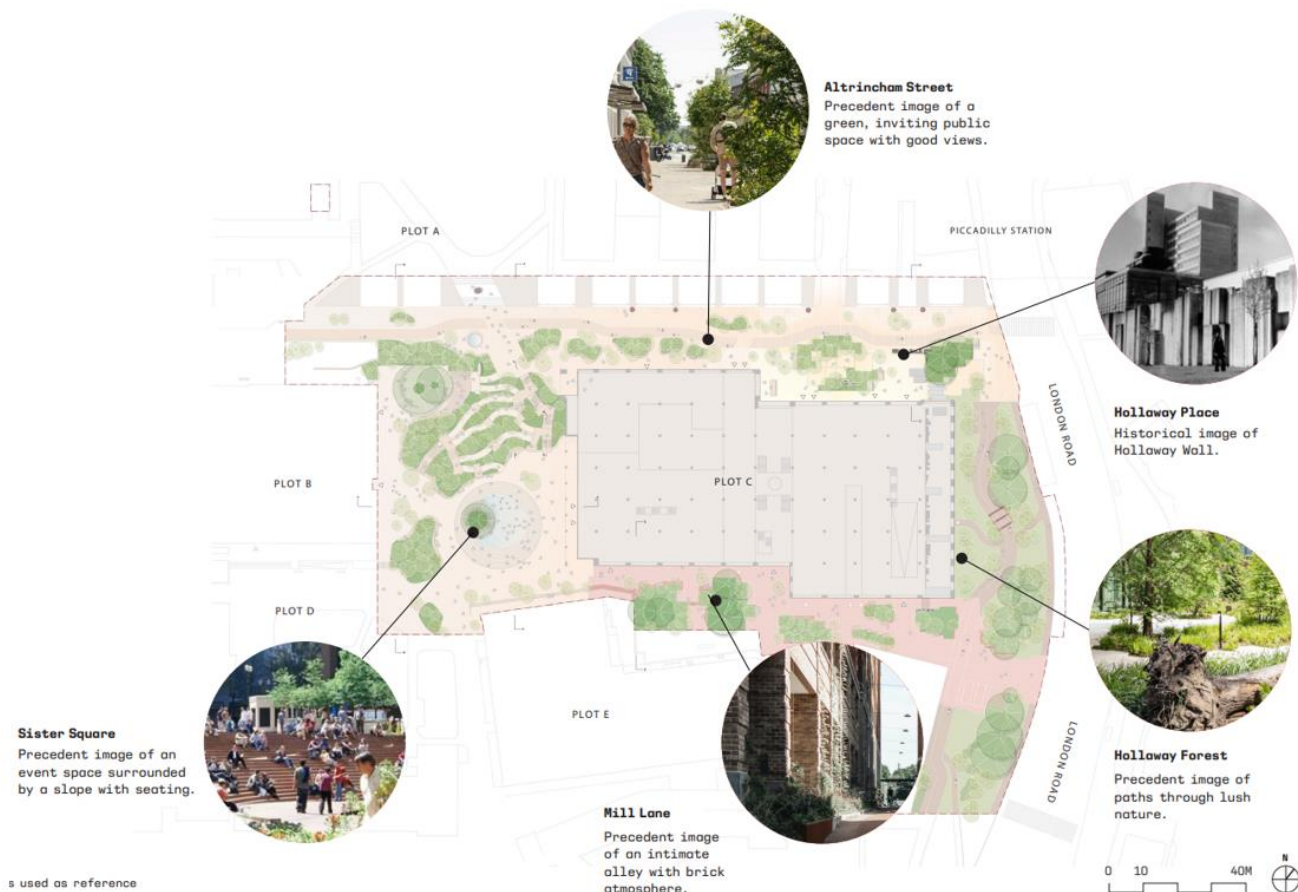


Figure 5.5: Landscaping Character Areas Visual (source: SLA)

Sister Square

- 5.65. Sister Square has been designed as a vibrant multifunctional civic space at the heart of the Proposed Development. The square will be framed by trees, providing shade and structure while maintaining views across the space. Sculptural tree stems will add visual interest creating a more engaging environment. The planting scheme in this space will incorporate a mix of species to suit the south-facing aspect of the sloping topography.
- 5.66. Sister Square is made up of a series of different spaces (sub-character areas) to encourage a diverse range of uses, whilst having a collective identity. This includes:
- Events area – a circular plaza at the heart of the square, capable of accommodating a range of events that encourage social interactions and fosters community cohesion.

- Sunny steps – the accessible connection from Altrincham Street into Sister Square which is incorporated into the sloped terrain. Including stepped planting, as well as an amphitheatre setting to encouraging staying, playing and socialising.
- Interface – the spill out zone from C1 Building, supported by activity from the flexible ground floor commercial uses (e.g. cafes, restaurants), providing sheltered and unsheltered space to support year-round activation.
- Under the trees – to the north, adjacent to the Renold Building where existing mature trees are retained.
- Ecological link – to the south, providing a green link to encourage wildlife and support biodiversity.

- 5.67. Within Sister Square, the existing retaining wall to the north of the space will be retained as part of the introduction of the new servicing tunnel. The retention of the retaining wall presents an opportunity within the landscaping, where the Proposed Development will introduce a creative installation, such as a lighting or water feature. This will seek to enhance visual amenity, whilst creating a distinctive feature within the landscape that supports wayfinding and placemaking.
- 5.68. The lighting design for Sister Square will create a hierarchy of spaces, with brighter illumination in key active areas to support events and pedestrian flow. Dimmer lighting will be used in the stepped areas to encourage a more relaxed environment. Green areas will be kept intentionally darker to preserve natural darkness and support biodiversity. A dynamic lighting and water feature will also be integrated into this space serving as a visual focal point.
- 5.69. The design of Sister Square prioritises accessibility through various key design elements. A key improvement is the introduction of a new sloped route with a 1:21 gradient, featuring level landings, rest points and seating, connecting Altrincham Street to the square, replacing the existing stairs-only access. This offers an accessible route for wheelchair users and those with mobility issues who find the use of stairs challenging. The design also incorporates a direct stepped route, providing an option for those who would prefer this route. The open design of the square also ensures good sightlines, aiding navigation and promoting a sense of security and accessibility.

Hollaway Forest

- 5.70. Hollaway Forest will be a key green corridor running north-south along London Road, providing a natural buffer from this busy road and enhancing biodiversity. The design seeks to retain existing mature trees in this location where possible, and supplements them with new native planting to enhance this habitat. An art walk will be present throughout the forest, celebrating the existing artwork on-site relocated to this area together with new art installations, creating a cultural experience for those moving through Hollaway Forest culminating at Hollaway Place.
- 5.71. The lighting strategy for Hollaway Forest balances the needs of visitors and the local ecosystem. Well-shielded, down facing lights will minimise disruption to nocturnal wildlife while providing sufficient illumination for activity. Low-level lighting bollards will illuminate pathways while preserving natural darkness within the greenery. Art installations within the forest will be highlighted when dark using adjustable spotlights.

Altrincham Street

- 5.72. Altrincham Street will be transformed into a vibrant pedestrian-focused connection, linking Hollaway Place and Sister Square as well as acting as a key east-west connection linking the Site with the wider City Centre. The street will be widened through the construction of the service tunnel below, allowing for improved pedestrian flow and the creation of green spaces with associated tree planting. These areas will provide a series of seating and spill-out spaces, activating the northern edge of the Site.
- 5.73. The lighting design for Altrincham Street will help to create a welcoming atmosphere for futures users of the space. Illuminated arches and vertical lighting will provide light to the space at night while upcycled historical luminaires will be used along the pedestrian route. A combined water and light feature at the top of the steps leading down to Sister Square will serve as a wayfinding element.

Mill Lane

- 5.74. Mill Lane is proposed to be activated into a vibrant street that celebrates Manchester's industrial heritage. The design will incorporate reclaimed materials and feature a red brick paving surface inspired by traditional Manchester architecture. Rain gardens and planting will contribute to both biodiversity and stormwater management.
- 5.75. The lighting design for Mill Lane will help to create a warm and inviting atmosphere. Suspended lights with a well-considered colour scheme will help to illuminate this space, while low-height light sources in the green zones will provide further light within the space. Dimmed lighting between the proposed greenery will help to bring these features into the forefront and enhance the natural surroundings.

Hollaway Place

- 5.76. Hollaway Place is proposed to be a welcoming gateway to the development from the east. The design incorporates the existing Hollaway Wall as a key design element. Sections of the Hollaway Wall will be retained in situ, while others will be repurposed as horizontal elements within the landscaping design.
- 5.77. The design of Hollaway Place prioritises upcycling and reuse. Demolition materials will be repurposed throughout the space, creating a visual connection to the Site's heritage. Sections of the Hollaway Wall will be reimagined as seating elements and plat elements, adding both functionality and character to the space. The planting scheme will feature a mix of trees and herbaceous plants, creating a layered and textured landscape.

Public Art

- 5.78. The Public Art Strategy (and supporting appendices) for the Proposed Development addresses the future of the sculptures within the Site. Recognising the importance of public art in shaping the character of the public realm, the strategy therefore prioritises the preservation and integration of this artwork. The strategy outlines a phased approach, beginning with the careful removal and relocation of the existing artwork to a temporary storage located within the Pariser building during Phase A construction. This measure ensures their protection.
- 5.79. An assessment has been undertaken of each sculpture's current condition, identifying necessary protection or relocation needs. For instance, the Archimedes sculpture, while structurally sound, exhibits signs of material loss. The sculpture will therefore be protected with hoarding during construction to mitigate further damage. Similarly, the 'Generation of Possibilities' sculpture and the UMIST Cube require relocation, stabilisation and conservation efforts due to the varying degrees of weathering and structural deterioration, as well as the enhancements to Altrincham Street.

- 5.80. The Havelock Mill structure, a historical and architectural element salvaged from the former mill, will be dismantled and stored before being reintegrated into the landscape design at Hollaway Place. The Stone Monument, commemorating UMIST's educational legacy, will also be temporarily relocated and undergo surface cleaning and treatment as needed. Finally, five urns located along Altrincham Street will be moved and stored during the redevelopment of that area.
- 5.81. Following the completion of C2 Building construction and associated landscaping in Phase B, the sculptures will be reinstated into the public realm. Their placement will be carefully considered within the new landscape design and art trail, ensuring they continue to enhance the public experience of the Site.

Trees and Biodiversity

- 5.82. The proposed landscaping strategy prioritises the preservation of existing mature trees where possible, recognising their ecological and aesthetic value. In Hollaway Forest, existing trees will be retained where possible and supplemented with new native planting. This approach seeks to enhance biodiversity but also provide key ecosystem services such as shade, wind protection and improved air quality.
- 5.83. 28 trees will be removed as part of the Proposed Development. These are located along London Road, Mill Lane and the Bowling Green. Of these 21 are Category B and 7 are Category C trees. A total of 270 new trees will be introduced, a net-gain of 242 trees and representing just under a 10:1 replacement ratio. Overall, there will be 296 trees within Plot C once complete.
- 5.84. Throughout the development, new tree planting will be strategically located to create green corridors and provide a more pleasant and welcoming environment within key pedestrian routes. The planting scheme will incorporate a diverse range of species, while the design also includes sustainable drainage solutions, such as rain gardens, further contributing to biodiversity.
- 5.85. For a full breakdown of the number of trees to be provided and associated BNG please see Section 6 of this Statement.

Material Palette

- 5.86. The landscaping scheme for the Proposed Development prioritises the innovative use of reclaimed and upcycled materials, reflecting a commitment to sustainability while minimising environmental impact. This approach is evident throughout the Site, creating a cohesive design language that connects the different character areas.
- 5.87. Key features of this material strategy include:
- **Repurposing existing site elements:** Sections of the Hollaway Wall, a listed structure, will be folded elements within Hollaway Place, preserving the Site's history while adding character to the new public realm.
 - **Sustainable Aggregate:** Aggregates incorporating upcycled materials will be used, including demolition building fabric, further reducing environmental impact and enhancing a sense of place.
 - **Referencing Local Heritage:** Mill Lane will feature red-brick paving, relating back to Manchester's industrial past and celebrating local materials.
 - **Upcycled Street Furniture:** the design team will explore opportunities to create a 'unique' set of street furniture from the Site, alongside new elements, creating a distinct local identity within the public realm.

- 5.88. This comprehensive approach to material selection not only minimises waste and promotes sustainable practices but also creates a rich and layered landscape that connects to the Site's past while looking towards the future. The use of reclaimed materials is central to the landscape design, adding a unique character and reinforcing the overall commitment to sustainability.

Accessibility

- 5.89. The landscape design prioritises accessibility, ensuring that all public spaces are inclusive and welcoming to all people including those with mobility impairments. Accessible routes will be provided throughout the development, connecting the various green spaces and surrounding areas. In Sister Square, an accessible route will be integrated into the green slope, ensuring that everyone can enjoy this space.
- 5.90. The design also considers the needs of people with visual impairments, incorporating tactile paving and other wayfinding elements to aid navigation. Seating areas will be strategically located to provide opportunities for rest and relaxation, and the lighting design will ensure adequate illumination for safety and accessibility after dark. The landscape strategy aims to create a barrier-free environment that is accessible and enjoyable for everyone.
- 5.91. For full details of measures included to ensure full accessibility please see Section 8 of this Statement.

Waste and Servicing

- 5.92. The waste management strategy for the Proposed Development prioritises efficient waste handling and promotes recycling within a commercially managed framework. The strategy aligns with MCC's GD04 guidance.
- 5.93. The Proposed Development will have dedicated waste storages area to accommodate waste generation (based on MCC guidance):
- 2,600 litres per 1,000 sq. m. GIA for offices and 1,500 litres per 20 dining spaces for restaurants/café's).
 - Waste generated will be segregated into general waste, mixed recycling, and food waste.
- 5.94. The Proposed Development includes the dedicated waste storages areas:
- C1 and C2 Buildings - located on the lower ground floor of each building (please see figure 5.x). The layout ensures 1.3m wide walkways between bins, complying with GD04 requirements.
 - C1 Building- housing a total of 37 Eurobins (1,100 litre capacity) for general and recyclable waste and 7 smaller wheelie bins (240l) for food waste.
 - C2 Building – housing a total of 36 Eurobins for general and recyclable waste and one smaller wheelie bin for food waste.
- 5.95. Viaduct – secure storage area located to the northwest of the Viaduct arches, accessed off Sackville Street, which will accommodate four Eurobins) for general and recyclable waste, and four smaller wheelie bins for food waste.
- 5.96. Private collections will occur three times per week for all of the Proposed Development, including the Viaduct arches, C1 Building and C2 Building. It should be noted that in C1 Building where 37 eurobins are proposed, the waste calculations indicate that up to 40 eurobins could be required. However, this will be closely monitored by the operator and if additional infill collections are required this will be organised with the appropriate refuse collection service. Overall, the proposed bin quantities and sizes are deemed sufficient to accommodate the projected waste volumes.

- 5.97. Waste from the Viaduct arch units will be stored within an existing designated area within the car park located to the north of the Viaduct arches, accessed from Sackville Street.
- 5.98. In terms of servicing the Viaduct arch units, vehicles will access the existing car park north of the Viaduct arches via Sackville Street.

Servicing Tunnel

- 5.99. As set out above, servicing for C1 Building and C2 Building will be facilitated via a dedicated servicing tunnel being brought forward as part of the Proposed Development. The servicing tunnel will be accessed from Mill Lane via London Road.
- 5.100. Access into the servicing tunnel will be controlled to prevent queuing on London Road. Vehicle tracking analysis has demonstrated the feasibility of this approach. 6 servicing bays are proposed in the service tunnel. This provision has been demonstrated to accommodate anticipated demand.

Parking and Cycle Parking

- 5.101. The Proposed Development will be car free except for three parking spaces for disabled people, one of which will be located at the end of Echo Street, within the Viaduct arches, while the other two are proposed at the east end of Mill Lane before the service tunnel. This reflects the highly accessible location of the development.
- 5.102. The Proposed Development will provide 417 secure cycle parking spaces for staff. From this C1 Building will be served by 148 cycle spaces and C2 Building will have 269 cycle spaces, which equates to a ratio of one cycle parking per ten staff. The proportion of accessible cycle parking spaces (Sheffield stands) is 5% and 10% for C1 Building and C2 Building respectively. In addition, 36 cycle spaces for visitors are also proposed within areas of the public realm that have active surveillance from ground floor uses.

6. Planning Assessment

The following Section sets out the Development Plan and Material Considerations and assesses the Proposed Development against these.

- 6.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 (PCPA) states:
“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”.
- 6.2. The Planning (Listed Building and Conservation Areas) Act 1990 sets out in Section 66 that when considering granting planning permission that affects a listed building or its setting the LPA should have special regard to preserving the building or its setting or its features of special architectural or historical interest. Section 72 of the Act sets out that when considered proposals that may affect the setting and character of a conservation area that the LPA shall have special regard to the desirability of preserving or enhancing the appearance or character of the conservation area. Additionally, Section 16 sets out that when an LPA is considering a LBC it should give special regard to the desirability of preserving the building, its setting, or features of special architectural or historic interest.

Planning Framework

- 6.3. The Development Plan and Material Considerations for the Site and Proposed Development is comprised of the following:

Table 6.1- Planning Framework

DEVELOPMENT PLAN			
REGIONAL	GM Places for Everyone (2024)	GM Joint Waste Development Plan (2012)	GM Joint Minerals Plan (2013)
LOCAL	Manchester Core Strategy (2012) and 2024 addendum	Manchester Proposals Map (2012)	Saved Unitary Development Plan Policies (1995)
MATERIAL CONSIDERATIONS			
NATIONAL	National Planning Policy Framework (2024)		Historic England’s Guidance Note 4 Tall Buildings (2022)
Supplementary Planning Guidance Documents	Guide to Development in Manchester (2007)		Design for Access 2 (2003)
Strategic Vision Documents and Regeneration Frameworks	Manchester Piccadilly SRF (2014) and (2018)		Corridor Manchester’s Strategic Vision to 2025 (2015)
	Oxford Road Spatial Framework (2018)		Oxford Road Corridor Strategic Regeneration Framework Guidance (2019)
	ID Manchester Strategic Regeneration Framework (2023)		

6.4. The Proposed Development is assessed with reference to these documents in respect to the following relevant planning considerations:

- Principle of Development
 - Overall Case for development
 - Density and height
- Design and Appearance
 - Architectural quality and Inclusive Design
 - Landscaping and public realm
 - Climate change and energy
 - Designing out crime
 - Waste Management
- Townscape and Heritage
 - Townscape and visual impact
 - Heritage
 - Archaeology
- Environmental Considerations
 - Traffic and transport
 - Flood Risk and drainage
 - Ecology and biodiversity
 - Ground conditions
 - Noise and vibration
 - Acoustics, ventilation and overheating
 - Air quality
- Microclimate Considerations
 - Wind
 - Daylight and sunlight
 - Solar Glare
- Other Considerations
 - Construction management
 - Operational management
 - Socio-economic effects
 - TV reception and broadband

Principle of Development

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- JPStrat1: Core Growth Areas
- JPStrat2: City Centre
- JP-J1: Supporting Long-Term Economic Growth
- JP-P2: Heritage

Core Strategy (2012)

- Policy SP1: Spatial Principles
- Policy EC1: Employment and Economic Growth in Manchester
- Policy EC3: The Regional Centre
- Policy EC7: Central Manchester
- Policy CC1: Primary Development Focus: City Centre and Fringe
- Policy CC2: Retail
- Policy CC6: City Centre High Density Development
- Policy CC7: Mixed Use Development
- Policy CC8: Change and Renewal
- Policy CC10: A Place for Everyone
- Policy EN3: Heritage
- Policy PA1: Developer Contributions
- Core Strategy Policy EN2 – Tall Buildings

Saved Unitary Development Plan (1995)

- Policy DC10.1 Food and Drink Uses
- Policy DC19.1 Listed Buildings

Material Considerations

- NPPF (2024)
 - ID Manchester SRF (2023)
 - Guide to Development in Manchester (2007)
 - Historic England Advice Note 4: Tall Buildings (2022)
-

Overall Case for Development

- 6.5. In accordance with the first part of S38(6) of the TCPA, the Proposed Development accords with the Development Plan as a whole. The principle of the comprehensive redevelopment of the Proposed Development Site is clearly established through regional and local planning policy, namely the policies in the Core Strategy (2012), Saved Policies from Unitary Development Plan, and Places for Everyone Plan (2024).
- 6.6. In accordance with the second part of S38(6) it is prudent to assess the Proposed Development against other material considerations, in this regard due consideration has been had to the NPPF and the Site's location within the SRF Area and Oxford Road Corridor.
- 6.7. At the heart of the NPPF is the presumption in favour of sustainable development (Paragraph 11) which states that development proposals that accord with an up-to-date development plan should be approved without delay.
- 6.8. At the Regional level, Places for Everyone enforces the ambition to bring forward urban / brownfield land for development. Policy JP-Strat 1 and JP-Strat2 outlines that Manchester City Centre will be the largest source of new jobs in Greater Manchester over the next few decades, being the primary focus for business and retail and offering significant opportunity to maximise the use of previously developed land.
- 6.9. Places for Everyone facilitates the development of high value clusters in key economic sectors of advanced manufacturing, digital and cyber, health innovation, low carbon goods, professional services and logistics. The Sister innovation district, and the Proposed Development within it, is aimed squarely at creating such a cluster in the heart of Manchester.
- 6.10. At the local level, the Site falls within the City Centre and Regional Centre for which a number of Core Strategy Policies apply with specific reference to the principle of development. Those most relevant to the principle of the Proposed Development include:
- Policy CC1 encourages the development of high-density office spaces within the Oxford Road Corridor, recognising its potential to offer opportunities related to research and development linked to the big institutions in the Corridor. The delivery of significant office floorspace within the wider Oxford Road Corridor SRF Area as part of the Proposed Development directly aligns with the vision as set out within this policy.
 - Policy CC2 encourages growth of retail provision in the City Centre, outlining that proposals will be assessed against relevant design policies in the Manchester Local Development Framework (LDF) and in particular must respect existing built heritage and public realm. The Proposed Development aligns directly to the requirements of this policy through the delivery of potential retail space both within the reactivated Viaduct arches as well as within both C1 Building and C2 Building.
 - Policy CC6 focuses high density development in the City Centre, whereby, scale, massing and height will significantly exceed what is appropriate elsewhere in the City and will have regard to the Council's policy on tall buildings (EN2). The Site's location within the City Centre deems it appropriate buildings of the proposed scale while the appropriateness of the Site for a tall building in relation to Policy EN2 is assessed in full within Section 7 of this Statement.

- Policy CC7 relates to mixed use developments which will be encouraged in the City Centre as a means of using land efficiently. The Proposed Development aligns directly with Policy CC7 through the provision of an office led mixed use development, providing both a significant quantum of office space as well as supporting retail and food and beverage uses both within C1 Building and C2 Building and the reactivated Viaduct arches.
- Policy CC8 encourages large-scale developments that significantly contribute to the City Centre's employment growth, particularly those within designated redevelopment areas and guided by approved frameworks. New office space developments are encouraged to prioritise high-quality design that enhances the City Centre's character and functionality, while respecting its heritage. The Proposed Development directly aligns with this policy through the delivery of a well-designed office development to contribute to City Centre employment while balancing modern architecture with key heritage considerations.
- Policy CC10 notes that the City Centre will develop as a location which appeals to a wide range of users. The mixed-use nature of the Proposed Development will attract various future users while the delivery of a significant amount of new public realm will create an attractive and welcoming environment for all.
- Core Strategy Policy EC1 states that Manchester City Centre is a key location for the most significant employment generating uses. Core Strategy Policy EC1 requires details of Local Employment Agreements should contain a commitment to work with the Work Skills Team to ensure that employment opportunities resulting from this development are made available to Manchester residents through existing recruitment offer and allow hard to reach groups equal opportunity to be successful in applying.
- Core Strategy Policy EC3 states that development for employment generating uses including offices and other commercial development will be encouraged in the Regional Centre. The nature of the Proposed Development will generate significant future employment growth which is detailed in full later within this Section.
- Core Strategy Policy EC8 states that Manchester City Centre is expected to deliver approximately 14ha of employment land, highlighting the ORC as an appropriate area for commercial development. The Plan promotes development which has regard to ensuring employment within Central Manchester complements those uses.
- Saved UDP Policy DC10.1 notes that the council would normally accept the principle of development including the sale of food or drink for consumption on the premises in the City Centre. The Proposed Development is within the City Centre of Manchester and therefore complies with the policy.
- Saved UDP Policy DC19.1 notes that the council should secure the retention, restoration, maintenance and continued use of listed buildings. Whilst the Proposed Development will lead to less than substantial harm (at the higher end of the scale) to the Grade II listed Hollaway Wall, this harm is outweighed by the public benefits of development including the direct heritage benefits of creating a new and improved setting for the Hollaway Wall in a prominent, publicly accessible space complemented by new landscaping and art installations. The listed Viaduct arches will be revitalised through adaptive reuse for retail and food/beverage purposes, increasing footfall and appreciation of the heritage asset. These interventions will therefore promote the continued use and appreciation of listed buildings. Heritage matters are discussed in detail later in this Section.

6.11. In accordance with the above policies, the Proposed Development is considered to be in accordance with the Development Plan when read as a whole, which supports the redevelopment of the Site for office and retail uses.

- 6.12. The NPPF sets out in Paragraph 87 that planning decisions should recognise and address the specific locational requirements of different sectors. These include knowledge and data driven, creative of high technology industries and also the expansion of industries of local, regional or national importance to support economic growth.

Scale, Massing and Density

- 6.13. The Proposed Development broadly complies with Development Plan Policies that relate to density and tall buildings, namely Core Strategy Policies CC1, CC6 and CC7 all of which seek to locate density within the City Centre, where scale and massing of developments would exceed what is appropriate elsewhere. Policy EN2 states that tall buildings should be located outside of conservation areas in close proximity to transport hubs; the Proposed Development meets this locational criteria as, despite the Site's partial location within the Whitworth Street Conservation Area, the proposed tall building element is not located within this Conservation Area. Policy EN2 also sets criteria for tall buildings, against which the Proposed Development is considered in full within Section 7.
- 6.14. The Proposed Development also complies with Core Strategy Policy DM1: Development Management which states that: *"All development should have regard to the specific issues including:*
- *Appropriate siting, layout, scale, form, massing, materials and detail*
 - *Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area."*
- 6.15. The proposed height, massing, design and materiality of the office buildings have been carefully considered to ensure a sensitive response to the surrounding context, complementing the existing character of the surrounding buildings and the surrounding City Centre context.
- 6.16. The SRF, outlines place-based principles which are intended to guide forthcoming developments in the SRF area. It suggests that building heights are anticipated to be highest around the edges of the SRF Area, stepping down towards the civic square. This would help maximise the amount of sunlight into major public open spaces. The SRF also identifies the Site as a first visual signifier of Sister when arriving into the Oxford Road Corridor from Piccadilly Station and therefore an opportunity to deliver tall, landmark buildings.
- 6.17. The Proposed Development therefore complies with development principle established within the SRF with the taller 'landmark' C2 Building sitting along the edge of the SRF boundary to north east of the Site towards Manchester Piccadilly Station with the C1 Building then stepping down towards Sister Square.
- 6.18. In addition, Section 7 provides a full analysis against Historic England's Advice Note 4 (2022), alongside Core Strategy Policy EN2.

Demand for Office Space

- 6.19. In terms of demand for Office floorspace the Manchester Office Agents Forum (MOAF) reported in April 2025 that the 2025 Q1 was the best performance in a first quarter since 2020, demonstrating continued recovery and demand. MOAF predicts that the remainder of 2025 remains positive and there continues to be healthy occupier demand for new office space, particularly given that they note that new build availability has diminished recently. Additionally, OBI undertook research that demonstrated 70% of transactions in 2024 were for occupiers over 10,000 sq.ft and expanding their floorspace. This further demonstrates the demand for large office floor-plates in well-connected, strategic locations and which can offer a suitable break out spaces and positive environment.

- 6.20. While some existing commercial spaces might be vacant, they may not meet the specific needs of businesses seeking to be part of a dynamic innovation hub. Sister offers a unique proposition: modern, well-connected office spaces integrated with a wider ecosystem of research institutions, cultural amenities, and public spaces. This fosters collaboration, knowledge exchange, and a sense of community, which are highly attractive to innovative businesses.
- 6.21. Sister also anticipates the future demand for high-quality, centrally located office space, which will be required in the long-term evolution of Manchester, ensuring the City remains competitive and attractive to businesses driving innovation and economic prosperity. Creation of a critical mass of commercial space to drive the success of the Sister Innovation District is a core objective of the ID Manchester SRF.
- 6.22. Therefore in accordance with Paragraph 87 of the NPPF the Proposed Development will support the expansion of innovation-aligned industries within Greater Manchester and the UK.

Design and Appearance

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- Policy JP-P2: Heritage

Core Strategy (2012)

- Policy SP1: Spatial Principles
- Policy DM1: Development Management
- Policy EC1: Employment and Economic Growth in Manchester
- Policy CC1: Primary Development Focus: City Centre and Fringe
- Policy CC6: City Centre High Density Development
- Policy CC8: Change and Renewal
- Policy CC9: Design and Heritage
- Policy CC10: A Place for Everyone
- Policy EN1: Design Principles and Strategic Character Areas
- Policy EN2: Tall Buildings
- Policy EN3: Heritage
- Policy EN9: Green Infrastructure

Saved Unitary Development Plan (1995)

- Policy DC18.1: Conservation Areas
- Policy DC19.1: Listed Buildings

Material Considerations

- NPPF (2024)
- ID Manchester SRF (2023)
- National Planning Practice Guidance

- Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)
 - Design for Access 2 (2003)
-

- 6.23. Core Strategy Policy SP1 requires that all development make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character.
- 6.24. Core Strategy Policy EN1 Design Principles and Strategic Character Areas states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the Proposed Development is located.
- 6.25. Core Strategy Policy DM1 Development Management states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detailing as well as the impact on the surrounding areas in terms of the design, scale and appearance.
- 6.26. The NPPF advises that good design is a key aspect of sustainable development. At Paragraph 135 it is advised that planning policies and decisions should ensure that developments:
- Will function well and add to the overall quality of the area, over the lifetime of the development;
 - Are visually attractive;
 - Are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change;
 - Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - Optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and,
 - Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users' and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 6.27. The National Planning Practice Guidance (NPPG) stresses the importance of good design and that planning should drive up standards across all forms of development. As a core planning principle, plan makers and decision makers should always seek to ensure high quality design through creating places, buildings or space that work well for everyone, look good, last well and will adapt to the need of future generations. The NPPG references pre-application discussions, DASs and Design Reviews as some of the methods that can be used to achieve good design.
- 6.28. In addition, Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015) provides design guidance for developers. Design for Access 2 is also relevant. This document provides guidance on measures that should be incorporated into schemes to increase their accessibility.
- 6.29. The SRF includes ten place-based principles, which provide guidance for detailed development proposals coming forward in the SRF area. The SRF notes that developments that successfully adopt these principles should contribute positively to a place that realises the vision for Sister.

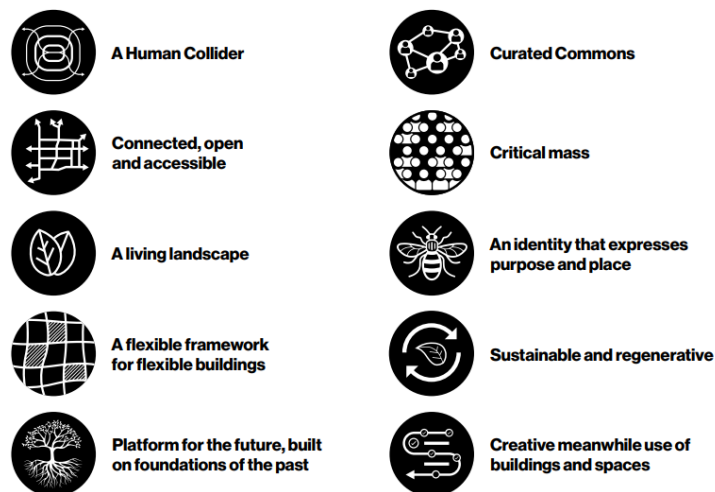


Figure 6.1 – SRF Place-Based Principles (2023)

- 6.30. The Proposed Development has been developed by a design team, led by AAM Architects with extensive experience in designing high quality, large scale developments. Public realm design has been designed by SLA, an established Landscape Architect known for high-quality nature-led landscaping to support developments both across the UK and internationally.

Architectural Quality and Inclusive Design

- 6.31. The proposed buildings will mark the first major new-build developments to come forward within the SRF area and have been designed to be landmark buildings of the highest architectural quality, located at this key entry point to the framework area. The proposed scale creates a dynamic relationship between the two buildings with the taller C2 Building element sitting at the edge of the framework area providing distinct entry point cascading down to the smaller C1 Building towards the central Sister Square.
- 6.32. The treatment of the elevations has been carefully considered throughout the design development process to ensure the Proposed Development is robust and deliverable. The material strategy has been developed to respond to the established and emerging context of the area.
- 6.33. Each building has a strong compositional relationship with the other as well as the proposed public realm and urban surroundings. This approach will result in transforming this currently underutilised area of the City into a high-quality welcoming urban environment.
- 6.34. The highest quality materials have been proposed that are appropriate to their purpose and location, and an attention to detailing will be maintained to ensure an exemplar of good design.
- 6.35. The buildings' location is in line with the criteria as set out in Policy EN2 of the Manchester which notes that tall buildings must be located appropriately, this is set out in full within Section 7 of this Statement.
- 6.36. In addition, the significant consideration given to implementing the highest quality finishes using the best possible materials is in line with Policy EN2 criteria, which states that tall buildings must be of the highest design quality to be supported.

SRF Place Based Principles

- 6.37. The Proposed Development also aligns with the SRF's following place-based principles, including by:

A human collider

- Delivering a range of flexible commercial and community spaces, and Sister Square, creating internal and external settings for collaboration and community activity, a range of events as well as informal places to meet, eat, spend time and work together.
- Delivering flexible floorplates to support a diverse range of occupiers, and a large-footprint Grade A office space capable of accommodating corporate global HQs.
- Strengthening movement patterns of people entering and moving through the Framework area, including key routes, such as the east-west connection along Altrincham Street.

Platform for the future, built on foundations of the past

- Adopting a holistic, place-based approach across Sister that enables the retention and breathing of new life into the most significant heritage assets within the SRF Area, including Sackville Building and Renold Building.
- Delivering the amount of accommodation needed for Sister to achieve its potential and maximise the benefits, through delivering a critical mass of commercial floorspace as part of the Proposed Development. Balanced with focusing on the retention of the most important assets within the SRF Area to support long term retention and re-activation, whilst delivering on the SRF's overarching development and placemaking objectives.
- Reactivating and opening of the Viaduct arches with commercial uses, to create a seamless and inviting connection to the south of the Viaduct arches, to reinforce Altrincham Street as a principal route through the SRF Area.
- Addressing the conflict the Hollaway Wall has in its current form with the placemaking priorities of the SRF, including knitting Sister into the wider City and creating a better gateway from Piccadilly. Including responding to the condition and setting of the Hollaway Wall which is currently poor, as acknowledged by Historic England (including at SRF stage).
- Considering a range of options for the Hollaway Wall to determine the optimum design solution that delivers the placemaking objectives set out within the SRF, to help overcome the current visual and physical barrier challenges.

Curated Commons

- Delivering active frontages at (lower) ground and upper ground floor levels, address principal routes and spaces, such as Altrincham Street and Sister Square.
- Creating of a seamless blend of indoor and outdoor spaces, including through the incorporation of multiple building entrances, a covered loggia (offering spill out spaces from flexible uses fronting Sister Square).
- Providing flexible commercial floorspace at upper and lower ground, to promote a varied and diverse uses to serve the needs of people working (and living) within Sister in the future, as well as existing local communities, and those visiting or passing through.
- Creation of a publicly accessible gathering space within the Manchester Room, conceived and designed through engagement with local communities to provide a genuine community asset, which also celebrates the cultural heritage of the former campus and the Hollaway Wall.

Critical mass

- Significant contribution to the delivery of 2 million sq. ft of innovation, commercial and research space across the SRF Area, with the Proposed Development delivering over 500,000 sq. ft of new Grade A commercial office floor space, with two new connected buildings, capable of accommodating a range of occupiers.
- Delivering flexible floorspaces, enabling the Proposed Development to respond to occupier demand over time.
- Creating a new landmark building at the north-eastern corner of the SRF Area, signifying arrival into Sister when arriving into the Oxford Road Corridor from Piccadilly Station.
- Delivering a new tall building (C2 Building), with building height highest around the edge of the SRF Area along London Road, stepping down towards Sister Square and Renold Building.
- Introducing terraces to animate the building at upper levels and create multi-layered active spaces and facades.

An identity that expresses purpose and place

- Exploring and reinterpreting Victorian and Designing C2 Building's roof profile.
- Drawing upon the warmth of Manchester material's palette, namely red bricks and metal structures (reflective of the City's industrial past) which has informed the proposed contrasting material's palette for C1 Building and C2 Building.
- Including open and active colonnade spaces at ground floor level fronting Sister Square, referencing the Modernist heritage of the former UMIST campus to reinforce a strong sense of place.
- Exploring and reinterpreting legacy Modernist architecture, through decorative design features, such as the roof profile of C2 Building, drawing inspiration from Renold Building and Barnes Wallis and Wright Robinson Building.

Sustainable and regenerative

- Undertaking rigorous, holistic assessment for the potential removal, redevelopment and adaption of existing buildings and structures on the Site, including: consideration of placemaking priorities: supporting the delivery of a critical mass and flexible floorspace to make Sister a successful innovation district; historical and architectural significance; feasibility of re-purposing for viable long-term uses; and embodied and operational carbon.
- Designing the Proposed Development to ensure the new buildings orientation, structural fabric and façade materials limit embodied and operational emissions, whilst utilising the Site topography for new carbon-heavy basements –e.g. the basement of the Proposed Development utilises the existing basement of Barnes Wallis.
- Maximising opportunities to re-use or recycle materials within the proposed buildings and the landscape.
- Alignment with industry best practice standards to support the physical, mental, and social health of occupants encompassing factors such as air quality, acoustics, lighting, thermal comfort, access to nature, and opportunities for physical activity.

Landscaping and Public Realm

6.38. In line with Core Strategy Policy EN9 the Proposed Development will enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure (as set out below in paragraph 6.39) by:

- Protecting and retaining existing trees where practical, and introducing planting to create improved green links;
- Introducing significant new tree planting, supporting the adaption to climate change in a heavily urbanised part of Manchester; and
- Enhancing and improvement to the quality and accessibility of existing green infrastructure.

6.39. The Proposed Development contains significant new elements of landscaped space and public realm which will support delivery of the SRF vision and principles, in particular, the following place-based principles, including by:

A human collider

- Delivering Sister Square, a new civic square at the heart of the SRF area.
- Strengthening movement patterns of people entering and moving through the Framework area, including key routes, such as the east-west connection along Altrincham Street.

Connected open and accessible

- Widening of Altrincham Street, including new dwell spaces and the introduction of cycle lanes off public roads. Forming one of two principal east-west routes to be enhanced (identified within SRF), to create a generous, safe thoroughfare leading from Piccadilly Station and Mayfield through to the Corridor.
- Creative, landscaped solutions to provide accessible routes that address the large level changes, without the need to rely on lifts in the public realm.
- Restricting vehicle access (other than maintenance and emergency vehicles) from entering principles areas of the public realm and limiting deliveries and servicing to the periphery of the SRF Area, including utilising level changes to introduce a concealed servicing tunnel underneath a widened Altrincham Street.
- Designing Sister Square (including scale) to be capable of hosting a variety of public functions and activities.
- Supporting the creation of a central north-south spine, from Cobourg Street to the north towards Water Street (through Sister Square).
- Creating a welcoming, outward looking space at Hollaway Place. Hollaway Place is identified as one opportunity area for intervention around the periphery of the SRF area to help knit Sister into the urban fabric of the City by repairing the entry sequence to the Oxford Road Corridor from Piccadilly for pedestrians and cyclists.
- Creating a welcoming, outward looking space along London Road, which within the SRF is recognised as being a transformative opportunity given the existing very poor and uninviting environment.
- Successfully addressing level changes to create a seamless link between north and southern areas, making the space an accessible route for all – namely between Altrincham Street and Sister Square (currently the Bowling Green), through the removal of the Butterfly Stairs.

A living landscape

- Delivering a significant betterment on the regulatory 10% BNG target (16.80% net gain for habitat areas and 233.45% net gain for hedgerows);
- Integration of soft landscaping and trees within the public realm and identified opportunities for planting on the terraces of C1 Building and C2 Building to create a comfortable environment for dwelling (including by providing shade and shelter);
- Delivering a variety of spaces within the public realm, including features that encourage interaction and play, to promote enjoyment of nature, heritage and water;
- Improving access and links to nature through significant enhancements to the existing, underutilised public realm e.g. widening of Altrincham Street, creation of an ecological link within Sister Square and the formation of 'Hollaway Forest' adjacent to London Road;
- Including new planting being a minimum of c. 70% native species to promote biodiversity and habitat;
- Retaining trees on the Site, wherever feasible, including high value mature trees. 26 existing trees are proposed to be retained within the Site (of the existing 54); and
- Planting 270 new trees, making a significant contribution to the SRF vision for over 400 trees across the SRF Area, whilst also exceeding the tree replacement ratio of at least 3:1 within SRF (with a 10:1 ratio) to ensure a nature-led place is achieved.

Sustainable and regenerative

- Integrating upcycled materials into the hard landscaping materials to reduce waste and environmental impact (e.g. demolition materials repurposed, such as within aggregates);
- Incorporating reclaimed materials recognising celebrating the historic character of the Site and wider area; and
- Introducing multi-functional water and drainage features that contribution to the blue infrastructure network e.g. water channels for irrigation and surface water drainage, whilst illustrating the journey of water through the landscaping.

6.40. A detailed summary of the design and appearance of the Proposed Development is provided within Section 5 of this Statement as well as the DAS prepared by AAM and SLA. The DAS also provides details on the management of the landscaping and public realm.

6.41. Based upon this it is considered that the design and appearance of the Proposed Development is compliant with policies set out within the Local Development Plan.

Climate Change and Energy

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- JP-S1 – Sustainable Development
- JP-S2 – Carbon and Energy
- JP P-S3: Heat and Energy Networks

Relevant Policies and Guidance

Core Strategy (2012)

- Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Policy EN5: Strategic Aras for low and zero carbon decentralised energy infrastructure
- Policy EN6: Target Framework for CO2 reductions from low to zero carbon energy supplies
- Policy EN8 – Adaption to Climate Change
- Policy EN9 – Green Infrastructure

Material Considerations

- NPPF (2024)
- ID Manchester SRF (2023)

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- 6.42. A Climate Emergency was declared by MCC on 10 July 2019, with the target to make Manchester carbon neutral by 2038. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020- 2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport. The measures include retrofitting buildings to improve energy efficiency, increasing the use of Electric Vehicles, and seeking 100% renewable energy. Whilst this has also not been formally adopted into planning policy, it is a material consideration for development proposals.
- 6.43. Places for Everyone Policy JP-S2 requires the following measures in developments to reduce greenhouse gas emissions:
- Promoting retrofitting of existing buildings with measures to improve energy efficiency;
 - Promotion of use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured;
 - Positive approach to renewable and low carbon energy schemes;
 - Increasing the range of nature-based solutions including carbon sequestration through the restoration of peat-based habitats, woodland management, tree planting and natural flood management techniques;
 - Regulated operational carbon emissions in new developments to be net zero, unless it is not financially feasible. Developments are also required to calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions, which needs to be set out in an Energy Statement in accordance with the energy hierarchy. It also requires any residual carbon emissions that cannot be fully mitigated on-site to be offset, in agreement with the LPA, through a financial contribution to a carbon offset fund;
 - Incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations, unless superseded by local plan policies;
 - Where practicable, prioritise connection to a renewable energy/heating/cooling network in the first instance or a low carbon energy/heating/cooling network that is adaptable to non-fossil fuels at a later date;
 - For non-residential developments, achieve at least BREEAM excellent standard (or equivalent) for the 'Ene 01 – reduction of energy use and carbon emissions' category; and

- Include a detailed Energy Statement to demonstrate via site relevant evidence how the development has sought to maximise reductions in carbon emissions in line with relevant policy targets, including the minimisation of overheating risks and appropriate measures for post occupancy evaluation. Whole life cycle emissions should be considered where possible.

- 6.44. Core Strategy Policy EN5 requires new development, regeneration and retrofit projects in the Oxford Road Corridor to take place in the context of more detailed proposals for decentralised low and zero carbon energy infrastructure in the form of energy proposals plans. While Policy EN6 has been partially replaced by Places for Everyone Policy JP-S2, it requires an Energy Statement to be submitted at the outset of any Proposed Development.
- 6.45. Manchester City Council's Net Zero Design Guidance (March 2025) offers a framework for applicants to design net-zero carbon buildings, aligning with the city's climate goals and the Places for Everyone (PfE) plan. Prioritising early design stage interventions, the guidance focuses on achieving net-zero operational carbon, minimising reliance on post-construction modifications. This document, the first in a three-part series, addresses PfE policies JP-S2 and JP-S3, linking to the TANZ homes standard, and is complemented by further guidance on low carbon heat and planning submissions.
- 6.46. The guidance promotes a holistic design approach, encompassing building form, orientation, window and ventilation design, insulation, low-carbon heating, and renewables. It emphasises a fabric-first approach, prioritising passive design measures for energy efficiency before considering active systems. Minimising upfront embodied carbon is also key, advocating for a material selection hierarchy and the reuse of existing materials. The guidance further addresses overheating risk mitigation through design and specification and includes case studies showcasing net-zero principles in practice.
- 6.47. The Proposed Development sees the demolition of a number of buildings on site. This was the result of a comprehensive optioneering exercise which assessed whether these buildings could be retained and re-purposed. The exercise involved reviewing the potential embodied and operational energy of various scenarios, including 'do nothing', 'deep retrofit' and 'new build'. The operational energy usage in the 'do nothing' significantly exceeds that of a new build and the target sustainability objectives of the Proposed Development. Due to the extent of new material in deep retrofit, the carbon savings are modest compared to a new build and the deep retrofit would not result in a building floorplate that fulfils the objectives for Sister to attract the range of occupiers needed to make the innovation district a success.
- 6.48. To comply with the above, climate change has been scoped into the Environmental Impact Assessment ('EIA') and therefore an Environmental Statement ('ES') chapter has been produced, as well as an Environmental Standards Statement (including Energy Statement), both prepared by Buro Happold have been submitted with these applications.
- 6.49. As part the Energy Strategy (prepared by Buro Happold), a Part L2A model for the development was created by an experienced Energy Assessor. The development has been designed in accordance with the energy hierarchy approach and aims to minimise energy demand through a combination of passive design measures. Proposed energy reduction measures will ensure there is minimal operational carbon emissions. Any remaining operational carbon emissions will be offset in agreement with the LPA, through a financial contribution to a carbon offset fund.
- 6.50. Energy efficiency has been maximised through the following measures:
- The use of air source heat pumps, to provide space heating and cooling in the fully fitted spaces.
 - The use of CO2 air-source heat pump to provide domestic hot water in the landlord areas.
 - The use of point-of-use electric water heaters to provide domestic hot water in the tenant office spaces for tea point connections or kitchenette water usage.

- High efficacy LED lighting in all areas.
- Demand-controlled ventilation based on CO2 sensors.
- Demand-controlled lighting with presence/absence detection in all communal, circulation and shared spaces. Daylighting dimming control has been applied across the office perimeter zones.
- High efficiency heat recovery equipment on all ventilation systems

- 6.51. The Proposed Development is designed to be 'all-electric', meaning it is linked to the National Grid, this consequently means as the National Grid decarbonises as does the energy provided to the Proposed Development.
- 6.52. A District Heat Networks and Decentralised Energy assessment has also been conducted to comply with Places for Everyone Policy JP-S3. It was concluded that a heat network approach for the Proposed Development is not viable. However, the building has been designed with future connection should a district wide heat network become available. Complying with Policy JP-S2, 637.5 sq. m. roof mounted photovoltaic (PV) panels will be installed on the roof of C2 Building.
- 6.53. Embodied and operational carbon have been central considerations in determining whether buildings should be retained or demolished. Whilst there is inevitable embodied carbon in demolition and re-build this will be mitigated as far as practicable through sustainable practices and re-use of materials. This embodied carbon also needs to be balanced with the operational carbon of buildings once completed and occupied.
- 6.54. The Applicants have carried out detailed analysis, with reference to the UK Net Zero Carbon Building Standard, on the comparable carbon cost of retaining the existing buildings in their current condition, deep retrofit of the existing buildings, and new build. This analysis concludes that the operational carbon of the existing buildings unchanged would far exceed that of the new building development due to their high operational carbon output. Furthermore, even if the buildings could be retained and subject to sufficient retrofit to reduce their carbon output to similar levels as new build, the extent of works required would result in relatively low carbon savings over new build but face significant other buildability and marketability challenges.
- 6.55. The Proposed Development will also achieve BREEAM 'Excellent', complying with the requirements of Policy JP-S2.

Crime and Security

Relevant Policies and Guidance

Core Strategy (2012)

- Policy DM1- Development Management

Material Considerations

- NPPF (2024)

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

- 6.57. The Proposed Development has been designed in consultation with Greater Manchester Police, which has had a direct impact on the security measures proposed. A Crime Impact Statement ('CIS') prepared by Greater Manchester Police has been submitted with these applications, which identifies a number of features of the Proposed Development that would make a positive contribution to the prevention of crime and fear of crime. These can be found in full within the CIS submitted in support of these applications.
- 6.58. The CIS outlined a number of possible improvements to the scheme that should be considered for incorporation into the final design, which can be found in Section 3.4 of the CIS. The project team have subsequently revised the design to address any valid concerns.
- 6.59. It is anticipated that a condition will be attached to any subsequent planning permission requiring secure by design accreditation.

Waste and Servicing

Relevant Policies and Guidance

Core Strategy (2012)

- Policy EN19- Waste

Saved Unitary Development Plan (1995)

- Policy DC10.1- Food and Drink Uses

Material Considerations

- Waste and Storage Collection Guidance Note (GD04)
- NPPF (2024)
- NPPG – Waste (2015)
- Guide to Development in Manchester (2007)

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- 6.60. Core Strategy Policy EN19 'Waste' requires all developers to demonstrate the proposals consistency with the principles of the waste hierarchy.
- 6.61. Saved UDP Policy DC 10.1 states that developments with F&B uses should have regard of the storage and collection of refuse and litter.
- 6.62. To comply with the above, Civic has prepared an Operational Waste Strategy to support these applications. The strategy has been prepared with reference to BS 5906:2005 and MCC's GD04 Waste Storage and Collection Guidance for New Development (v7). Consideration has also been given to Policy EN 19 Waste of the Manchester Core Strategy.
- 6.63. MCC's Waste Storage and Collection Guidance Note (GD04) contains minimum standards to be considered for the storage and collection of waste. This guidance follows the recommendations set on the Waste Management Plan for England, strongly encouraging and promoting high levels of quality recycling.
- 6.64. The note states that all planning applications for new developments and conversions must include a Waste Management Strategy that includes:

- An estimated storage area for the waste prepared by the development, F&B, retail and commercial uses;
 - Details of internal and external stores for both waste and recycling; and
 - Location of the proposed collection point and details of the route the collection will take.
- 6.65. The strategy sets out the predicted waste production for the Proposed Development, Sister Plot C, including the primary recycling streams. The strategy proposes a collection frequency of three times per week.
- 6.66. C1 Building and C2 Building:
- Waste will be stored in designated areas on the lower ground floor, accessible via lifts.
 - C1 Building: The strategy proposes 27 Eurobins for general and recyclable waste combined, along with 7 wheelie bins for food waste. Calculations suggest a higher number of bins may be required (up to 30), but this will be monitored, and additional collections arranged if necessary.
 - C2 Building: 17 Eurobins for general waste, 3 for recyclable waste, and 4 wheelie bins for food waste are proposed.
 - Collections will be made via the service tunnel accessed from London Road and Mill Lane, with access control to prevent queuing on London Road.
- 6.67. Viaduct Units:
- Waste will be stored in the existing car park area north of the Viaduct arches, accessible from Sackville Street.
 - 4 Eurobins each for general and recyclable waste, and 4 wheelie bins for food waste are proposed.
 - Collections will be made via the existing car park entrance on Sackville Street at the west end of Altrincham Street, with egress via the existing car park exit.
- 6.68. All waste will be transferred to a Materials Recovery Facility. From there all recyclable content will be sent to recyclers; and food and general waste will be used in an Energy from Waste facility.
- 6.69. It is concluded that the proposed forecast deliveries, waste management and refuse collection accords with planning policy and GD 04 Waste and Storage Collection Guidance and is appropriate for this scale of development. The proposed innovative service tunnel also removes waste management largely from the public realm.
- 6.70. A full summary of the waste and servicing proposals can be found within Section 5 of this Statement as well as within the DAS and Operational Waste Strategy prepared by Civic.
- 6.71. It is anticipated that details of waste management be subject to a compliance condition attached to any resultant planning permission.

Townscape and Heritage

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- Policy JP-P2: Heritage

Core Strategy (2012)

- Policy CC6 – City Centre High Density Development
- Policy CC9 – Design and Heritage
- Policy EN2 – Tall Buildings
- Policy EN3 – Heritage

Saved Unitary Development Plan (1995)

- Policy DC18.1 – Conservation Areas
- Policy DC19.1 – Listed Buildings

Material Considerations

- NPPF (2024)
 - NPPG
 - HE Tall Building Advice Note 4 (2022)
 - Guide to Development in Manchester (2007)
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Townscape and Visual Impact

- 6.72. A Townscape and Visual Impact Assessment ('TVIA'), assessing the impact of the Proposed Development has been undertaken by Layer and is submitted in the ES.

Townscape

- 6.73. The Townscape Assessment considers the impact of the Proposed Development across the following criteria: urban grain; land use; building heights; public realm and streetscape; and site character.
- 6.74. During construction, impacts range from minor/moderate to moderate adverse. The urban grain, land use, building heights, and public realm will be temporarily affected by demolition, construction activities, and road closures.
- 6.75. In the operational phase, the assessment concludes predominantly beneficial impacts across the townscape criteria:
- The proposed urban grain will be reflective of the existing which is considered of medium value, with the Proposed Development resulting in a minor neutral effect (on urban grain).
 - The introduction of commercial land use is considered appropriate for the area, reflecting wider City Centre trends and complementing adjacent uses.
 - The Proposed Development will be taller than existing buildings on the Site, however IQ Echo Street immediately north of the Site sets recent precedent for high rise buildings in the vicinity, extending to 28 residential storeys at its highest point, taller than the Proposed Development. Additionally, No.3 Circle Square is set to 15 storeys on completion. These two local examples make tall buildings characteristic of this part of the City. There is also an emerging datum more generally within this part of the City Centre with numerous consented commercial schemes as well as a car park set to come forward within the emerging Mayfield neighbourhood located to the east of the Site, as along with forthcoming development along Charles Street to the west of the Site. The ID Manchester SRF also envisages tall buildings, including large-scale commercial buildings and tall residential towers to the south and west of the Site
 - Proposed public realm will soften the streetscape, improving on the existing offer at the former Bowling Green, enhancing the user experience of the proposed Building C1 and C2 Building.

Change of use to the Viaduct arches will create a new user experience for passers-by, pedestrians and cyclists travelling along Altrincham Street, creating new seating areas as well as a reason to stop and sit. The inclusion of the Hollaway Wall internal to the C2 Building footprint as well as in the public realm will allow the public to interact with the heritage asset.

- The Proposed Development will present active frontages onto adjoining streets and will be further enhanced with new public realm and change of use to the Viaduct arches. This will create a cohesive character between the upper level on Altrincham Street and lower level around the former bowling green. The buildings will feature carefully selected robust materials which will reflect the existing character of neighbouring red brick heritage assets as well as some materials which will help The Proposed Development to stand out as a unique part of the City Centre. This is an enhancement on the baseline position and therefore of benefit to the site character.

Visual Impact

- 6.76. The Visual Impact Assessment ('VIA') considers 18 viewpoints of the Proposed Development including baseline conditions and the completed development.
- 6.77. During the construction phase, the VIA concludes that following mitigation the Proposed Development will lead to:
- Temporary moderate adverse impacts - from views 3 (London Road), 6 (Altrincham Street), 8 (Former Bowling Green), 12 (Former Bowling Green), 13 (Vimto Park), 15 (Altrincham Street, Renold Building).
 - Temporary minor adverse impacts - from view 14 (The Mill).
 - Temporary minor/ moderate neutral impacts - from views 1 (Piccadilly), 2 (Chorlton Street), 4 (Fairfield Street), 7 (Mancunian Way), 9 (Piccadilly Station Approach), 10 (Station platform 13/14), 11 (Morton Laboratory, London Road), 17 (Ardwick Green South), 18 (Lockton Close).
 - Negligible impact - from view 5 (Sackville Gardens).
- 6.78. During the operational phase, the VIA concludes that post-mitigation the Proposed Development will lead to:
- Minor / Moderate (Neutral) impacts - from view 3 (London Road)
 - Minor (Neutral) impact - from views 1 (Piccadilly), 2 (Chorlton Street), 17 (Ardwick Green South).
 - Moderate (Neutral) impact - from views 4 (Fairfield Street), 7 (Mancunian Way), 9 (Piccadilly Station Approach), 10 (Station platform 13/14), 11 (Morton Laboratory, London Road), 18 (Lockton Close).
 - Moderate-Major (Neutral) impact - from views 6 (Altrincham Street), 13 (Vimto Park).
 - Moderate-Major (Beneficial) - impact from views 8 (Former Bowling Green), 12 (Former Bowling Green), 15 (Altrincham St, Renold building).
 - Negligible impact from views 5 (Sackville Gardens), 17 (Ardwick Green South).
- 6.79. The VIA concludes that while there are some adverse visual impacts during both construction and operation, the overall impact in the operational phase will be predominantly beneficial.

Heritage

- 6.80. A Heritage Statement comprising a Heritage Significant Appraisal and Impact Assessment has been prepared by Stephen Levrant Heritage Architecture ('SLHA').

- 6.81. The Planning (Listed Building and Conservation Areas) Act 1990 sets out the general duty on decision makers in exercising their planning functions with respect to heritage assets. Section 66 requires:
- “In considering whether to grant planning permission for development which affects a listed building or its setting, the LPA or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses...”
- 6.82. Section 72 sets out the corresponding duty in relation to conservation areas, it requires:
- “In the exercise, with respect to any building or other land in a conservation area, of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area...”
- 6.83. Chapter 16 of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment.
- 6.84. Paragraph 212 requires that when considering the impact of the Proposed Development on the significance of the asset, great weight should be given to the asset’s conservation, the more important the asset the greater the weight should be.
- 6.85. Paragraph 215 of the NPPF states that:
- “Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”
- 6.86. Paragraph 216 relates to NDHAs at states:
- “The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset”
- 6.87. Places for Everyone Policy JP-P2: Heritage sets out that reference should be made to national planning policy. It also sets out:
- “3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;
4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and
5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.”
- 6.88. The local heritage Development Plan policies detailed in Places for Everyone Policy JP-P2, Core Strategy Policies CC9, EN3 and retained UDP Policies DC18.1 and DC19.1 retain the same emphasis as the NPPF, with a focus on the fundamental importance of ‘preserving or, where possible, enhancing the historic environment’.
- 6.89. The NPPF and the associated PPG emphasise the need for a thorough understanding of the significance of heritage assets, to form the basis for the assessment of any development impact. In addition, Core Strategy Policy EN3 evidently requires development proposals to be sensitive to the inherent values of the designated heritage asset, with any impact justified by clear, documentary evidence.

Heritage Baseline Appraisal

- 6.90. SLHA have prepared ES Chapter 7: Built Heritage, supported by Appendix 7.1 Heritage Statement. The chapter and appendix provide a detailed summary of the significance of the Site and surroundings.
- 6.91. As outlined in Section 4 and 5 of this Statement, the Site includes two Grade II listed buildings: the Hollaway Wall and the Manchester South Junction and Altrincham Railway Viaduct. The significance of these assets is summarised as follows:
- **Hollaway Wall** - the Hollaway Wall is an example of 1960's public art and is combined with function as a barrier to London Road. It was designed in partnership with artist Antony Hollaway in collaboration with regional architect Harry M Fairhurst. It is also of historic interest due to demonstrating the concept introduced in the 1960s of separating people and cars as a result of the significant increase of car ownership. It is also an example of Hollaway's research in high-quality concrete usage for the Cement and Concrete association. At present the Hollaway Wall is enclosed by modern high fencing, segregating it from the public and making a negative contribution to the ability to experience the asset in a designed setting.
 - **Manchester South Junction and Altrincham Railway Viaduct** – the Viaduct is a 1.75 mile Viaduct incorporating bridges and some Gothic style ironwork. It is an early example of the second phase of railway development in the UK and was Manchester's first suburban railway. The immediate setting of the Viaduct is considered to be much altered albeit the modern setting complements and incorporates the structure into the wider site.
- 6.92. The Site also contains several NDHAs associated with the former UMIST campus, including the Barnes Wallis and Wright Robinson Building, Butterfly Stairs, Morton Laboratory, MMP (Staff House), and public art. The significance and history of the NDHAs has been comprehensively captured as part of the Heritage Statement. These assets are generally not in good condition and have undergone high levels of alteration to adapt to the changing requirements of the university.
- 6.93. The Site is partly within the Whitworth Street Conservation Area and is within the setting of other listed buildings and NDHAs.

Heritage Impact Assessment

Design Evolution

- 6.94. The design evolution period involved a comprehensive optioneering exercise reviewing how the vision of Sister can be realised whilst placing great weight on preserving heritage. At a masterplan level, this ethos has led to the desire to retain and restore the most important heritage assets within the Framework Area: the Sackville Building; the Viaduct arches; the Hollaway Wall; and the most important NDHA on-site, the Renold Building. The Renold Building has already been refurbished and re-animated as the innovation hub at the heart of the masterplan.
- 6.95. The design team has carefully reviewed the level of intervention to Hollaway Wall and reviewed if any of the NDHAs can be retained. This optioneering exercise has informed and been informed by the engagement undertaken with key statutory stakeholders such as the LPA, MCC Conservation Officer, HE and the Twentieth Century Society. This engagement is summarised in Section 2 of this Statement and discussed in detail in the SoC.

- 6.96. The optioneering exercise on the Hollaway Wall is set out in Section 3 of the Design and Access Statement. This sets out why options such as relocating the Hollaway Wall have been discounted, principally as this would be technically challenging due to intrusive investigations establishing that the Hollaway Wall is a piled structure rather than pre-fabricated as noted in the listing description. Relocating the wall eastwards, towards London Road, would also not derive the public benefits of knitting Sister back into the city centre urban fabric as it would impinge on east-west connections. The sections which have been identified to be 'folded' are as a result of a detailed analysis and respond to the rhythm of the Hollaway Wall and creating appropriate spaces and flow within the Manchester Room. Externally, the northern folded elements will help facilitate the widening of Altrincham Street through increasing overall permeability and legibility of the gateway into Sister.
- 6.97. The design of the new build elements has taken cues from the existing Site including the angular details of Barnes Wallis and Wright Robinson Building, the hues of grey from across the SRF area on the C2 Building and the red-brown of C1 Building echoing the brick of the Viaduct arches. The ground floor arcade responds to those found at Barnes Wallis and Wright Robinson Building and MMP. Additionally, if possible, elements of the Butterfly Stairs will be re-incorporated into the public realm, subject to further studies during the detailed design phase.

Direct Heritage Impacts

- 6.98. During the construction phase, demolition will result in the permanent loss of four NDHAs (Barnes Wallis and Wright Robinson Building, Butterfly Stairs, Morton Laboratory, and MMP) and the temporary removal of two pieces of public art also considered to be NDHAs. This will have a major adverse impact on these assets, which needs to be considered under NPPF Paragraph 216 as part of a balanced judgement, giving regard to the scale and significance of these assets. In this regard, it should be noted that the outcome of the optioneering exercise was that it was not feasible to retain these NDHAs whilst also delivering the vision for Sister. The strategic importance of Sister is set out in Section 3 of this Statement and the public benefits associated with the Proposed Development are set out in Section 8 of this Statement.
- 6.99. The Hollaway Wall will experience direct impact due to the cutting and folding of sections and the minor relocation of two sections, as shown in Figure 5.3(a) and Figure 5.3(b) in Chapter 5 of this Statement. There will also be a small portions of the below ground structure that will need to be removed to facilitate the new building and servicing strategy. The permanent loss of fabric is principally below ground and would not impede the appreciation of the Wall. Where the Hollaway Wall is being 'folded' it is acknowledged that these will impact its function as a barrier and integrity as a sculptural piece, however, these folded elements of the Hollaway Wall remain largely in-situ and legible within the Manchester Room and landscaping. Whilst protection measures will be put in place for the folded sections, there may be weathering on these elements due to increased footfall. The folded sections will not alter the structural stability and the Hollaway Wall will remain as a self-supported structure. On balance, the direct heritage harm to the Hollaway Wall is considered to be moderate adverse.

- 6.100. The majority of the Viaduct arches are open or contain mid-20th century infill. The Proposed Development will however see the loss of the original late-19th century infill to the arch closest to London Road and therefore this is some minor adverse direct impact on the listed structure. All internal mezzanine structures are proposed to be free-standing and will not have an impact on the Viaduct Structure.
- 6.101. The Archimedes Statue will remain in-situ and protected during the construction phase and remaining pieces of public art will be placed in temporary storage. As such the construction phase will lead to a temporary moderate adverse impact on these assets. However, the re-location on site and restoration of these pieces will result in an overall minor beneficial impact.

Impact on Setting of Heritage Assets

- 6.102. The loss of the NDHAs will have a negative impact on the setting of the remaining NDHAs. Having a minor-moderate adverse effect on these remaining NDHAs.
- 6.103. The Hollaway Wall setting will be moderately adversely impacted through the loss of the NDHAs. However, these adverse effects are mitigated through the Hollaway Wall being an integrated sculptural piece of art in the Manchester Room. External elements of the Hollaway Wall will remain on the two ends and be legible through the large windows at ground floor, creating a legible piece flowing externally through the building – still acting as a visible barrier.
- 6.104. The assessment also concludes that the loss of the NDHAs will have a minor adverse impact on the overall setting of the Renold Building. This impact would be unchanged if the Renold Building were to be listed in the future, although the increased sensitivity of the asset would mean the significance of this effect would increase.
- 6.105. The Viaduct will experience a moderate beneficial impact due to the enhanced setting, while the Whitworth Street Conservation Area will experience a negligible beneficial impact as a result of the activation of the Viaduct arches and unified treatment to the arches.

Heritage Visual impact Assessment

- 6.106. The Townscape and Visual Impact Assessment uses 18 viewpoints, from which 12 are relevant to both heritage and townscape. These are categorised as short, mid, and long-range views. The Heritage Statement includes an assessment these views.
- 6.107. The VIA uses Accurate Verified Views ('AVRs') and considers views agreed with Historic England and MCC. The VIA focuses on viewpoints where the Proposed Development is most visible, representing a 'worst-case scenario' assessment.
- 6.108. The visual impacts on heritage assets can be summarised as follows:
- 5 instances of minor beneficial impact: Restoration and relocation of the Archimedes Statue, Havelock Mill Structure, and Generations of Possibilities magnet within Site boundary, restoration and relocation of the UMIST Cube to the same position and improved setting of the Viaduct.
 - 6 instances of neutral impact: Institute of Science and Technology, Train Shed and Undercroft at Manchester Piccadilly Station, Former Goods Offices to Manchester Piccadilly Station, Star and Garter Public House, Ardwick Drill Hall, Whitworth Street Conservation Area.
 - 1 instance of negligible adverse impact: Setting of the listed building from London Road.
 - 3 instances of minor-to-moderate adverse impact: Setting of NDHAs (Renold Building, Pariser, MSS Tower).

- 5 instances of moderate adverse impact: Setting of the Hollaway Wall, loss of the Barnes Wallis and Wright Robinson Building, Butterfly Stairs, Morton Laboratory, and MMP.

6.109. The cumulative assessment considers the impact of the Echo Street development, which is not expected to materially change the assessment's conclusions.

Overall Heritage Impact

6.110. Taking into account the analysis summarised above, the submitted Heritage Assessment concludes that the Proposed Development will lead to the upper end of less than substantial harm to Hollaway Wall due to the direct physical interventions and the impacts to the setting of the Wall. On balance, the impact to the Viaduct is considered to be in the lower end of less than substantial harm. There is considered to be no harm to the Whitworth Street Conservation Area. As such NPPF Paragraph 215 is relevant and the harm should be weighed against the public benefits and securing the optimum viable use. Section 8 of this Statement sets out significant public benefits associated directly with the Proposed Development and supports the conclusion that the public benefits outweigh the harm to the designated heritage assets. Should Renold Building be listed in the future, this would not change the conclusion that these public benefits outweigh this harm.

6.111. NPPF Paragraph 215 and therefore the 'harm tests' do not apply to NDHAs. However, Paragraph 216 is relevant and requires the harm to NDHAs to be weighed against the planning merits and regard given to the scale and significance of the NDHAs. The demolition of the NDHAs directly facilitates the construction of the Proposed Development and therefore the significant public benefits associated with the scheme and realisation of Sister. As demonstrated within this Statement the Proposed Development accords with the Development Plan when taken as a whole and supports the wider strategic objectives of Manchester, the City Region, and the UK. As such, it is considered that the loss of the NDHAs is outweighed by the planning merits of the Proposed Development.

Archaeology

6.112. An Archaeological Assessment has been undertaken by BWB to establish the nature and significance of the sub-surface archaeological resource within the area and assess the impact of any future development upon this resource in line with Core Strategy Policy DC20 and DM1.

6.113. The Archaeological Assessment considers the known archaeological resource within the Site and a 250m study area surrounding it. It has assessed the potential for previously unknown archaeological assets and the likely impact the development would have on these. It concludes that the potential for the survival of any archaeological remains pre-dating the Industrial Revolution is very low.

6.114. The Proposed Development would have an adverse impact on any unknown archaeological remains that may be within the boundaries of the Site, except in areas that are currently, and are to remain within public realm.

6.115. The potential for foundations or features relating to the industrial development through the 19th and early part of the 20th century is Medium to High but their importance is likely to be low. Where there are existing buildings that are to be demolished the likelihood for archaeological remains to be present below the existing foundations is very Low.

6.116. The Proposed Development contains one area of current public realm which is to remain in use as a recreational area and thoroughfare. There is a moderate potential for remains of the 19th century mills and manufactories to be present in this locality. Subsequently an appropriate scheme of archaeological works will be undertaken (where required) following granting of any subsequent planning permission and after demolition.

Environmental Considerations

Traffic and Transport

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- Policy JP-C8 – Transport Requirements of New Development

Saved Unitary Development Plan (1995)

- Policy DC10.1- Food and Drink Uses

Core Strategy (2012)

- Policy T1 – Sustainable Transport
- Policy T2 – Accessible Areas of Opportunity and Needs
- Policy CC5 – Transport

Material Considerations

- NPPF (2024)
- Guide to Development in Manchester (2007)

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- 6.117. Core Strategy Policy T2 Accessible Areas of Opportunity and Needs sets out that in developments regard should also be given to the need for disabled and cycle parking provision.
 - 6.118. Core Strategy Policy CC5 Transport outlines that developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.
 - 6.119. Saved UDP Policy DC 10.1 states that developments with F&B uses should have regard of the availability of safe and convenient arrangements for car parking and servicing and ease of access for all, including disabled people.
 - 6.120. Places for Everyone Policy JP-C8 notes the importance of prioritising cycling, walking and public transport routes; ensuring appropriate connectivity to the existing highway network. Part (7) references the importance of ensuring adequate car parking provision, including for disabled drivers. Part (9) references the importance of incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors. Part (14) sets out the requirements for project specific Delivery and Servicing Plan, whilst Part (16) establishes requirements for Transport Assessments and Travel Plans.

- 6.121. To comply with the above, a Transport Assessment, Framework Travel Plan and full EIA Chapter have been prepared by Civic accessing the impact of the Proposed Development.

Trip Generation

- 6.122. The Proposed Development will be car-free, contributing to Manchester's vision of promoting sustainable transport. No car parking is proposed as part of the Proposed Development apart from disabled parking on Echo Street under the Viaduct (one space) and on Mill Lane (two spaces). Car trips will be limited, and any car trips will be distributed to off-site car parks which already have planning permission as vehicle trip attractors, and therefore further analysis is not required.
- 6.123. The Site has excellent public transport access, scoring eight on the Greater Manchester Accessibility Level (GMAL) scale. It is located within 100m of Manchester Piccadilly Station (train and tram) and has bus stops along London Road.
- 6.124. The trip generation analysis undertaken as part of this TA has resulted in 16 operational vehicles being added to the highway network in the AM peak and eight in the PM peak. This number of trips is unlikely to impact the highway network and will not necessitate further modelling.
- 6.125. Six servicing bays are proposed in the service tunnel, two taxi/delivery bays are proposed at grade on Mill Lane. This provision has been demonstrated to accommodate anticipated demand.

Flood Risk and Drainage

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- Policy JP-S4 – Flood Risk and the Water Environment

Core Strategy (2012)

- Policy EN14 – Flood Risk
- Policy EN17 – Water Quality

Material Considerations

- NPPF Chapter 14 – Meeting the challenge of climate change, flooding and coastal change.
- Planning Policy Statement 25: Development and Flood Risk Practise Guide

- 6.126. Places for Everyone Policy JP-S4 requires developments to manage surface water run-off through sustainable drainage systems and as close to source as possible. Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable.
- 6.127. Core Strategy Policy EN14 notes that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.
- 6.128. To comply with the above, Civic Engineers have prepared a Flood Risk Assessment and Drainage strategy which have been submitted alongside these applications.
- 6.129. The Site is identified to at 'Very low' risk of flooding due to being located within Flood Zone 1 which has less than a 0.1% chance of fluvial flooding each year. The Site is also located within a Critical

Drainage Area (CDA) and therefore meaning an area identified as having recurring drainage problem due to surface water runoff.

- 6.130. In terms of drainage, the proposed drainage strategy ensures that the development can handle both a 1 in 30-year storm event without flooding and contain runoff from a more extreme 1 in 100-year storm, even accounting for potential increases in rainfall due to climate change.
- 6.131. As part of this Drainage Strategy, a SuDS Assessment has been undertaken which analyses various above and below ground SuDS options to effectively manage and reduce runoff. This assessment identified permeable paving with sub-base storage and raingardens as appropriate SuDS for this development. The final design and implementation details of these SuDS features will be confirmed and agreed upon as a condition of any subsequent planning permission.
- 6.132. In terms of the Surface Water Drainage Strategy, a phased approach will be adopted to align with the overall development phasing. Separate surface water networks will be implemented for each phase to collect runoff from building roofs and external hard landscaping. These independent networks will ultimately connect to the combined sewers within the surrounding highways via new connections, ensuring efficient and manageable drainage for the entire development.
- 6.133. Based upon the above the Proposed Development is considered to be wholly in compliance with the Development Plan and NPPF with regards to Flood Risk and Drainage.

Ecology and Biodiversity

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- Policy JP-G8 – A Net Enhancement of Biodiversity and Geodiversity

Core Strategy (2012)

- Policy EN15: Biodiversity and Geological Conservation
- Policy EN9: Green Infrastructure
- Policy EN17: Water Quality

Material Considerations

- Manchester's Green and Blue Infrastructure Strategy (2018 updated in 2022)
- NPPF (2024)
- NPPG – Biodiversity Net Gain (2024)

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- 6.134. In England, Schedule 7A of the Town and Country Planning Act 1990 sets out the objective that any development for which planning permission is granted will achieve at least a 10% Biodiversity Net Gain (BNG), and that a plan to achieve this will be submitted to and approved by the LPA. This was inserted by the Environment Act (2021).
- 6.135. Places for Everyone Policy JP-G8 outlines that through local planning and associated activities a net enhancement of biodiversity resources will be sought.

- 6.136. Core Strategy EN15 states that MCC will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Proposed Developments will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity.
- 6.137. To comply with the above, Tyler Grange have prepared a Preliminary ecological assessment, an Arboricultural Report and Biodiversity Assessment, which have been submitted alongside the applications.
- 6.138. Complying with Policy JP-G8, the Ecological Impact Assessment demonstrates adherence to the mitigation hierarchy. It confirms that the Site does not contain any designated nature conservation sites. While two Sites of Biological Importance (SBIs) are located within 2km of the Site, the Proposed Development is unlikely to have any direct adverse impacts on these sites due to their distance and the nature of the habitats they support. The majority of habitats present on the Site are considered to be of negligible ecological importance, being widespread and common within the urban context of Greater Manchester.
- 6.139. A Preliminary Bat Roost Assessment (PBRA) has been undertaken as part of these applications which concluded that the Site has negligible potential for supporting roosting bats, primarily due to the lack of observed roosting features and the limited suitability of the surrounding habitat. While common bird species could potentially nest on the Site, it is considered to have negligible potential for supporting protected or notable bird species. However, measures will be implemented during construction to avoid disturbing any nesting birds.
- 6.140. The Biodiversity Net Gain Assessment concluded that the Proposed Development will result in the loss of some of these habitats, but this will be more than compensated for by the creation of new habitats, including neutral grassland, mixed scrub, and the planting of 270 new trees, leading to a projected 16.80% net gain for habitat areas and a projected 233.45% net gain for hedgerows.
- 6.141. For details on how the proposed landscaping and public realm responds to Manchester's Green and Blue Infrastructure Strategy (2022) vision and objectives please refer to the Green and Blue Infrastructure Statement, prepared by Deloitte.
- 6.142. Based upon the above the Proposed Development is considered to be wholly in compliance with the Development Plan and NPPF with regards to Ecology and Biodiversity.

Ground Conditions

Relevant Policies and Guidance and Guidance

Core Strategy (2012)

- Policy EN18 – Contaminated Land and Ground Stability

Saved Unitary Development Plan (1995)

- Policy DC26.1 and DC26.5 – Development and Noise

Material Considerations

- NPPF Paragraph 196

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- 6.143. Paragraph 196 of the NPPF and Core Strategy Policy EN18 requires that planning policies and decisions should ensure that sites are suitable for any proposed use by taking account of ground conditions and risks arising from land instability and contamination.

- 6.144. To comply with the above, Ground Conditions has been scoped into the ES and a Phase 1 Desk Study and Data Review and Site Investigation Report has been prepared by Civic Earth and is submitted in support of this Planning Application, the Viaduct LBC and the Hollaway Wall LBC.
- 6.145. The report notes that the Site has a history of industrial use, including chemical works, an iron foundry, and a cotton mill, which may have impacted the ground.
- 6.146. A Preliminary Conceptual Site Model (CSM) and risk assessment have been developed, identifying potential contaminant linkages for the proposed end use. Shallow soils and perched water show elevated contaminant concentrations, and asbestos was detected in Made Ground soils.
- 6.147. The Site is considered Characteristic Situation 2 for ground gas. Localised hotspots of contamination in the Made Ground and groundwater at borehole BH1005 may pose a risk to the Principal Aquifer.
- 6.148. The Site Investigation report recommend the following additional works and mitigation measures:
- Further investigation and delineation of hydrocarbon contamination at BH1005.
 - Removal of Made Ground hotspots.
 - A watching brief during enabling, earthworks, and construction.
 - Decommissioning/protection of monitoring wells.
 - Ground gas protection measures.
 - Capping layers in soft landscaping areas.
 - Barrier pipes for new water supply pipes.
 - A piling works risk assessment, including groundwater monitoring.
- 6.149. A Remediation Strategy, incorporating these recommendations, will be submitted to the LPA for approval prior to commencement of development. This will be secured by a planning condition.

Noise and Vibration

Relevant Policies and Guidance

Core Strategy (2012)

- Core Strategy Policy DM1- Development Management

Saved Unitary Development Plan (1995)

- Policy DC26.1 and DC26.5 – Development and Noise
- Policy DC10.1- Food and Drink Uses

Other Planning Policy and Guidance

- Acoustics, Ventilation and Overheating (AVO) Guide.
- NPPF (2024)
- NPPG – Noise (2019)

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- 6.150. Saved UDP Policy DC26 Development and Noise outlines the Council intends to use the Development Control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:
- the effect of new development proposals which are likely to be generators of noise; and

- the implications of new development being exposed to existing noise sources which are effectively outside planning control.

- 6.151. UDP Policy DC 10.1 states that developments with F&B uses should have regard of the general location of the use and the effect on the amenity of neighbouring residents.
- 6.152. Policy DM1 of the Core Strategy suggests that developments should have regard to effects on amenity including noise and vibration.
- 6.153. UDP Policy DC 10.1 states that developments with F&B uses should have regard of the general location of the use and the effect on the amenity of neighbouring residents.
- 6.154. To comply with the above Noise and Vibration has been scoped into the EIA and therefore Acoustics an ES Chapter has been prepared by Sol Acoustics, which assesses the potential noise and vibration impacts of the Proposed Development both during construction and operation.
- 6.155. The ES chapter notes that any noise generated as a result of construction are to be minimised in line with mitigation methods set out within the BS 5228 (Parts 1 and 2). This includes using low-noise and low-vibration construction methods and equipment where practicable, implementing appropriate acoustic screening as needed, and adhering to a Construction, Environmental & Quality Management Plan (CEMP). These measures aim to keep construction noise and vibration levels as low as reasonably practicable.
- 6.156. During operation, the primary noise sources associated with the Proposed Development include building services plant, noise from commercial activities, and potentially temporary events. Building services plant noise will be controlled through careful design, specification, and attenuation. Noise from commercial activities will also be managed to comply with the relevant criteria set by MCC.
- 6.157. An assessment of noise associated with road traffic noise has shown a negligible impact on surrounding receptors. No mitigations measures are therefore proposed in this regard.
- 6.158. A 3D noise model was used to predict noise levels at the proposed building facades. Preliminary glazing specifications are provided to ensure adequate sound insulation and meet internal noise criteria for office spaces.
- 6.159. Baseline vibration levels are low and are not expected to pose a significant issue for the Proposed Development.

Use of External Spaces

- 6.160. In terms of noise from temporary events the ES Chapter splits this into 'major' and 'minor' events. For major events with up to 30 occurrences per year and held between 9:00 and 23:00, music noise should not exceed 5dB(A) above the background noise level over a 15-minute period at 1 meter from the nearest noise-sensitive receptors. For "minor" events with lower and more localised music noise, the standard guidance of 5dB below the typical background noise level in each octave band at the nearest noise-sensitive location applies, with no restriction on frequency.
- 6.161. Mitigation measures include careful event planning, active noise monitoring during events, and event-specific Noise Management Plans submitted to MCC. These plans will include monitoring locations, noise criteria, predicted noise levels based on event specifics (like speaker placement), and noise management procedures.
- 6.162. Both an Operational Management Plan and Events Strategy have been prepared by the applicant and submitted in support of this application. The noise assessment has therefore specifically considered this and from this the event plan has been defined.
- 6.163. Based upon the above the Proposed Development is considered to be wholly in compliance with the Development Plan and NPPF with regards to Noise and Vibration.

Ventilation and Extraction

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- JP-P1 Sustainable Places

Core Strategy (2012)

- Core Strategy Policy DM1- Development Management

Saved Unitary Development Plan (1995)

- Policy DC26.1 and DC26.5 – Development and Noise

Material Considerations

- Guide to Development in Manchester (2007)

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- 6.164. Policy JP-P1 Sustainable Places requires developments to be comfortable and inviting, with indoor environments addressing microclimate issues such as overheating, air quality, sunlight, shade, wind and shelter.
- 6.165. Policy DM1 of the Core Strategy suggests that developments should have regard to effects on amenity including air quality and odours.
- 6.166. To comply with the above, a Ventilation Statement has been prepared by Buro Happold to support these applications. The strategy has been prepared adhering to Building Regulations Approved Document F1: Means of Ventilation (2010) which requires developments to ensure adequate ventilation to control moisture, pollutants, and maintain healthy indoor air quality. Parameters based on BCO and CIBSE guidance have been used as basis for the ventilation system design.
- 6.167. The Proposed Development aims for a BREEAM Excellent rating and NABERS 5 Star (5.5 star stretch target) through the use of sustainable strategies for material selection, pollutant control, and effective ventilation. The design focuses on optimising indoor air quality and occupant comfort while minimising energy use. For C1 Building and C2 Building, offices will be equipped with local Mechanical Ventilation with Heat Recovery (MVHR) units that adjust airflow based on CO2 levels and can deactivate in unoccupied zones.
- 6.168. Reception areas and the Collision Engine will utilise mixed-mode ventilation, relying on natural cross-flow and stack ventilation through actuated windows, supplemented by local MVHR units with façade intakes and north-facing exhausts when necessary.
- 6.169. Changing facilities will be served by an Air Handling Unit (AHU) supplying filtered and heated air via façade louvres, while cycle stores will have mechanical extract ventilation ducted to, and make-up air supplied via, façade louvres on the lower ground floor. Toilets on all floors will be served by roof-mounted AHUs with strategically placed exhausts to prevent air contamination. Ancillary areas will be ventilated through air movement from adjacent spaces.
- 6.170. Commercial units on the upper and lower ground floors will be delivered as shell and core, with tenants responsible for installing their own ventilation systems. Provisions include a louvre band above the glazing for system connections and dedicated risers for commercial kitchen exhausts, which tenants must install and maintain according to DW172 and DEFRA guidelines.

- 6.171. The Manchester Room will feature a displacement ventilation system supplied by a dedicated AHU feeding a pressurised underfloor plenum, with high-level extract and air intake/exhaust via level 01 façade/service tunnel ramp louvres respectively.
- 6.172. The loading bay and service tunnel's push-pull ventilation system, compliant with BS 9999, provides ten air changes per hour and high-temperature gas handling capabilities, activating automatically with sprinkler/detection system triggers and backed up by a secondary power supply. The bin store's mechanical ventilation system includes smoke extraction and achieves three air changes per hour, with fire-rated ductwork and exhaust directed away from public areas. Plant rooms utilise natural ventilation supplemented by mechanical ventilation where necessary. Firefighting stair cores have smoke-ventilated lobbies with roof-mounted fans discharging safely away from buildings.
- 6.173. The Viaduct arches are shell and core, with tenants responsible for their ventilation systems. A façade louvre band is provided for tenant system connections. It is anticipated tenants will connect local MVHR units to these louvres. Provisions for commercial kitchen extract, including odour abatement systems, are included, with responsibility for installation and compliance falling to the tenant as per DW172 and DEFRA guidance.
- 6.174. Based upon the above the Proposed Development is considered to be wholly compliant with the Development Plan and NPPF with regards to Ventilation.

Air Quality

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- Policy JP-S5- Clean Air

Core Strategy (2012)

- Policy EN16 – Air Quality
- Policy DM1 – Development Management

Material Considerations

- NPPF (2024)
- NPPG – Air Quality (2019)
- Guide to Development in Manchester (2007)

- 6.175. Policy JP-S5 of Places for Everyone encourages to take up a comprehensive range of measures to support improvements in air quality and requiring developments to submit relevant air pollution data if they could have an adverse impact on air quality.
- 6.176. Policy DM1 of the Core Strategy suggests that developments should have regard to effects on amenity including air quality and odours.
- 6.177. In line with Core Strategy Policy EN16 'Air Quality', an Air Quality Assessment has been prepared by Buro Happold assessing the impact of the Proposed Development, is submitted in support of this Planning Application, the Hollaway Wall LBC and the Viaduct LBC, forming Chapter 8 of the ES.

- 6.178. The Proposed Development has been assessed based upon the potential impacts with regards to air pollution. It focuses on emissions from construction and operational traffic, and their impacts on local air quality and human health, in line with IAQM guidance. It also includes a site suitability assessment to evaluate future occupants' exposure to existing air quality conditions.
- 6.179. Existing baseline conditions have been reviewed. The predominant source of pollution in the surrounding area is road traffic. Monitoring data from local air quality monitoring stations and Defra's background pollution maps show that predicted background concentrations of nitrogen dioxide (NO2) and particulate matter (PM10 and PM2.5) at the Site are currently below the relevant Air Quality Objectives (AQOs). However, local air quality monitoring has shown exceedances of the annual mean AQO for NO2 along major roads in the wider area in recent years. The construction phase air quality assessment, conducted in line with IAQM guidance, focuses on the potential impacts of construction activities, including demolition, earthworks, and general construction.
- 6.180. Operational effects related to road traffic have been scoped out of the detailed assessment due to the minimal increase in traffic predicted, which falls below the thresholds requiring assessment according to IAQM/EPUK guidance.
- 6.181. A Construction Dust Risk Assessment is included in the Air Quality Assessment report, outlining mitigation measures to minimise dust impacts during construction.
- 6.182. A qualitative assessment of Site suitability for future occupants indicates no significant air quality concerns.
- 6.183. The assessment concludes that the Proposed Development is not anticipated to result in any significant adverse air quality effects.
- 6.184. Based upon the above the Proposed Development is considered to be wholly in compliance with the Development Plan and NPPF with regards to Air Quality.

Microclimate Considerations

Wind

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- JP-P1 Sustainable Places

Core Strategy (2012)

- Policy EN2 – Tall Buildings

- 6.185. Policy JP-P1 Sustainable Places requires developments to be comfortable and inviting, with indoor environments addressing microclimate issues such as overheating, air quality, sunlight, shade, wind and shelter.
- 6.186. Core Strategy Policy EN2 Tall Buildings states that, *“by their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.”*

- 6.187. To comply with the above, GIA has prepared the Wind Chapter of the ES which assesses the likely significant effects of the Proposed Development in relation to the pedestrian level wind environment within and around the Site.
- 6.188. A Computational Fluid Dynamics (CFD) wind microclimate study was carried out which assessed the potential wind impacts of the Proposed Development on pedestrians, for various wind directions. This data was combined with long-term wind records from Manchester Airport to assess how often wind conditions might be uncomfortable or unsafe for pedestrians. The study used a digital model of the Site and surrounding area, incorporating existing and planned buildings and landscaping. The assessment used the Lawson Comfort and Safety Criteria (LDDC variant) to evaluate pedestrian comfort and safety.
- 6.189. During construction, no significant wind impacts are anticipated.
- 6.190. During operation, the development is predicted to improve a pre-existing wind safety issue on Echo Street. Additional mitigation is required in the form of landscaping with trees to ensure ground level wind safety. Balustrades will also be required at some upper level terraces, details of these will be developed throughout detailed design and it is recommended that a suspensive condition be placed on the planning consent requiring these to be validated through further wind testing prior to occupation.
- 6.191. Full details of the wind study, including methodology, results, and proposed mitigation measures, are provided in the Wind Chapter of the Environmental Impact Assessment and its associated appendices.
- 6.192. Based upon the above the Proposed Development is considered to be wholly in compliance with the Development Plan and NPPF with regards to Wind.

Daylight, Sunlight and Overshadowing

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- JP-P1 Sustainable Places

Core Strategy (2012)

- Policy DM1 – Development Management

Material Considerations

- NPPG
 - Guide to Development in Manchester (2007)
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- 6.193. Policy JP-P1 Sustainable Places requires developments to be comfortable and inviting, with indoor environments addressing microclimate issues such as overheating, air quality, sunlight, shade, wind and shelter.
- 6.194. Core Strategy Policy DM1 Development Management outlines that all development should have regard to effects of amenity including privacy and light.
- 6.195. The National Planning Practice Guidance states in Paragraph 007 that:
“All developments should maintain acceptable living standards. What this means in practice, in relation to assessing appropriate levels of sunlight and daylight, will depend to some extent on the context for the development as well as its detailed design. For example in areas of high-density historic buildings, or City Centre locations where tall modern buildings predominate, lower daylight and daylight and sunlight levels at some windows may be unavoidable if new developments are to be in keeping with the general form of their surroundings.”
- 6.196. To comply with the above, GIA has prepared the Daylight, Sunlight and Overshadowing Chapter of the ES. The assessment of daylight, sunlight and overshadowing effects is based principally on the amount of visible sky before and after the construction of a new development.
- 6.197. The assessment considered both existing (‘baseline’) conditions and the impacts after the development is built. These ‘before and after’ results were then compared to the BRE Guidelines. While some changes may exceed the BRE guidelines, the overall levels of retained daylight and sunlight amenity are considered acceptable given the urban context of the Site.
- 6.198. A total of 884 windows facing the Site serving 500 rooms within 6 buildings were assessed for VSC and NSL (daylight) and 142 rooms containing a living room element were assessed for APSH (sunlight) within the 6 buildings which are material for consideration in sunlight terms i.e., their windows are orientated to within 90 degrees of due south.
- 6.199. The following properties were assessed in detail in relation to daylight and sunlight impacts within the Environmental Impact Assessment:
- 6.200. The following properties were assessed to receive a negligible impact in terms of daylight and sunlight:
- Fletcher House: Daylight impact on 14 rooms assessed is negligible. Sunlight impact on 13 rooms assessed is negligible.
 - 8 Fairfield Street: Daylight impact on 5 rooms assessed is negligible. Sunlight impact on 1 room assessed is negligible.
 - Lambert Hall: Daylight impact on 137 rooms assessed is negligible. Sunlight impact on 1 room assessed is negligible.
 - Bulls Head: Daylight impact on 2 rooms assessed is negligible. Sunlight impact on 1 room assessed is negligible.
 - Vimto Park: The Proposed Development is predicted to have a negligible impact on overshadowing, with no significant change in sunlight hours.
- 6.201. Impacts beyond negligible were assessed at the following properties so have been summarised in further detail below:
- Fairfield House**
- 6.202. Out of 112 rooms assessed for daylight amenity, 102 will be fully BRE compliant, while 10 rooms will experience minor changes. The overall impact is considered minor adverse (not significant).

- 6.203. Out of 28 rooms assessed for sunlight amenity, 19 will remain BRE compliant, while 9 will experience minor changes. The overall impact is considered minor adverse (not significant).

IQ Echo Street

- 6.204. Out of 230 rooms assessed for daylight amenity, 160 will be fully BRE compliant, while 70 will experience minor changes. The overall impact is considered minor adverse (not significant).
- 6.205. All 92 rooms assessed will remain BRE compliant for annual sunlight hours. However, 9 rooms will experience a minor reduction in winter sunlight hours. The overall impact is considered minor adverse (not significant).

IQ Echo Street Courtyard 1

- 6.206. The Proposed Development will significantly reduce the area receiving two hours of winter sunlight (SHOG), from 55.74% to 1.33%. However, minimal change is expected in summer sunlight hours, with 98.52% of the courtyard still receiving at least two hours of sunlight. The overall impact is considered minor and not significant.

IQ Echo Street Courtyard 2

- 6.207. The Proposed Development will significantly reduce the area receiving two hours of winter sunlight (SHOG), from 92.11% to 0%. However, a change is expected in summer sunlight hours, with 57.71% of the courtyard still receiving at least two hours of sunlight. The overall impact is considered minor and not significant.

Summary

- 6.208. The overall effect of the Proposed Development upon the daylight and sunlight amenity within the surrounding residential properties is considered to be no greater than minor adverse (not significant).
- 6.209. The overall effect of the Proposed Development upon the amount of shadow upon the surrounding areas of amenity space is qualitatively considered to be negligible (not significant).

Solar Glare

Relevant Policies and Guidance

Places for Everyone Joint Development Plan (2024)

- JP-P1 Sustainable Places

Core Strategy (2012)

- Policy DM1 – Development Management

Material Considerations

- NPPF (2024)
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- 6.210. Policy JP-P1 Sustainable Places requires developments to be comfortable and inviting, with indoor environments addressing microclimate issues such as overheating, air quality, sunlight, shade, wind and shelter.
- 6.211. Solar glare assessments are considered necessary when a Proposed Development has elements of glazing within the façade that may reflect sunlight and obstruct the vision of road users to ensure that the development is safe and well designed in line with Paragraph 131 of the NPPF and Core Strategy Policy DM1.
- 6.212. To comply with the above, GIA has prepared the Solar Glare Chapter of the ES. This assessment considers the impact of reflections from the proposed buildings, which may impact receptors such as car, lorry, or train drivers.
- 6.213. Overall, 14 road locations and two train lines were assessed for potential solar glare impacts. Significant effects were identified for one receptor: eastbound train lines. The effects on all other receptors are not significant.
- 6.214. Due to the Site's location and the Proposed Development's scale, some reflections are unavoidable. It should be noted that the assessment considers a worst-case scenario, assuming sunshine every day of the year. However, actual sunlight availability is likely to be lower, reducing the probability of reflections.
- 6.215. The probability of sunshine during times when significant reflections are predicted ranges from 10% to 40%. To mitigate potential glare, it is recommended that the Visible Light Reflectance (VLR) for the western elevations of C1 and C2 Buildings be restricted to a suitable percentage. It is expected the final details of this will be secured via an appropriately worded planning condition.
- 6.216. Appropriate glazing specifications will minimise glare and reduce the significant effects to minor adverse, making them not significant.

Other Considerations

Construction Management

Relevant Policies and Guidance

Core Strategy (2012)

- Policy DM1 – Development Management
 - Policy SP1- Spatial Principles
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- 6.217. The Construction and Demolition Methodology and Programme Chapter of the ES has been prepared by Bruntwood Sci-Tech. The Chapter sets out best practice for the construction process to minimise the impact on the surrounding area in line with Core Strategy Policy DM1 and has informed the assessments within the ES technical chapters.
- 6.218. The Construction, Environmental & Quality Management Plan (CEMP) submitted as an Appendix to the chapter, details construction methodologies and best practices to minimise impacts on amenity and the surrounding area.
- 6.219. The CEMP includes measures to mitigate noise, vibration, dust, and light disturbance, among other environmental considerations. It also addresses waste management, vermin control, and protection of water resources.
- 6.220. Appropriate delivery routes will be established to limit the duration vehicles occupy the network. Diverse routes will be used to distribute vehicle movements, and deliveries will be scheduled outside peak traffic flow hours where possible.
- 6.221. A permit system, managed by the Principal Contractor or Bruntwood SciTech Limited, will be in place for any work requiring access outside the boundary or connection to utilities. Contractor parking will be within the Site boundary, and vehicles must be registered with Site Security.
- 6.222. Hoarding and fencing will be installed along the Site boundary, designed to mitigate dust and noise. All branding and advertising will require approval from Sister.
- 6.223. Site operating hours will adhere with MCC's 'Environmental Protection Information for Developers' which shall be as follows:
- Monday – Friday 07:30 – 18:00 hrs
 - Saturday 08:00 – 16:30 hrs
 - Sunday/Bank Holidays – No works permitted
- 6.224. It is anticipated that a condition be attached to any subsequent planning permission that secures a full Construction, Environmental & Quality Management Plan which will clearly outline provisions to protect cyclists and co-ordination undertaken with nearby developers.

Operational Management

Relevant Policies and Guidance

Core Strategy (2012)

- Policy DM1 – Development Management

- 6.225. Core Strategy Policy DM1 Development Management outlines that all development should have regard to the effects on amenity, including light, noise, odour, vermin, litter, road safety and traffic generation. Regards should also be had for refuse collection and storage.
- 6.226. To comply with the above, an Operational Management Plan has been prepared by Bruntwood Sci-Tech in support of these applications, which is intended to be implemented in the Proposed Development.
- 6.227. The operational management strategy for the Proposed Development focuses on a safe, efficient, and user-friendly environment. A digital building management plan will detail procedures for

building operation, access, security, and visitor management. This plan will be regularly reviewed and updated.

- 6.228. A delivery/courier strategy will be developed and implemented as part of the building management plan, with no public parking available with the only provision being for accessible parking bays.
- 6.229. Emergency procedures (including fire safety, bomb threats, and medical emergencies) will be clearly defined and communicated, with integration into the building management plan.
- 6.230. Landlord and tenant cleaning responsibilities will be defined, with refuse collection via a service tunnel and a site-wide recycling strategy. Contractor management will involve vetting and adherence to health, safety, and insurance standards. Building Management will oversee health and safety in common areas.
- 6.231. Commercial retail operational details will be finalised closer to occupation, including individual tenant operating hours (compliant with regulations), queue management, and dispersal policies. A music policy will be established, prioritising appropriate volume and acoustic considerations. External seating will be managed in coordination with tenants and the landlord. Retail units will be responsible for maintaining a positive image and providing adequate staffing and cleanliness.
- 6.232. A CCTV system will be installed for security, adhering to legal and privacy standards. Public safety measures will encompass first aid, fire/emergency evacuation training, accident reporting, and toilet/premises maintenance.
- 6.233. It is anticipated that a management strategy be subject to a condition attached to any subsequent planning permission.

TV Reception, Broadband Connectivity

Relevant Policies and Guidance

Core Strategy (2012)

- Policy DM1 – Development Management

Saved Unitary Development Plan (1995)

- Policy DC26.1 and DC26.5 – Development and Noise

Material Considerations

- NPPF (2024)

TV Reception

- 6.234. Under MCC planning guidance, any development over four storeys requires a TV Reception Impact Assessment. The report should assess the possible interference created by the Proposed Development on TV and radio reception within the area.
- 6.235. To comply with the above, a Television Desk-Based Report has been undertaken by Pager Power, to determine the potential effects on the local reception of television broadcast services arising from the Proposed Development.
- 6.236. The report concluded that any potential interface would be a result of shadowing effects and that any negative impacts would be limited to within a 1km radius of the Proposed Development within its shadow zone.

- 6.237. Multistorey flats and commercial property are predominately located within 1km of the development. The signal strength within this range was recorded as moderate for the main multiplexes. A reduction in signal strength is considered unlikely.
- 6.238. Based upon these findings no requirement for pre-emptive mitigation has been identified. In the event that effects are reported further investigation should be undertaken to identify the cause if this interference and if this is found to be due to the Proposed Development mitigation measures should be installed in line with the recommendations set out within Section 6 of the TV Reception Impact Assessment report.

Broadband Connectivity

- 6.239. Under MCC Planning Guidance, all new residential developments must incorporate measures to facilitate digital connectivity, having regard to the Data Ducting Infrastructure Guidance prepared by the Department for Communities and Local Government.
- 6.240. A Broadband Connectivity Assessment has been prepared by Pager Power in support of these applications.
- 6.241. The assessment seeks to ensure that the Proposed Development has access to superfast broadband speed, to ensure future occupiers can obtain the associated services.
- 6.242. The assessment identified that superfast broadband services like Openreach's FTTC or FTTP infrastructure at a minimum of 24 Mbps speed, will be available to the Proposed Development under baseline conditions. While fibre infrastructure is available at seven of eight nearby addresses, superfast services from providers like BT and Sky are currently available at only four of those addresses.
- 6.243. The Proposed Development may also benefit from superfast services from Virgin Media with of an average download speed of up to 1130Mbps.

Summary

- 6.244. This section of the report provides a summary of how the Proposed Development has been comprehensively assessed in relation to the Development Plan and other material considerations. This has taken place during an extensive process of pre-application consultation and technical due diligence including the preparation of an EIA and other technical reports.
- 6.245. The Proposed Development has also been prepared in line with Section 38(6) of the Planning and Compulsory Purchase Act (2004) and is in accordance with the development plan and relevant material considerations when read as a whole which has been set out within Section 6 of this report.

7. Tall Building Statement

7.1. This Section comprises a Tall Building Statement, considering the Proposed Development against the criteria and guidance within Historic England’s (HE) Guidance on Tall Buildings (2022) and Core Strategy Policy EN2. The HE guidance has been used due to the close proximity of the Proposed Development to listed buildings.

Policy EN2 / HE Tall Building Guidance criteria		Assessment
Proposals for tall buildings will be supported where it can be demonstrated that they:		
	CS Policy EN2: Are of excellent design quality.	The Proposed Development has undergone significant design development to ensure that it is of exceptional design quality and relates to the Site context. This has been explained in detail in the DAS and Section 5 of this Statement.
	HE Tall Building Guidance:	The Proposed Development has been designed by AAM the architects and masterplanners who led on the preparation of the SRF. Through that work, AAM brought an unparalleled knowledge and understanding of the local context and Place-Based Principles that seek to deliver on the vision and objectives of Sister.
	<ul style="list-style-type: none">• Responds to local context.• Architectural Quality and functional design.	AAM is one of the UK’s most respected architectural practices, with extensive experience in designing numerous premium, high-profile developments in City Centre locations, such as Grosvenor East MMU in Manchester and Sir Michael Uren Hub Imperial College in London. AAM is supported by an expert technical design team, with experience in designing and delivering high quality tall buildings, in City Centre locations and across Manchester, and have a track record and capability to deliver a project of exceptional quality. In addition, the landscape design has been development by SLA who has worked extensively on proposals of a comparative scale both nationally and internationally. SLA worked closely with AAM on the SRF and so also bring that deep knowledge and understanding of the local context and place that the Applicants are trying to create.

Policy EN2 / HE Tall Building Guidance criteria	Assessment
	<p>The core design team has undertaken an extensive contextual analysis of the Site and surroundings and recognise the high profile nature of the Site. In this respect, a significant amount of time has been spent developing the Proposed Development through a number of design stages to deliver a viable development of the right quality.</p> <p>The design justification and explanation of the proposed architectural quality, including a full breakdown of the design evolution process is set out in detail within the submitted DAS. Comments received from MCC and other stakeholders have informed the Proposed Development where appropriate to ensure an exceptional design is achieved. The design is well considered, contemporary and distinctive which responds to the surrounding area and sets a high quality benchmark required to deliver the vision for Sister.</p>
	<p>CS Policy EN2: Are appropriately located.</p> <p>The Proposed Development is almost wholly located outside of a Conservation Area (albeit the north aspect of the Plot C boundary (Viaduct) forms the Conservation Area boundary, where no tall building is proposed) and adjacent to a transport hub, as envisaged for tall buildings under Policy EN2. It is within a 3 minute walking distance of Manchester Piccadilly Station and 13 minute walking distance of Oxford Road Station which provide access to the wider region and major UK cities and towns, as well as Piccadilly Metrolink which offers services across the City region.</p> <p>The Site is also within walking distance to bus stops on Charlotte Street and the Manchester Coach Station. The Free bus is also in close proximity to the Site with the nearest stop at Piccadilly Station. Due to the City Centre location extensive amenities are also within walking/cycling Distance.</p> <p>The Site is identified as a <i>“threshold spaces to the Framework Area, where [buildings] can be more assertive, creating landmarks to identify and draw people into IDM.”</i> With specific regard to the Site, the SRF notes that, <i>“the north-east corner will be the first visual signifier of IDM when arriving into the Oxford Road Corridor from Piccadilly Station.”</i></p>

Policy EN2 / HE Tall Building Guidance criteria	Assessment
<div data-bbox="103 1171 181 1243" data-label="Image"> </div> <p data-bbox="228 1064 544 1135">Policy EN2: Contribute positively to sustainability.</p> <p data-bbox="228 1238 539 1350">HE Tall Building Guidance: Sustainable Design and Construction.</p>	<p data-bbox="572 387 1294 907">Place-based Principle 9 of the IDM SRF outlines sustainability as a key pillar of the vision for Sister. Sister aims to deliver inclusive growth that benefits Manchester residents through job creation, skills development, improved access to nature and public spaces, and better integration with surrounding communities. The SRF prioritises minimising waste and embodied carbon, prioritizing a "<i>long-life, loose-fit, low-carbon</i>" design for adaptable buildings, and enhancing biodiversity through green infrastructure and a "<i>living landscape</i>" approach. Sister aims for net-zero carbon emissions by 2028 through renewable energy use and efficient design, while integrating water-sensitive features for sustainable water management.</p> <p data-bbox="572 947 1294 1099">Sustainability goals lie at the heart of the Proposed Development with numerous key measures being introduced to enhance the environmental performance and sustainability of the buildings.</p> <p data-bbox="572 1140 956 1167">The Proposed Development will:</p> <ul data-bbox="620 1207 1294 1744" style="list-style-type: none"> • Include the maximisation of solar PV onsite where feasible. • Meet industry leading energy reduction targets and supply zero carbon energy to the development to achieve operational net zero carbon from day 1. • Reduce water demand in line with best practice targets. • Minimise unnecessary demolition and construction waste by retaining and reusing existing buildings and materials. • Establish a site wide carbon budget and transition fund to offset and inset residual emissions through credible, high impact schemes. • Enable users to reduce waste and improve recycling rates through innovative solutions. <p data-bbox="572 1785 1294 2056">As mentioned in Section 6 of this Statement the Framework Travel Plan also notes that the Proposed Development will have 427 cycle parking spaces in total for staff and is located in an area that is highly accessible by sustainable transport modes. The Proposed Development will be car free except for 2 disabled car parking spaces at the east end of Mill Lane and 1 bay at the end of Echo Street. The Proposed</p>

Policy EN2 / HE Tall Building Guidance criteria	Assessment
	<p>Development will achieve BREEAM Excellent and targets NABERS 5 Star rating</p> <p>with a 5.5 Star stretch target.</p>
	<p>Policy EN2: Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance.</p> <p>HE Tall Building Guidance: A well designed inclusive environment.</p> <p>The Proposed Development is located at a key arrival point from the southern part of Manchester along London Road and is in close proximity to Piccadilly Station which connects Manchester to major UK cities. As noted, above the Site is specifically identified in the SRF as providing an opportunity for a landmark building, acting as the first visual signifier of IDM when arriving into the Oxford Road Corridor from Piccadilly Station.</p> <p>The Proposed Development replaces four vacant buildings, previously used for education and student accommodation uses, and reinvigorates it into a mixed use neighbourhood of choice, establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the area. As set out at paragraphs 6.72 to 6.79 a TVIA assessment has been undertaken as part of the ES, and concludes that while there are some adverse visual impacts during both construction and operation, the overall impact in the operational phase will be predominantly beneficial.</p> <p>The introduction of a vibrant, mixed-use development will not only breathe new life into the Site itself but will also act as a catalyst for the SRF area. The creation of new public realm, including a welcoming civic square and the activation of the historic Viaduct arches, will foster a sense of arrival and create a welcoming gateway to the City Centre. Placemaking enhancements delivered by the Proposed Development include high quality office-led development with ground floor retail space and active frontage, a new Sister Square with green biodiverse landscape and paved areas to accommodate large gatherings and Hollaway Placeplaza as an iconic gateway into Sister. Public realm improvements are proposed on Altrincham Street, making it a key east-west pedestrian connection between Sister Square and Hollaway Place. This will include street widening and construction of a service tunnel below Altrincham</p>

Policy EN2 / HE Tall Building Guidance criteria	Assessment
	<p>Street, which will improve pedestrian flow and maintain essential services to the proposed office, without disrupting the street level experience. The Viaduct arches on Altrincham Street are proposed to be activated through the provision of flexible commercial and retail use. The Proposed Development also includes the Hollaway Forest nature walk in the easternmost part of the Site, running north-south along London Road. It has been designed to provide a key nature buffer from London Road, while enhancing the area by providing ecosystem services. The planting scheme includes preserving 28 trees and adding 270 trees to the area, aimed at giving the feel of a forest, without obstructing views along the path.</p> <p>The Proposed Development will provide two landmark buildings at a key entrance into point to Sister, the buildings will be connected at the ground floor to provide social amenity spaces, creating a vibrant active frontage. The Proposed Development also include creation of a new civic square which will be the heart of the SRF Area and can host a range of events.</p>
 <p>Policy EN2: Will bring significant regeneration benefits.</p>	<p>The Proposed Development will bring the following regeneration benefits:</p> <ul style="list-style-type: none"> • Provide much needed Grade A office spaces in the City Centre. • As the first phase of major new build redevelopment at Sister, creating an address and entrance to the Framework Area and space to accommodate major anchor tenants, the Proposed Development will catalyse delivery of the wider SRF Area and help realise the vision for a world-class applied innovation district that will act as the flagship for the Oxford Road Corridor and Greater Manchester's innovation ecosystem. • Lead to a range of socio-economic benefits, including increased employment opportunities during construction and increased spend in the local economy. The Proposed Development will lead to

Policy EN2 / HE Tall Building Guidance criteria	Assessment
	<p>245 FTE jobs during construction per annum and 1,690 jobs (net) once operational.</p> <ul style="list-style-type: none"> • Direct employment has the potential to generate £128 million per annum in net additional GVA. When multiplier effects are considered, this rises to £175 million per annum. • Significant ecological benefits with significant Biodiversity Net Gains of over 10% in line with relevant legislation, amounting to net gain of 16.80% for habitat areas and 233.45% net gain for hedgerows.
 <p>Policy EN2: The effect of the tall building on the local environment and its micro-climate, including creating an attractive, pedestrian friendly local environment.</p> <p>HE Tall Building Guidance: Impact on the local environment.</p>	<p>The Site is currently vacant and so represents a largely underutilised part of the City Centre. It does not contribute positively to the local environment despite its City Centre location.</p> <p>The effect on the local environment and micro-climate has been considered throughout the design development process. Environmental analysis has been undertaken and ensures that the local environment is both attractive and pedestrian friendly. In relation to this, the wind microclimate assessment has shown appropriate results for the intended use of outdoor spaces, particularly the public realm is suitable for walking through as well as dwelling time.</p> <p>Additionally, careful consideration has been given to the impact that the proposed scheme has with regard to sunlight and daylight access and a Daylight, Sunlight and Overshadowing report has been prepared in support of these applications to assess the potential effects of the Proposed Development and any required mitigation measures.</p> <p>The Proposed Development have also been assessed by technical experts with respect to Solar Glare and have been deemed acceptable in this regard.</p> <p>In addition to the above the green spaces being brought forward not only within the Site but envisaged within the wider SRF Area, with their associated tree cover, sustainable</p>

Policy EN2 / HE Tall Building Guidance criteria		Assessment
		materials, sustainable urban drainage, planting and habitat enhancements will play an important role in contributing to climate resilience within the area.
	Policy EN2: That the proposals for a tall building are viable and deliverable.	<p>The Proposed Development has been designed by an experienced design team familiar with the issues associated with developing best-in-class buildings, in City Centre locations and with a track record and capability to deliver a project of exceptional quality.</p> <p>A significant amount of time has been spent developing the Proposed Development through a number of design stages to deliver a viable development of high quality.</p>

8. Public Benefits

8.1. This Section sets out the economic, social, environmental and heritage benefits of the Proposed Development.

Public Benefit		Assessment
Economic		
	Job Creation and Economic Growth	<p>Plot C as part of the Sister will be a major driver of economic growth and job creation within Manchester City Centre. Sister seeks to create up to 12,500 jobs across various sectors and Plot C represents the first contribution to this through the creation of 245 FTE jobs per annum during construction and a further 1,690 during operation. The development will attract investment, and significantly contribute to the City's overall economic output, whilst acting as a catalyst for future phases of Sister.</p> <p>The additional employment generated by the development is estimated to contribute £128 million in net additional Gross Value Added (GVA) annually to the local economy, considering both direct, indirect, and induced effects. In addition, the Proposed Development is estimated to generate a £3.4 million annual uplift in business rates revenue for MCC, after accounting for the estimated business rates liability of the existing buildings (£0.68 million).</p> <p>The Proposed Development is expected to have a minor beneficial impact on deprivation levels, both locally and at the district level. This is primarily through the creation of accessible employment opportunities, particularly within foundational sectors, and improvements to the public realm, including the development of Sister Square, Hollaway Place, and Altrincham Street.</p> <p>In addition, a key part of the Local Labour Strategy associated with the Proposed Development seeks to promote employment and skills enhancement opportunities for local people relating training, and work experience programmes, including drawing on the Applicant's (Bruntwood SciTech of the JV) existing strong relationship with Regeneration Brainery.¹⁴ Furthermore, the Applicants will work with the MCC's Employment and Skills service to build partnerships between education and employers throughout both construction and operation.</p>

¹⁴ [Regeneration Brainery](#) is a non-profit dedicated to narrowing the skills gap and increasing the diversity of the property industry by bringing more young people from under-represented backgrounds into the built environment through a series of workshops, networking opportunities, and work experience, working with over 4,000 young people across the UK every year

	Highly Skilled Workforce	<p>The vision for the Proposed Development places an emphasis on creating highly skilled jobs in line with the vision for Sister. In doing so the Proposed Development will become an important contributor to the City's economy through providing opportunities in highly skilled professional sectors such as technology and innovation. As such, the Proposed Development will support a pool of skilled talent, helping to attract leading companies and positioning Manchester as a hub for knowledge based industries. This will also support the attraction and retention of graduates in the City.</p>
	Agglomeration through Innovation	<p>Sister as a whole will deliver significant public benefits through the creation of a world-class innovation ecosystem where ideas, research and business come together.</p> <p>This ambition is supported by Sister's proximity to the cluster of leading R&D institutions on the Oxford Road Corridor, including two of the UK's largest universities, the National Graphene Institute and the Henry Royce Institute – a national institute for advanced materials research and innovation.</p> <p>Through fostering the agglomeration of researchers, entrepreneurs and businesses in a dynamic and collaborative environment, Sister will become a focal point for the exchange of ideas, driving innovation and attracting investment. This concentration of activity will not only generate new products and services but also create job opportunities for the local community, ultimately contributing to the wider economic growth of Manchester and its residents.</p>
	Viable Use of an Underutilised Brownfield Site	<p>Redeveloping urban/brownfield land is a national, regional and local priority. Places for Everyone reinforces this ambition to bring forward brownfield land for development within Greater Manchester. Despite its previous use as part of the UMIST Campus at the University of Manchester the Site has been unused since the buildings were closed in 2009. The Proposed Development provides a viable and deliverable use for the Site in line with the Development plan and material guidance documents. The Proposed Development seeks the most efficient use for the under-utilised brownfield Site through the provision of significant office space within the City Centre as well as development of extensive public realm enhancements including the introduction of a new civic square (Sister Square) and improvements to the pedestrian environment along Altrincham Street.</p>



Enhancing Demand for Local Businesses and Services

The provision of such a large amount of Grade A office space within the City Centre will bring significant benefits due to its location in close proximity to other businesses and amenities located within the City Centre. As such, this will create additional demand for local businesses and services, such as food and beverage providers and retailers in turn contributing to the enhancement of the vibrancy and economic performance of the City Centre. The Proposed Development represents the first major phase within the wider SRF Area, which, as it continues to come forward, will continue to drive increased demand for local businesses and services long into the future.

Environmental



Biodiversity and Ecology

The Proposed Development demonstrates a strong commitment to sustainability and developing new green space within the City Centre. This is demonstrated through plans to introduce new 270 trees as part of the Proposed Development. The introduction of these trees will deliver significant public benefits through carbon sequestration, absorbing carbon dioxide from the atmosphere and helping to mitigate the urban heat island effect, leading to a cooler and more pleasant environment for all. In addition, as demonstrated within the Biodiversity Net Gain Assessment proposals are estimated to yield a Biodiversity Net Gain of in excess of 10% required by the Environment Act 2021, targeting 16.80% for Habitat and 233.45% for Hedgerows. This will be achieved through the creation of new habitats within the extensive proposed landscaping including 270 new trees and will be the first contribution of a holistic strategy to enhance ecology and biodiversity across the SRF Area.



Provision of a Significant Area of New High-Quality Public Realm and Landscaping

The Proposed Development will deliver over 170,000qft new high quality of public realm and landscaping, helping to deliver the vision as set out for the wider SRF Area. The east west connection along Altrincham Street is set to be improved to create a pedestrianised walkway and cycle route through the Site, whilst improving connections with other key areas within the City (e.g. First Street, Oxford Road Corridor, Mayfield). This will in turn transform this space into an attractive and welcoming environment that priorities active travel.

At the heart of the Proposed Development lies a new, fully accessible civic square, Sister Square. It is designed as a versatile central space, that is capable of hosting a variety of informal and

		<p>formal events, whilst creating a welcoming space that encourages social interaction and collaboration, and community cohesion. This high-quality public realm will be further enhanced with carefully integrated planting and landscaping, contributing to a greener, attractive environment.</p> <p>By introducing these key elements, the development transforms a currently underutilised area into a vibrant and engaging space.</p>
	Building Performance	<p>The Proposed Development seeks to achieve a rating of BREEAM Excellent and NABERS 5 Star (5.5 star stretch target) through the introduction of numerous sustainability principles. The following measures have been included within the building design to enhance building performance from a sustainability perspective.</p> <ul style="list-style-type: none"> • Demand-controlled ventilation – Zonal MVHR units with CO2 sensors adjust air supply based on occupancy, improving energy efficiency., • Natural Ventilation- Reception areas such as the Collision Engine use mixed-mode ventilation, incorporating natural ventilation to reduce mechanical system reliance. • Heat recovery – High-efficiency heat recovery on ventilation systems reducing heating energy needs. • Reduced air leakage - Tight building envelope minimizes air infiltration, improving thermal performance and reducing heating/cooling loads. <p>Through incorporating measures to improve building performance the Proposed Development will help to create a healthier and more sustainable urban environment. Energy efficient systems and a focus on natural ventilation reduce the building’s carbon footprint, while improved air quality and thermal comfort benefitting both occupants and the surrounding community.</p>

Social

	<p>Sustainable Transport and Improved Pedestrian Connections</p>	<p>The Proposed Development will be car free, with the exception of parking bays for disabled people, and will therefore ensure the area into a vibrant and accessible pedestrian environment, encouraging active and sustainable transport modes. The proposed enhanced pedestrian connection along Altrincham Street will act as a primary route, linking the emerging Mayfield neighbourhood through to Circle Square and beyond, enhancing connectivity and creating an attractive thoroughfare. In addition, through providing servicing via the tunnel located underneath Altrincham Street it has been possible to create a vehicle free public realm, further encouraging the use of active travel modes.</p> <p>The strategic location of the Site, just a 5-minute walk from Piccadilly Station with its comprehensive rail and Metrolink network, ensures convenient access to regional and national destinations. Furthermore, the Site's City Centre location places a range of services and amenities within easy walking and cycling distance, further encouraging future tenants and visitors to utilise active travel modes.</p> <p>Encouraging active and sustainable travel modes will help to deliver a multitude of public benefits including, improved health and wellbeing, reduced environmental impact and improved social vitality.</p>
	<p>Community Enhancement and Social Interaction</p>	<p>The Proposed Development seeks to enhance a sense of community and place by encouraging social interaction through the incorporation of various elements. The introduction of active ground-floor uses, revitalised arches and publicly accessible spaces will create a vibrant hub for those working within the Proposed Development but also visitors and members of the local community to connect and socialise. Furthermore, the integration of new public realm spaces such as the pedestrian route on Altrincham Street and new accessible civic square will encourage connection and foster a strong sense of place, providing a platform for a variety of social and cultural activities.</p>
	<p>Supporting Discovery</p>	<p>The Proposed Development will provide significant public benefits by creating a focal point where innovators and entrepreneurs can come together fostering the discovery of new products and services. By bringing business, research institutions, and start-ups together in a dynamic, collaborative environment, the Proposed</p>

		<p>Development will facilitate the exchange of ideas, knowledge and resources, leading to breakthroughs in key growth sectors such as advanced materials, digital technology, and health innovation. In doing so the Proposed Development will facilitate the discovery of new products and services to be befitting from by the wider general public.</p>
	<p>Reducing Anti-Social Behaviour</p>	<p>The Proposed Development has been designed to reduce anti-social behaviour and enhance safety in a currently unwelcoming area of the City Centre. Active ground floor uses, clear sightlines, and strategic lighting will maximise visibility and deter anti-social behaviour or criminal activity. The installation of CCTV cameras in key locations will also further enhance security acting as a deterrent for unwanted activity.</p> <p>The Proposed Development also prioritises public safety. Clear circulation routes, well-lit walkways, and designated pedestrian walkways create a safe and welcoming environment. In addition, the public realm will be flexible with the civic square able to host a variety of events, to support this a comprehensive events management plan will ensure controlled access and egress during events and adequate security personnel. In addition, through the provision of flexible public realm natural surveillance will be increased through the greater number of people it will attract.</p> <p>Measures as described above will not only minimise fear and incidence of anti-social behaviour but also help to foster a more vibrant and welcoming public space for both future employees as well as the local community.</p>
	<p>Accessibility</p>	<p>The Proposed Development has been designed to be accessible to all users including those whose mobility is impaired in line with Design for Access 2.</p> <p>The Proposed Development introduces several key accessibility measures that will significantly enhance the provision of public realm. A new sloped route with a gradual 1:21 gradient (with level landings) will replace the existing stairs-only access from Altrincham Street to Sister Square. This improvement will also provide step free access for wheelchair users and users with other mobility issues. Furthermore, the Proposed Development will incorporate wider corridors (1800mm), accessible entrances with automated or low-force swing doors, and multiple lifts in each core</p>

		<p>to minimise wait times and ensure easy navigation throughout both buildings.</p> <p>The design also prioritises accessibility in other areas. Accessible parking spaces adhering to Approved Document M standards are provided near building entrances along Mill Lane, with an additional space also provided within the viaduct arch located on Echo Street. The Proposed Development features combined cycle and pedestrian pathways to ensure safe and separate routes for both user groups. Furthermore, accessible changing rooms and a welfare area on the lower ground floor promote will help promote wellbeing and provide an accessible space for those who may be vulnerable to sensory overload.</p> <p>These accessibility measures provide a significant public benefit through the creation of a more inclusive and welcoming environment for all. The improved access to the civic square and surrounding area will enhance connectivity and encourage greater use of the public realm by a wider range of people, including those with mobility impairments. In addition, careful selection will be given to public realm materials to ensure fully accessible and inclusive during the detail design stage, in liaison with MCC and their Access Officer.</p> <p>The provision of accessible facilities within the buildings will also ensure that everyone can comfortably access and enjoy the various amenities and services offered. Overall, the development's focus on accessibility fosters a more equitable and user-friendly environment, benefiting both building occupants and the wider community.</p>
	Events	<p>The Proposed Development will facilitate a diverse range of events within the new civic square, catering to a wide array of interests and demographics. Events will revolve around themes such as Science and Innovation, Sustainability, Diversity and Inclusion and Arts and Culture, ensuring inclusivity and appeals to a broad audience. The provision of events will provide significant public benefits as it fosters social cohesion, promotes education and recreation, enhances the vibrancy and cultural offering of the area while attracting visitors and contributing to the local economy.</p>
Heritage		

	Hollaway Wall	<p>The Proposed Development seeks to incorporate portions of the Hollaway Wall into the publicly accessible entrance space acting as central artistic feature within space. This adaptive approach will increase public appreciation and interaction with this listed asset due to its location within the public realm as well as within the Manchester Room which is for community use, creating a further opportunity to sit and dwell in close proximity to this asset. This is in contrast to the current position of the Hollaway Wall which is poorly experienced and undervalued due to being hidden behind a barrier and the tree line. The Proposed Development will therefore promote a greater understanding and appreciation of its significance. Within the Manchester Room there will be information provided about the Hollaway Wall and the development of the Former UMIST campus, again increasing the public's awareness and ability to appreciate the asset.</p>
	The Viaduct	<p>The Proposed Development involves changing the use of the listed Viaduct arches located within the Site to facilitate retail and food and beverage uses. In doing so this will revitalise the arches, bringing new activity and footfall to this currently unattractive and unwelcoming area, further contributing to the vibrancy of the surrounding urban environment.</p> <p>Furthermore, alongside the proposed activation of the Viaduct arches, improvements along Altrincham Street will enhance connectivity through Site and into the City Centre. This will increase footfall adjacent to the listed Viaduct and create an attractive and welcoming environment in which the structure can be appreciated.</p>
	Public Art	<p>The Proposed Development will increase access to the public art through enhancing the environment and creating a dedicated area known as 'Sister Art Walk' within Hollaway Place, making it easier to members of the public to locate these pieces of public art and appreciate these pieces in a more welcoming setting.</p> <p>Prior to the relocation of each art piece will be restored (where required) to ensure its long term preservation. This means that the unique art pieces can be appreciated for generations to come and remain part of the Sister journey for years to come.</p>

9. Conclusion

- 9.1. The Proposed Development will be delivered by ID Manchester Ltd and University of Manchester (the Applicants). ID Manchester Ltd is a JV between Bruntwood SciTech Ltd and the University of Manchester formed to deliver Sister. Bruntwood SciTech has a strong track record of delivering complex projects across the UK such as premium office, laboratory space and innovation hubs. The recently opened Renold Innovation Hub within the SRF Area was also delivered by the Applicants.
- 9.2. The Proposed Development will form Plot C of Sister, contributing to Manchester's new 4 million sq. ft. innovation district, by transforming the University of Manchester's former UMIST campus.
- 9.3. The Proposed Development will comprise two striking office buildings providing Grade A office space, connected by a shared lobby with flexible commercial and retail spaces, community space, a new civic square, and significant public realm and landscaping improvements. It will also revitalise the Grade II Listed Hollaway Wall and Grade II Viaduct arches, incorporating them into the design for enhanced public access and commercial use. The development will create a prominent entrance to the Sister innovation district and the wider Oxford Road Corridor from Piccadilly Station
- 9.4. The Proposed Development will contribute directly to the City's Council's strategic objectives as detailed in Our Manchester Strategy: 2025-35, Economic Strategy, Green and Blue Infrastructure Strategy and Industrial Strategy. It also aligns with Innovation Greater Manchester and Greater Manchester Innovation Accelerator.
- 9.5. The Site is currently vacant and underutilised, which has left the area disconnected and lacking a sense of place. The SRF, endorsed by MCC in December 2023, recognises that the Site presents a significant strategic opportunity to transform an underutilised area of the City Centre. The Proposed Development represents the first major commercial development within Sister, delivering on the SRF's vision.
- 9.6. The Proposed Development is also in line with Policy JP-J1 (Long Term Economic Growth) of Places for Everyone Plan (2024), supporting the development of high value clusters in key economic sectors of advanced manufacturing, digital and cyber and health innovation. The Proposed Development is in line with IDM SRF which identifies the Site for commercial office accommodation, together with a generous civic square on the Site.
- 9.7. The Site benefits from exceptional accessibility due to its proximity to a wide range of transport links, including Piccadilly Station. The Proposed Development capitalises on these locational advantages, promoting sustainable travel and providing easy access for employees, visitors, and the local community.
- 9.8. The Proposed Development will deliver a significant quantum of Grade A office space, catering to the growing demand from businesses in Manchester's thriving economy. The flexible commercial and retail spaces will further enhance the vibrancy and attractiveness of the area.

9.9. A comprehensive design evolution process, including extensive stakeholder consultation (MCC, Historic England, local Ward Councillors, Greater Manchester Police, and the wider community), has ensured a high-quality, contextually sensitive design.

9.10. Overall, the Proposed Development will result in a number of benefits, summarised below:

Economic

- Revitalisation of an underutilised brownfield site, contributing to Manchester's regeneration.
- Creation of employment opportunities during construction and operation.
- Support for economic growth by providing high-quality office space and attracting investment.
- Increased demand for local businesses and services.

Environmental

- Prioritise sustainable design, targeting a BREEAM Excellent rating and a 5-star (stretching to 5.5) NABERS Design for Performance (DfP) rating.
- Deliver biodiversity net gain and creation of new habitats through new planting.
- Introduce 270 new trees to aid carbon sequestration and mitigate the urban heat island effect.
- Incorporate energy-efficient systems and natural ventilation to reduce the building's carbon footprint, enhance air quality, and maximise thermal comfort.

Social

- Promote active travel through the provision of enhanced pedestrian and cycle routes.
- Encourage social interaction with active ground-floor uses, revitalised Viaduct arches, a new "Manchester Room", and improvements to the public realm.
- Create collaborative spaces for research, education, businesses, and start-ups.
- Improve safety and reduces anti-social behaviour through increased activity generated by new commercial spaces.
- Provide public realm enhancements, including the creation of a new civic square.
- Enhance visual amenity and accessibility for all users through high-quality, accessible design.
- Facilitate community events and opportunities for social cohesion and interaction within the public realm and new civic square.

Heritage

- Activation and revitalisation of the Listed Viaduct for commercial use to facilitate retail and food and beverage uses, bringing vibrancy and footfall.
- Improvements of Altrincham Street adjacent to the Listed Viaduct will create an attractive and welcoming environment in which the structure can be appreciated and experienced.
- Sensitive integration of the Grade II Listed Hollaway Wall increasing accessibility and public interaction with the Wall.
- Improve the setting of the Listed Hollaway Wall.
- Support the long-term preservation and celebration of existing artwork.

9.11. This Statement, supported by a comprehensive suite of technical assessments, provides robust justification for the Proposed Development.

- 9.12. Proposals for the Hollaway Wall have been subject to extensive optioneering to find the optimum solution which is proportionate in terms of harm required to unlock the significant public benefits (as outlined within Section 8 of this Statement), which on balance support the proposals as per the relevant policy test set out within the NPPF (2024).
- 9.13. A full appraisal of how the Proposed Development addresses the specific planning policy considerations and other material considerations, is set out within Sections 6, 7 and 8 of this Statement. In conclusion, a detailed assessment of the proposals has been undertaken against planning policy at all levels. Taking all of this into account, it can be concluded that the Proposed Development is considered to be in accordance with the Development Plan when taken as a whole. It is further supported by the assessment of other material considerations including the endorsed SRF for the Site and the NPPF and it has been demonstrated that the Proposed Development will deliver the overarching economic, social and environmental objectives of sustainable development as a whole. As such, the Proposed Development therefore merits the support of the local planning authority.

Appendix A – Application Documents

The Application is supported by the following documents:

Application Documentation	Author
Accommodation Schedule	AAM
Design and Access Statement (including landscaping statement, lighting strategy and landscaping management strategy)	AAM (and SLA)
Application Form	Deloitte
Covering letter	Deloitte
Site Location Plan	AAM
Existing Site Plans and Elevations	AAM
Proposed Plans, Elevation and Sections	AAM
Phasing Plan	AAM
Listed building drawings (Hollaway Wall and Viaduct)	AAM
Planning and Tall Building Statement (incl. Public Benefits Statement)	Deloitte
Statement of Consultation	Deloitte
Flood Risk Assessment	Civic
Drainage Strategy Report	Civic
Aviation Safeguarding Technical Note	G-Tech
Archaeological Assessment	BWB

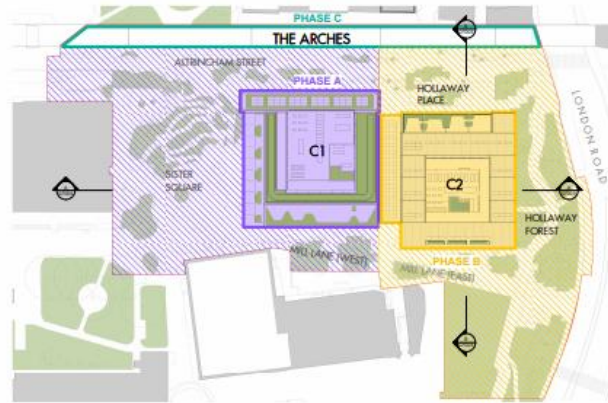
Application Documentation	Author
Framework Travel Plan	Civic
Operational Waste Strategy (and completed Waste Pro-Forma)	Civic
Environmental Standards Statement (including Energy Statement and BREEAM Pre-assessment) <ul style="list-style-type: none">Energy and Carbon ProForma	Buro Happold
Ventilation Statement	Buro Happold
Crime Impact Statement	GMP
Terrestrial Television Baseline Survey Report	Pager Power
Desk-Based Satellite Television Interference Assessment	Pager Power
Broadband Connectivity Survey	Pager Power
Green and Blue Infrastructure	Deloitte
Placemaking Strategy	ID Manchester Limited
Hollaway Wall Structural Appraisal & Outline Methodology Report	Civic
Circular Economy Statement	Buro Happold
Outline Operational Management Strategy	ID Manchester Limited
Detailed Unexploded Ordnance (UXO) Risk Assessment	1st Line Defence
Local Labour Agreement	ID Manchester Limited
Ecological Impact Assessment	Tyler Grange
Habitat Features Plan	Tyler Grange
Arboriculture Impact Assessment	Tyler Grange
Statutory Biodiversity Metric	Tyler Grange

Application Documentation		Author
Public Art Strategy		Bruntwood Sci-Tech
<ul style="list-style-type: none">Appendix 1 – Sister Manchester: Public Art ApproachAppendix 2 – Conservation ReportAppendix 3 Exploratory Study Report		<ul style="list-style-type: none">SLALowri MorrisM&G
Topographic Survey		Survey and Engineering Projects
Event Strategy		Bruntwood Sci-Tech
Environmental Statement		
Volume 1: Environmental Statement including:		EIA team
<ul style="list-style-type: none">IntroductionMethodologyAlternatives and Design EvolutionSite and Description of DevelopmentConstruction Management – Programme and MethodologyBuilt HeritageTownscape and Visual ImpactAir QualityClimate ChangeWindSolar GlareHuman HealthSocio EconomicTraffic and TransportDaylight, Sunlight and OvershadowingNoise and VibrationGround ConditionsSummary of Residual EffectsType 1 Cumulative Effects		
Volume 2: Technical Appendices		EIA team
Volume 3: Non-Technical Summary		EIA team

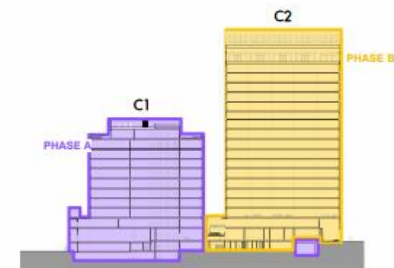
Appendix B – Phasing Plan (plans and sections)



Lower Ground Floor Plan - Phasing



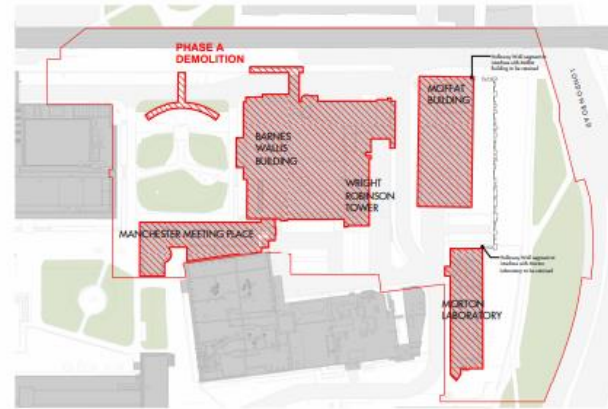
Roof Plan and Landscape - Phasing



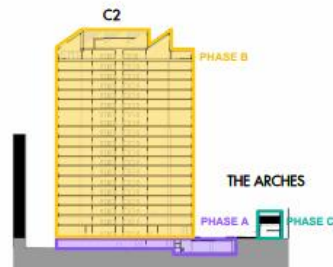
Section AA - Phasing



Upper Ground Floor Plan - Phasing



Existing Site Plan - Demolition



Section BB - Phasing

- ▬ Phase A - Demolition and ground formation
- ▬ Phase A - C1 construction and service tunnel
- ▬ Phase B - C2 construction
- ▬ Phase C - Arches
- ▬ Site Boundary

- ▬ Phase A - Landscape
One DDA / disabled car parking space delivered as part of Phase A (within viaduct arch near Echo Street)
- ▬ Phase B - Landscape
Two DDA / disabled car parking space delivered as part of Phase B (off Mill Lane)

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