

Albert Bridge House, Manchester
Planning and Tall Building Statement

June 2025

Contents

Contents	1
1. Introduction	1
2. Site and Surroundings	7
3. Proposed Development	13
4. Planning Assessment	25
5. Tall Building Evaluation	61
6. Public Benefits	65
7. Conclusion	70

1. Introduction

This Report provides a planning and tall buildings assessment of the proposed comprehensive redevelopment of Albert Bridge House ('ABH') and adjoining surface car park ('the Site').

The main purpose of this report is to assess the Proposed Development and its acceptability in the context of the Development Plan and other material considerations such as the National Planning Policy Framework (NPPF), Historic England's Advice Note 4 (2022) and the Manchester City Council endorsed St Mary's Parsonage Strategic Regeneration Framework (2020), within which the Site is located.

The Proposed Development seeks to bring forward a high-quality mixed-use scheme. It will deliver a new 18-storey office building with excellent sustainability credentials, roof terraces and supporting ground floor commercial, leisure and food and drinks uses, and 2no. residential building (49-storey and 37-storey respectively) with plant above, ground floor flexible commercial uses, with associated car parking, cycle parking, landscaping and public realm ('the Proposed Development').

The term "Proposed Development" used within this Report refers to all stages of demolition, construction and operation of the development.

The 0.89-hectare site is within the St Mary's Parsonage area, in Manchester City Centre. The Site is triangular in shape and is bounded the River Irwell to the north-west, Bridge Street to the south, St. Mary's Parsonage to the east and the Trinity Bridge landing to the north-east.

The Site is currently comprised of Albert Bridge House (ABH), two car parks and Albert Bridge Gardens. Albert Bridge House comprises four parts, an 18-storey building, flanked by a six and a three-storey building and a single storey building fronting the River Irwell. This building was most recently occupied by HMRC; however, they vacated the Site in October 2022.

The Site is identified for redevelopment within the endorsed St Mary's Parsonage Strategic Regeneration Framework ('the SRF'), which remains a material consideration in the determination of planning applications within the SRF area. For reasons, that are expanded upon within this Report, the existing vacated buildings have reached the end of their life. Purpose built in the 1950s as a tax office, Albert Bridge House was not designed with long-term sustainability in mind. Its layout and design do not meet modern office occupier requirements and the existing buildings turn their back on the river and adjoining streets. As such, their retention would ultimately limit the opportunities to open up the Site and improve connections that its redevelopment otherwise allows.

Oval Real Estate Limited

Oval Real Estate Limited is a development, management and investment company based in the UK. It was established in July 2013 as an asset manager of commercial real estate throughout the UK and has grown to a team of over 70 employees operating out of offices in London, Birmingham and, most recently, Manchester. The business develops, manages and invests in buildings throughout the UK across every sector.

Specialising in spaces sometimes overlooked, Oval's mission is to leave buildings and neighbourhoods in a better shape than when they were found. With a big emphasis on design, Oval puts its own stamp on every building. Tapping into expertise from outside the property sector, everything occupiers and visitors see, hear and touch is carefully considered.

Oval is pleased to be bringing forward its first proposals in Manchester. The aim for the proposed redevelopment of Albert Bridge House, is to create a dynamic, sustainable place designed to realise the potential of this gateway location. Oval's brief is for the Site to include:

- a landmark sustainable new office building, providing flexible workspace for a range of occupiers in response to strong demand in Manchester City Centre;

- 2no. high quality residential towers providing new homes of a range of different sizes, supported by communal amenity space;
- ground floor retail/food and beverage to activate the surrounding area;
- attractive and welcoming new public space; and,
- new pedestrian routes and connections through the Site, alongside enhanced access to the river.

Proposed Development

To deliver this brief and best support the comprehensive master planning and transformation of the Site, taking into account the existing buildings have reached the end of their design life, the Proposed Development will deliver the following use and quantum of development across a development that is capable of being phased, if required:

- 29,902 sq. m (GIA) office floorspace (Use Class E (g)) in an 18-storey building (Building C) with basement, mezzanine, accessible roof top amenity space and roof top plant;
- 77,770 sq. m (GIA) residential floorspace (Use Class C3) comprising 800 residential units across 2no. buildings (Building A – 37-storeys and Building B – 49-storeys) both with basement, mezzanine and roof top plant
- 560 sq. m (GIA) flexible commercial space across Building B and Building C (Use Class E (a/b/c) or Sui Generis); and,
- basement spread across each building.

Alongside the proposed development, 5,780sq. m of accessible public space will be created, a significant proportion of the site area (46%). This has increased from the previous application by 1,650sq. m, which represents an increase of 40%. Additional improvements include:

- increase in biodiversity
- addition of play space
- improved river walkway
- retention of more existing trees
- proposed planting of additional new trees
- increase in green landscape space
- increase in active frontage meeting the landscape, creating greater porosity and individual moments within a more continuous landscape, making a better place

The 2022 Application (Ref: 135834/FO/2022)

In June 2023, MCC Planning and Highways Committee made a “resolution to grant planning permission” subject to entering a S.106 Agreement.

However, in view of rapidly occurring, significant changes in market conditions e.g. increased interest rates, rising construction costs, and changes in investors’ requirements, it has been necessary to review the proposed scheme and adopt a revised approach that is aligned to evolving market conditions and establishes a clear pathway to delivery.

As such, the Proposed Development offers a right-sized office component of approximately 250,000 sq. ft, reflecting current market demand and reducing financial risk. Additionally, this approach reflects on the success of recent commercial developments in Manchester City Centre.

Furthermore, the Proposed Development comprises a strong residential offering responding to continued housing demand and supports the Government's focus on brownfield development. This further supports the Proposed Development's viability, which in turn will unlock significant public benefits including enhanced public realm improvements relative to the previous scheme as aforementioned.

Description of Development

For the purpose of the planning application, the Proposed Development can be described as follows:

“Demolition of the existing building complex and the construction of a mixed use development comprising:

- an office building of up to 18 storeys with ground floor commercial, leisure, food and drink uses (Use Class E) and/ or drinking establishment (Sui Generis), with additional roof top plant, roof top amenity and basement cycle parking;*
- a residential building up to 37 storeys (Use Class C3) with additional roof top plant and basement cycle parking; and,*
- a residential building up to 49 storeys (Use Class C3) with ground floor commercial, leisure, food and drink uses (Use Class E) and/ or drinking establishment (Sui Generis), additional roof top plant, basement cycle parking,*

Together with relocation of substation, car parking, landscaping and public realm, servicing and access arrangements, drainage, highway alterations and other associated works”.

Environmental Impact Assessment (EIA) Screening and Scoping

A formal Request for an EIA Screening and Scoping Opinion was submitted by Turley to MCC on 9 April 2025. A formal response was issued on 3 June 2025 confirming that an EIA is required in support of the application and providing details to be considered and addressed in the planning application documentation.

Application Documentation

This Planning Statement should be read in conjunction with the following documents, in accordance with Manchester City Council's application validation checklist.

Table 1 List of Application Documents

Document	Prepared By
Application Form and Certificates	Oval Real Estate
Site Location Plan	Studio Egret West
Existing Site Plan	Studio Egret West
Existing and Proposed Plans, Sections, Elevations and Demolition Plans	Studio Egret West
Landscaping Plans	Studio Egret West
Design and Access Statement (including Landscaping)	Studio Egret West
Accommodation Schedule	Studio Egret West
Planning and Tall Building Statement	Oval Real Estate

Document	Prepared By
Statement of Community Involvement	Counter Context
Archaeological Desktop Study	Civic Heritage
Arboriculture Assessment	Urban Green
Air Quality Assessment	Hoare Lea
Broadband Connectivity Assessment	Pager Power
Crime Impact Statement	GMP
Preliminary Ecological Appraisal	Urban Green
Biodiversity Assessment and Metrics	Urban Green
Environmental Standards Statement / Energy Statement / BREEAM Pre-Assessment	Hoare Lea
Residential Fire Report	Cundall
Flood Risk Assessment	AKTII
Drainage Strategy	AKTII
Blue and Green Infrastructure Statement	Studio Egret West (included in DAS)
Phase 1 Ground Conditions	AKTII
Phase 2 Site Investigation Report	AKTII
Heritage Statement	Oval Real Estate
Local Labour Agreement	Oval Real Estate
Management Strategy - Residential and Operational	CBRE
Noise Report	Hoare Lea
TV and Radio Reception Survey	Pager Power
Aviation Safety Assessment	Pager Power
Transport Statement	Curtins
Framework Travel Plan	Curtins
Ventilation Strategy	Hoare Lea
Viability Assessment & Affordable Housing Statement	CBRE
Waste Management Strategy	Curtins
<u>Environmental Statement Volume 1:</u>	

Document	Prepared By
Chapters 1-5: Introductory Chapters	Turley
Chapter 6: Noise and Vibration	Hoare Lea
Chapter 7: Townscape and Visual	Urban Green
Chapter 8: Daylight, Sunlight and Overshadowing	DPR
Chapter 9: Wind Microclimate	AKT II
Chapter 10: Socioeconomic and Human Health	Ekosgen (GC Insight)
Chapter 11: Climate Change	Turley
Chapters 12-13: Concluding Chapters	Turley
Volume 2: Technical Appendices to Primary Report	Turley
Volume 3: Environmental Management Plan	Turley
Volume 4: Non-Technical Summary	Turley

Pre-Application Stakeholder Engagement / Pre-Application Consultation

Pre-application consultation has been undertaken with regard to the Proposed Development and can be summarised as follows:

- Regular dialogue has taken place with Senior Planning Officers at Manchester City Council throughout the design development process;
- The project team has consulted technical consultees at Manchester City Council including Environmental Health and Highways Officers and other statutory consultees on the scope and content of their assessments;
- Greater Manchester Police were consulted in relation to crime prevention;
- Historic England were consulted who confirmed that the application does not fall within their remit for further pre-application engagement.
- Local Ward Councillors have been sent details of the proposals and the consultation activities planned; and,
- Local residents and businesses within the vicinity of the Site have been invited to attend a consultation event (online and in person events).

Full details are included in the Statement of Consultation.

Document Structure

The remainder of this report is structured as follows:

- Section 2** provides a description of the Site in context;
- Section 3** provides a summary of the proposals and their design evolution;
- Section 4** details the relevant documents that make up the Development Plan and material considerations and assesses the Proposed Development against these;

- **Section 5** provides a detailed evaluation of the proposals in relation to established tall buildings assessment criteria;
- **Section 6** summarises our assessment of the public benefits associated with the Proposed Development; and
- **Section 7** provides our conclusions on the overall merits of the Proposed Development, with reference to Development Plan policies and other material considerations.

2. Site and Surroundings

This Section includes a description of the Site as well as its context in relation to the surrounding area and suitability for the Proposed Development.

Site Description

The Site covers 0.89 hectares and is located in the City Centre immediately adjacent the River Irwell and in close proximity to the St. Mary's Parsonage Conservation Area.

The River Irwell bounds the Site to the north-west, Bridge Street lies to the south of the Site, St. Mary's Parsonage to the east and the Trinity Bridge landing is located to the north-east.

The Site is identified for redevelopment within the endorsed St Mary's Parsonage Strategic Regeneration Framework ('the SRF'), which will form a material consideration in the determination of all future planning applications within the SRF area.

The Site is currently occupied by Albert Bridge House, two car parks and Albert Bridge Gardens. The current building comprises four parts, an 18-storey office building, flanked by a six and a three-storey office building plus a single storey building fronting the River Irwell. Albert Bridge House was most recently occupied by HMRC; however, the Site was vacated in early October 2022.

Albert Bridge House was purpose-built in the 1950s as tax office. By virtue of its scale, the building constitutes a prominent feature at the gateway between Manchester City Centre and Central Salford, adjacent to one of Manchester's prime commercial locations in respect of Spinningfields.

Part of the Site comprises a Manchester City Council-operated public car park. This is accessed and egressed via Bridge Street and contains approximately 65 spaces. Further private car parking can be accessed from St Mary's Parsonage, providing c.72 spaces. This is barrier controlled with a yellow box junction.

Albert Bridge Gardens is in the north-western corner of the Site. This small area of green space is largely of poor quality and is underutilised. Limited access to the river is offered through the Site, with only Albert Bridge Gardens offering limited accessibility, albeit this is currently an environment littered with evidence of anti-social behaviour.

Whilst the existing Site has very limited urban quality, there are however 3 protected trees (Tree Preservation Orders) located to the south-west of the Site, within the Bridge Street Car Park.

The main pedestrian entrance to the office buildings is located off Bridge Street, although there is also a further pedestrian entrance off St Mary's Parsonage.

Immediately adjacent, east of the Site, and accessed from St Marys Parsonage, is a public pedestrian access route through to the pedestrian footbridge (Trinity Bridge). This provides a key connection between Central Salford and Manchester City Centre. Currently, this existing footbridge is positioned between the Albert Bridge House car park and the adjacent Alberton House service road, which in turn detracts from the quality and security of this route.

Motor Square, an area of public realm, is located to the south-east of the Site, beyond this are a range of food and beverage / retail / commercial uses. Spinningfields, a largely commercial area, is located to the west of Bridge Street. Alberton House is located to the east of Trinity Bridge and has planning permission for redevelopment as an office development, beyond this is St Mary's Parsonage a largely commercial area. To the north of the River Irwell are residential properties, the Lowry Hotel and areas of public realm.

Motor Square forms one of the gateways into the Parsonage Gardens area. It is currently recognised as a disjointed and underused space and is identified by the SRF as requiring a comprehensive redesign to enhance activity and vibrancy. The existing Albert Bridge House Site does little to animate or enclose this existing area of public space.

Site Context

St. Mary's Parsonage Strategic Regeneration Framework

The Site falls within an area covered by the St. Mary's Parsonage Strategic Regeneration Framework (SRF) (August 2020)¹, which provides guiding development principles for the future regeneration and development of key sites within this part of the city centre. Further assessment of the Proposed Development's response to the key principles of the Albert Bridge House site, as identified in the SRF, are considered in later sections of this Report.

The SRF seeks to refocus the priorities of the area in order to establish St Mary's Parsonage as a clearly definable and cohesive City Centre neighbourhood, with a distinctive character and sense of place. A key underlying principle of the SRF is the retention and celebration of the area's special qualities and assets, including its heritage assets, public spaces and green and blue infrastructure.

The SRF proposes that Parsonage Gardens will build upon its existing asset base, and its positive adjacencies to other parts of the City Centre, to successfully host an eco-system of employment – from global businesses to start ups - and other high-quality uses including hotel, retail, and leisure.

A number of developments within the SRF area have been consented over the past couple of years:

- Immediately to the east of the Site on St Mary's Parsonage lies Alberton House. Planning Permission was granted on 10 November 2022 for the redevelopment of Alberton House for a 19-storey mixed-use office-led development, it was subsequently subject to a Section 73 Application (Ref: 141940/JO/2025) in order to introduce phasing.
- Reedham House, to the east of the Site, has planning permission for refurbishment of existing building and creation of a new office building fronting Motor Square, including public realm creation.
- The Kendal Milne and Fraser Buildings, to the east of the Site, has planning permission for redevelopment and partial demolition to provide an office-led mixed-use development, it was subsequently subject to a Non-Material Amendment Application (Ref: 138315/NMC/2023) in order to introduce phasing; and,
- Arkwright House, also to the east of the Site, has also undergone a number of changes over the past couple of years.

Planning History

A planning history search was undertaken using Manchester City Council's (MCC) public access system. There are no planning permissions pertinent to the Site, except the 2022 Application for the Albert Bridge House Site (Ref: 135834/FO/2022) which received "resolution to grant" during MCC Planning and Highways Committee in June 2023².

Site Specific Designations

Environmental Designations

The Site is situated in the Greater Manchester Combined Authority Air Quality Management Area (AQMA) which is an area where proactive management measures are encouraged to address national air quality objectives.

The Site is not within, nor does it contain, any ecological designations including Sites of Specific Scientific Interest (SSSI), Sites of Biological Importance (SBI) or Special Protection Areas (SPA). The Site is located within the impact risk zone for Rochdale Canal Special Area of Conservation (SAC) and SSSI, however the Proposed Development do not fall within the list of development activities that would result in any impact.

¹ https://www.manchester.gov.uk/downloads/download/7208/st_marys_parsonage_srf

² Conditions include signing of a Section 106 agreement in relation to a future review of the affordable housing position, to secure monies associated with highway improvement works along Bridge Street and secure the retention of the project architect and the inclusion of conditions to review the overall provision of residential parking spaces and the rental arrangements for the proposed independent ground floor retail offering.

It should be noted that one European Protected Site is within a 10km radius of the Site, Rochdale Canal is classed as a Special Areas of Conservation (SAC) and Site of Special Scientific Interest (SSSI), located approximately 6 kilometres to the north-west and designated for its aquatic and emergent flora.

Protected Species

As part of the Phase 1 Habitat Survey undertaken by Urban Green, it is concluded that the Site offers minor suitable habitats for nesting passerine birds.

A Preliminary Roost Assessment was undertaken as part of the Habitat Survey. The report concluded that none of the buildings or trees present on Site were assessed as providing potential to support a bat roost and that the Site would be of low value to commuting and foraging bats due to the presence of trees along the River Irwell, adjacent to the Site, which would more likely be used by bats.

The presence of otters, hedgehogs, water voles and badgers on the Site has been discounted by the Habitat Survey nor is it anticipated, as confirmed by the Habitat Survey.

At the time of the survey, Giant Hogweed was recorded as being present at the Site. This species is listed under Schedule 9 of the Wildlife and Countryside Act 1981, as an invasive non-native species.

Flood Risk

The Site lies within the Manchester Conurbation Core Critical Drainage Area. The Site, for the majority, is located in Flood Zone 1, and so this portion of the Site is therefore of a low risk of flooding. The northern (riverbank) boundary of the Site is located within Flood Zone 3 as a result of the River Irwell forming this boundary and so is within an area with a high probability of flooding.

Sustainable urban drainage systems (SuDs) are to be implemented as a part of the Proposed Development to alleviate any risk of flooding.

Conservation and Heritage

The Site does not contain any heritage assets that are afforded statutory protection, such as Scheduled Monuments, Listed Buildings, or any Registered Parks and Gardens, and it does not fall within a conservation area.

The Heritage Statement considers the existing Albert Bridge House as a Non Designated Heritage Asset (NDHA). In the absence of a list of locally significant non-designated heritage assets for Manchester City Council, knowledge of the city and professional discretion was utilised to determine assets which are significant. Albert Bridge House was previously assessed by Historic England for listing in 2021, however, did not meet the criteria for official designation – yet the response from Historic England did note that the building contains some architectural and historic interest. For this reason, it has been considered a NDHA.

The Site is situated in close proximity to Parsonage Gardens Conservation Area, with the Conservation Area boundary located along St Mary's Parsonage to the east of the Site.

The Site is also located within 30m of the Deansgate/Peter Street Conservation Area, within 200m of St Ann's Square Conservation Area and circa 400m from Albert Square Conservation Area.

The Site is located within 200m of 10 listed buildings, with two listed buildings located directly to the east of the Site, 3 St Mary's Parsonage and 31- 33 King Street West (including 3 Smithy Lane) - which are both Grade II listed buildings. The other eight listed buildings within a 200m radius of the Site boundary are as follows:

- John Rylands Library (and Attached Railings, Gates and Lamp Standards) – Grade I Listed;
- Arkwright House – Grade II Listed;
- Masonic Temple – Grade II Listed;
- Albert Bridge – Grade II Listed;

- Former Hydraulic Power Station (in Grounds of City College) – Grade II Listed;
- Century Buildings (National Buildings), 14 St Mary's Parsonage – Grade II Listed;
- 98 – 116 Deansgate (Kendals) – Grade II Listed; and,
- Sawyers Arms Public House – Grade II Listed.

For further details please refer to the accompanying Heritage Statement.

Accessibility

The Site is located within the heart of Manchester City Centre, in close proximity to one of its principal thoroughfares (Deansgate) within its Primary Retail Area and adjacent to its Central Business District. It is highly accessible by all forms of transport. The wider SRF area benefits from a range of natural assets including its adjacency to the River Irwell, and proximity to Parsonage Gardens.

Major cross-city routes, including Blackfriars Street, Deansgate and Bridge Street are in close proximity of the Site. These are defined as key commuter corridors and shopping frontages, and provide connections between different parts of the City Centre. The Trinity footbridge located immediately to the east of the Site provides a pedestrian and cycle connection between the cities of Manchester and Salford.

There has been a number of changes to accessibility in the surrounding area of the Site, as part of Manchester City Council's initiatives to improve walking and cycling in the local area, including but not limited to the following:

- Since March 2025, as part of Deansgate and Whitworth Street West Active Travel Scheme, Deansgate is southbound-only for all motorised vehicles between Blackfriars Street and Great Bridgewater Street / Liverpool Road, with cycle lanes (mostly two-way) provided along and beyond this section.
- Deansgate between Blackfriars Street and King Street – permanently one way in a southbound direction with a bus gate at the junction of Blackfriars Street and Deansgate for southbound buses, taxis, and cycles.
- Deansgate from King Street to Quay Street – permanently one-way in a southbound direction (with the northbound carriageway closed);.
- St Mary's Parsonage – closed to traffic at its northern end to prevent traffic from diverting around the closed section of Deansgate.
- Bridge Street – create a bus gate on Bridge Street after its junction with Left Bank, meaning that only buses, taxis, and cycles will be able to travel out of the city centre across the River Irwell into Salford via this route. This bus-only corridor is designed to complement the other measures to support public transport.

Pedestrian

The Site is well connected to key destinations by a comprehensive network of pedestrian routes, typical of a City Centre location.

Key leisure, cultural, business and retail facilities located on Deansgate, King Street, St John Street and within the Spinningfields area, are within a five-minute walking distance of the Site. The ability to cross Deansgate has recently been improved due to the partial pedestrianisation of the road and the Site's location at the edge of the City Centre, adjacent to both Albert and Trinity Bridge, will improve access to key destinations within Salford.

The Site is also located near to Market Street and the Arndale Shopping Centre (both approximately a 10-minute walk from the Site).

Cycling

The Site is in close proximity to a well-connected cycling network across Greater Manchester. For example, Deansgate joins onto the Bridgewater Canal cycleway, which links the Site to Old Trafford, Stretford, Sale, Altrincham, Trafford Park and Media City.

The Ashton Canal Cycleway is also accessible from Manchester City Centre, which links through to East Manchester, through a dedicated cycle route to this part of the City Centre. National Cycling Route 6 can be accessed from the Liverpool Road junction of Deansgate – this route links the Site to Bury, as well as onto Route 55 to Wigan and Route 85 to Wilmslow.

Moving forward, the Council's Made to Move 'Beelines Strategy' sets out to provide 1,000 miles of walking and cycling routes across Greater Manchester, a number of which are proposed close to the Site, along Deansgate.

Public Transport

Metrolink

Over 42 million Metrolink journeys were made to and from the City Centre during 2024/3, making it the most used light rail system outside of London. The Metrolink has been the subject of significant ongoing investment and expansion of routes in recent years. Recent changes include the 'Bee Network' app and its integration with the bus network via a 'tap and go' approach.

Exchange Square Metrolink stop is 0.6 miles northeast of the Site (approximately 11-minute walk) and St Peter's Square Metrolink stop is 0.5 miles southeast of the Site (approximately 10-minute walk). Both Metrolink stops provide frequent cross-city links within Manchester and provide access to a range of destinations across Greater Manchester.

Rail

Salford Central Station is located directly to the north of the Site and is a three-minute walk away, across Albert Bridge. Salford Central offers rail services to a number of destinations including Leeds, Southport and Kirkby. The Salford Central Station is now re-opened following a 2-month closure between February 2025 to April 2025 for modernisation works to the station.

Manchester Victoria Station, a major regional interchange, is approximately a 10-minute walk from the Site. It serves a range of destinations, including direct rail services to Liverpool (with a fast service at 36 minutes journey time) and Leeds (approximately 49 minutes journey time).

Manchester Piccadilly Station, the rail hub for the North West, is also located within a reasonable walking distance of the Site (approximately a 20-minute walk). Manchester Piccadilly provides frequent and rapid services between Manchester and to a wide range of locations in the UK.

The Transpennine Express line at Manchester Piccadilly links all major cities in the North of England (and Scotland) including Newcastle, Liverpool and Hull.

Frequent, regular services are available to Birmingham and London from Manchester Piccadilly Station, bringing the three major hubs in the UK together with frequent train services.

Bus

There are several bus stops located near the Site on Bridge Street / John Dalton Street and Deansgate. These bus stops provide services to other parts of the City Centre including Piccadilly Gardens, Shudehill and Albert Square via the Free Bus, as well as localities further afield via transport providers, such as South Manchester, Worsley, Bolton, Salford, Leigh and Atherton.

The Free Bus service run by Transport for Greater Manchester has three different routes serving most of the City Centre. The Metroshuttle Route 2 has a stop on Deansgate, which provides a route through to Piccadilly Train Station. These free bus routes enhance sustainable connectivity in the city centre and link up connect all the main transport hubs in Manchester and Salford.

³ Source: DfT Light Rail and Tram Survey (September 2024) – Ref LRT0101

The Manchester Piccadilly Gardens Bus Station, Piccadilly Gardens Metrolink Stop and Shudehill Interchange are located approximately a 15-minute walk away from the Site. Both bus stations provide regular connections to the wider Greater Manchester region.

Summary

The Site is well connected through public transport links and sustainable modes of transport. The Site is near to all City Centre facilities including retail, cultural and leisure uses and residential development. These features make the Site well placed for the proposed office, residential and commercial uses.

3. Proposed Development

This Section should be read in conjunction with the drawings and Design and Access Statement produced by Studio Egret West. It provides a summary of description of the key elements of the Proposed Development.

Design Brief

The Proposed Development is the product of an iterative design process. The design team has engaged closely with the LPA and other key stakeholders throughout this period in seeking to best address the key principles of the St. Mary's Parsonage Strategic Regeneration Framework ('SRF') (2020) and deliver an optimised design solution for the Site.

The Site is identified in the SRF as one of the site-specific development opportunities within Zone 2. The St Mary's Parsonage SRF sets out guiding development principles for the Site, notably:

- **Height:** The SRF identified that the existing building stands out as the tallest building within the existing Parsonage area, having been a visual landmark on the Manchester skyline since it was constructed in the 1950s. In this regard, the existing building sets a strong precedent for further height on the Albert Bridge House site due to the existing scale and massing;
- **Permeability:** Identifies importance of Trinity footbridge approach and expectation for landowners to collaborate to deliver improved access, in order to provide a more substantial gateway between Salford and Manchester City Centre;
- **Heritage:** Consideration of surrounding heritage assets, including listed buildings and setting of Conservation Area;
- **Servicing:** Back-of-house servicing expected to be used as part of future proposals, in order to minimise operational and visual impacts, as far as is practical, on the street level;
- **Active frontage:** Seek to maximise active frontage and minimise any servicing impacts on pedestrians and heritage assets. Better engage with Bridge Street and St Mary's Parsonage and seek to include publicly accessible ancillary uses; and,
- **Phasing:** Whilst not specifically prescribed by the SRF, it can be interpreted that the document intends that this part of the SRF would be considered in a comprehensive manner, and this has been subsequently clarified as the preference of Manchester City Council during pre-application discussions with Officers.

In line with the SRF, the design brief seeks to deliver a best-in-class scheme comprising a large scale sustainable office development with the flexibility to respond to market demand and much needed housing; both in landmark, striking buildings. As important to the design brief is the creation of public space and opening up the River Irwell to the public, creating spaces for people to enjoy, relax and socialise alongside flexible commercial space to activate the public realm.

Design Development

The Design Development has progressed from the previous 2022 Application. The starting point of which was to establish whether the existing building could be retained. The existing Albert Bridge House was purpose built for a single use and particular occupier some 50 years ago. Historic England has acknowledged the existing building possesses some historic and architectural significance; however, it is noted that on 19 May 2021, Historic England determined that the criteria for listing the building were not fully met, stating that the design of the building is typical of a building of that age lacking sophistication of layout and planning, innovative technology or quality artwork. Internally the open plan layout is standard and refurbishment work has resulted in the replacement of internal fixtures and fittings. Furthermore, there has been some internal changes and reconfigurations which means the internal fabric has been altered.

It is very much a building of its time and, as identified in the SRF, it is physically constrained in terms of its layout and therefore does not meet the needs of modern-day occupiers. The building has inefficient floorplates and is environmentally inefficient resulting in substantial operational costs for occupiers. It would be necessary to undertake substantial remodelling and

regrading of surrounding land to address the severance and separation experienced between the existing building and St Mary's Parsonage, which would also require major investment.

Therefore, the option to re-use the existing building was discounted early in the design process. The comprehensive redevelopment of Albert Bridge House and adjacent car park provides the opportunity to realise the full potential of the Site.

The design team then reviewed a number of development options, size, quantum and scale of development, and the established principles by the previous Resolution to Grant (Ref: 135834/FO/2022), including:

- The inclusion of height on the Site.
- Ensuring the River Irwell frontage is opened up and maximise opportunity for it to be enjoyed.
- Creating connections through the Site and opening up the Site to general public.
- Key views as framed by buildings nearby.

The Proposed Development retains the established principles and the design has developed to provide:

- Streamlined high quality, flexible office space which is adaptable to a diverse range of potential occupiers.
- An improved and inviting public realm where revised plans of enhanced landscaping, new play spaces, pedestrian and cycle routes and additional green areas will encourage community interaction and wellbeing.
- An uplift in residential offering, on brownfield land, to meet the demand for housing in the City Centre.
- A diverse range of commercial offering on ground floor, promoting active frontages and lively streetscape.
- A sustainable development which aligns to the Applicant's ESG objectives.

The design evolution is duly considered and detailed fully in the Design and Access Statement, ahead of progressing with the current Proposed Development.

The Proposed Development seeks to reinvent Albert Bridge House and create a new destination in the St Mary's Parsonage area that will take advantage of the riverside location whilst representing a scheme that is more responsive to current market demands and a more sustainable project in the current economic landscape, compared to the 2022 Application (Ref: 135834/FO/2022).

Proposed Development

The Proposed Development comprises the full demolition and redevelopment of Albert Bridge House and adjacent car park to deliver a new Grade A office building (Building C), 2no. residential buildings (Buildings A and B) with basement, flexible commercial space, including food and beverage, and significant public realm.

Use and Amount

The proposed floorspace set out in detail in the accommodation schedule by SEW and is summarised in Table 2.

Term	Amount
Site Area (Site Location Plan)	0.89 ha. (8926 sqm)
Building Heights AOD / Storey	Building A (residential tower): 153,950m AOD / 37 Storeys (Excluding Basement, Mezzanine and Roof plant)

Term	Amount
	Building B (residential tower): 190,550m AOD /49 Storeys (Excluding Basement, Mezzanine and Roof plant) Building C (office tower): 115,940m AOD / 18 Storeys (Excluding Basement, Roof amenity and roof plant)
Office Floorspace (Use Class Egi)	29,902 sq. m (GIA)
Residential Floorspace (Use Class C3)	77,770 sq. m (GIA)
Ground Floor Flexible Commercial Floorspace (Use Class E and / or Sui Generis (p) and (q))	560 sq. m (GIA)
Total Floorspace	113,939 sq. m (GIA) 120,121 sq. m (GEA)
Residential numbers	
Public Realm and Landscape	0.58 ha. (5,780 sq. m) (Note: includes car parking area, accessible landscaped and inaccessible areas within the redline e.g. riverbank)
Car Parking Spaces	7no. spaces (all of which are EV Charging spaces and accessible spaces).
Cycle Parking Spaces	Building A (residential tower): 381 spaces
	Building B (residential tower): 419 spaces
	Building C (office tower): 229 spaces
	Public Realm: 14 spaces
Access Arrangements	Vehicle access to the Car Parking is from Bridge Street Servicing access is via a one way vehicular loop through the Site, accessed from Bridge Street, and exiting on St Mary’s Parsonage A range of pedestrian access points and routes are provided throughout the Site

Table 2 – Quantum of Development

Site Layout

There will be 3no. buildings located on the Site, comprising:

- Building A: A 37-storey residential building on the north-western section of the Site.
- Building B: A 49-storey residential building on the north-eastern section of the Site.
- Building C: A 18-storey commercial office building on the southern section of the Site.

The ground floors of Building B and C will be activated with retail units with the intention they are to be occupied by independent cafés, shops and restaurants that can spill out into the public realm. To complement this, a large proportion of the

Site will be occupied by landscaped public realm which will increase the permeability of the Site and unlock new attractive, traffic-free routes for pedestrians and cyclists, particularly with the publicly-accessible walkway along the River Irwell.

A conjoined basement (but not inter-accessible) is provided serving each building separately. For Buildings A and B, it will contain cycle parking, back of house facilities, and plant equipment. For Building C, it will contain cycle parking, back of house facilities, plant equipment, and end-of-journey amenities. Access to the basement will be provided internally via core stairs, accessible lifts, and access hatch where transport of large equipment is required.

Residential Layout

As detailed below and in the Planning Assessment, the design and layout of the residential buildings has taken into account the Residential Quality Design Guidance (2017), comply with the space standards and provide homes that are M4(2) or M4(3) compliant.

Building A Layout (Residential Building)

Ground Floor

The ground floor of Building A includes a generous managed lobby with double height entrance, residential bin store, and an area of residential amenity along the River Irwell frontage. It also contains cycle lifts for residents to take their bikes to the basement cycle store.

The façade is set back from the main building line, offering spill out space from the active frontage of the retail/ cafe use adjacent, while providing overhang protection to shield pedestrians and visitors to the Site from the elements at key entrance points.

First Floor

The first floor of Building A comprises almost entirely of residential amenity, including co-working space and fitness and wellbeing spaces. A feature stair connects the ground floor to the first floor, enhancing accessibility and encouraging movement between communal areas.

The façade continues to set back behind a colonnade, contributing to the activation of the public realm. This architectural treatment provides a sense of depth and layering to the building's base while creating shaded, sheltered spaces at street level. The transparency and permeability of the first floor design ensure that the activity within the residential amenity areas is visible from the public realm, fostering a lively and engaging streetscape.

Residential Floors

Residential floorplates for Building A start at level 2, with typical floor layouts alternate with non-typical layouts which include M4(3) homes.

Building A's typical floor plan includes 11no. homes, consisting of:

- 6no. 1 bedroom homes;
- 4no. 2 bedroom homes; 1no. 3 bedroom homes.

On the typical floor 72% of the homes are dual aspect, with almost half the homes benefitting from views towards the River Irwell, while a substantial amount looks out onto the enhanced public realm to the north east through to the south east.

On non-typical floors (where M4(3) compliant homes are located), non-typical floorplates also contain 11no. homes on each floor. Their allocation could be found within "M4(3) Homes" Section of the Design and Access Statement prepared by Studio Egret West.

Top Floor

The uppermost level of Building A is designed to offer an elevated living experience, with half of the floor dedicated to premium communal amenities. Located on level 36, the amenity space is oriented westward, providing residents with sweeping views of the cityscape, capturing the dynamic skyline and the ever-changing urban landscape.

Residential amenities on top floor include a sky lounge, private dining areas, and entertainment spaces, offering residents an exclusive setting to unwind, socialise, and take in the surrounding views. The sky lounge is designed for both casual relaxation and intimate gatherings, while the dining and entertainment areas provide a refined atmosphere for hosting private events, reinforcing a sense of community within the Proposed Development.

The other half of the top floor is occupied by private homes, which are accessed via a separate corridor, ensuring a clear distinction between communal amenity and residential areas. This arrangement enhances security, privacy, and acoustic separation, allowing residents to enjoy the benefits of shared amenities without compromising the tranquillity of their homes.

Roof Level

The roof level of Building A is designed to accommodate essential building infrastructure while maintaining a clean and cohesive architectural profile.

It houses the central core, which extends to the roof, along with critical plant equipment, including the air source heat pumps (ASHP) that contribute to the building's sustainable energy strategy. Additionally, the Building Maintenance Unit (BMU), complete with its required tracks, is integrated into the roof design to facilitate efficient façade cleaning and ongoing maintenance. The layout ensures that these functional elements are well coordinated, minimising their visual impact while optimising performance and accessibility for long-term building upkeep.

Building B Layout (Residential Building)

Ground Floor

The ground floor of Building B mirror that of Building A, including a lobby with double height entrance, residential bin store, an area of residential amenity, and cycle lifts. Building B includes a flexible commercial retail unit on the ground floor to the north eastern corner of the building footprint.

Again, the façade is set back from the main building line, offering spill out space from the active frontage of the retail / cafe use, while providing overhang protection to shield pedestrians and visitors to the Site from the elements at key entrance points.

First Floor

Again, first floor of Building B mirrors that of Building A comprising almost entirely residential amenity space, including a feature stairs connecting the first floor to the ground floor.

The façade continues to set back behind a colonnade, contributing to the activation of the public realm.

Residential Floors

Residential floorplates for Building B start at level 2, with typical floor layouts alternate with non-typical layouts which include M4(3) homes.

Building B's typical floor plan includes 11no. homes, consisting of:

- 4no. 1 bedroom homes;
- 4no. 2 bedroom homes; and,
- 1no. 3 bedroom homes.

On the typical floor 89% of the homes are dual aspect, with almost half the homes benefitting from views towards the River Irwell, and all homes look out onto the enhanced public realm.

On non-typical floors (where M4(3) compliant homes are located), non-typical floorplates contain 9 no. homes on each floor. Their allocation could be found within “M4(3) Homes” Section of the Design and Access Statement prepared by Studio Egret West.

Top Floor

Similarly, the uppermost level of Building B is designed to offer an elevated living experience, with half of the floor dedicated to premium communal amenities. Located on level 48, the amenity space is oriented north facing, providing residents with views of the Blackley Forest nature reserve beyond the City.

The other half of the top floor is again occupied by private homes, which are accessed via a separate corridor, ensuring a clear distinction between communal amenity and residential areas.

Roof Level

The roof level of Building B is designed to completely mirror that of Building A, housing plant equipment and the central core.

Building C Layout (Commercial Building)

Ground Floor

Ground floor of Building C is anchored by a prominent entrance at the corner of Bridge Street, marking the most visible and high-profile location on the Site, and opens directly into the reception area.

The central core is placed in the middle of the floorplate ensuring efficient vertical circulation and allowing a smooth transition to upper office floors via secure gated access.

The ground floor is highly activated, with flexible retail commercial spaces located in the north western corner and the eastern section of the floorplate respectively, reinforcing links to King Street West and the wider city fabric. A dedicated cyclist entrance is located on the northeastern corner near Trinity Bridge, connects directly to the cycle hub and basement storage facilities, supporting sustainable commuting.

First Floor

The First floor of Building C consists of a mezzanine space for the retail commercial unit on ground floor to the north western corner, connected via a staircase.

The rest of first floor comprises office space, and office amenity areas.

Typical Office Floors

The typical office floorplates of Building C are designed for maximum adaptability, accommodating a single tenant across the entire building, a single tenant per floor or two tenants per floor.

The centrally positioned core provides shared access to all lifts and staircases, ensuring seamless circulation throughout the building. Zoned WC facilities are located at either end of the core, offering convenient access regardless of workspace layout or tenancy arrangement.

This flexible design supports a variety of working styles, from private enclosed offices and collaborative open-plan layouts to agile workspaces that promote hybrid working. This adaptable approach ensures that both large corporate occupiers and smaller agile businesses can tailor their environment to support productivity, collaboration, and well-being.

Roof Level

The roof level of Building C is designed to accommodate essential building infrastructure to the north western and western section i.e. air handling unit and air source heat pumps. The eastern section of the roof level will house a wide range of office amenities for tenants, including but not limited to a winter garden, social and breakout spaces, boardroom, and a bar.

Scale and Massing

As referenced above, the Site is identified within the SRF as being an opportunity site for a building of substantial height in this location, whilst noting that any increase in height will need to respect the landmark status of buildings to the south and nearby Conservation Area.

The Proposed Development will redevelop the existing 18-storey Albert Bridge House and associated buildings. This includes the demolition of the existing buildings with the erection of an office building at 18 storeys plus plant and roof amenity (Building C) and 2no. residential buildings at 37 and 49 storeys (Buildings A and B respectively) plus plant, all with a basement.

The height and massing of all buildings respond to the context of the emerging skyline in this fast-changing part of the city centre, with the landmark buildings contributing towards its character and sense of place.

The massing of the Proposed Development is defined by three octagonal buildings. A landmark residential tower (Building B) anchors the Proposed Development, rising prominently at the northern edge to establish a strong presence along the River Irwell. This tallest element marks the gateway between Manchester and Salford while responding to the SRF's vision for a landmark on this Site.

A second, shorter octagonal building (Building A) is strategically placed to respond to key view corridors from the west, southeast, and northeast, reinforcing the transition between the Building B and the surrounding urban grain.

The third octagonal building (Building C) is positioned adjacent to the St Mary's Parsonage Conservation Area. Its massing steps down towards the south from the Irwell, aligning with the 3 to 7-storey scale of neighbouring heritage buildings along St Mary's Parsonage. By reducing height at the southern end of the Site, Building C softens the transition between the contemporary development and the adjacent historic context, respecting the existing townscape while maintaining a strong architectural presence.

The variation in height across the Proposed Development maintains a dynamic skyline, contributing to the interplay of building forms along the riverfront. This calibration of heights ensures the Proposed Development integrates seamlessly into Manchester's evolving cityscape while establishing a distinctive identity.

Appearance

The appearance and materiality of the Proposed Development responds to the Site's location, taking inspiration from the surrounding historic context and the more modern buildings that sit outside of the conservation areas. The texture and materials of all buildings have been carefully selected to complement the surrounding architectural context, as well as contributing towards the energy efficiency of all buildings.

Residential Buildings (Buildings A and B)

The design of Buildings A and B reflects the Site's characteristics, local context, and setting of Manchester City Centre. The façade features horizontal banding and vertical panels, with the banding rhythm increasing with building height. Scalloped feature panels, soften the building envelope and create an interplay of light and shadow. These panels "shuffle" vertically, with varying colour tones adding to the dynamic visual effect. Warmer, darker colours at the base transition to lighter shades at the top, enhancing the sense of height.

Building A, situated at the Salford-Manchester gateway, acts as a visual marker framing Bridge Street. Its warm red, copper, and light bronze palette, primarily anodised aluminium with a cementitious base, moderates heights between the surrounding area and the other buildings within the Proposed Development.

Building B complements Building A with similar materials and tones but establishes a unique identity through a darker base and a broader colour range, shifting from deep red at the base to light red at the top, incorporating bronze and rust tones.

Office Building (Building C)

Building C features a mid-bronze anodised aluminium façade with a scalloped profile, introducing warmth, depth, and durability to the building's exterior. The selected bronze reference both the rich red and brown tones of Manchester's historic brick architecture and the metallic finishes of modern developments. This material reinforces the building's role as a landmark at the

junction of Manchester and Salford. The deeper bronze tone frames the structural rhythm of the façade, while the lighter shade highlights detailing and articulation, offering variation in texture and reflectivity that moves with the changing daylight.

Public Realm

The public realm seeks to respond to the opportunities set out in the St Mary's Parsonage SRF, namely:

- Improved streetscape along St Mary's Parsonage and Bridge Street;
- Creating high quality, accessible public realm through careful landscaping, to bring a higher level of activity to the area; and,
- The activation of the waterfront location.

The redevelopment of the public realm surrounding Albert Bridge House offers the opportunity to amplify the character of the River Irwell within the City Centre and create a greener public realm along its banks, which will bring people closer to the river and improve the conditions for wildlife.

Three unique character areas have been thoughtfully crafted in response to their surrounding context and existing site conditions. Each area embraces its own distinct identity, creating a strong sense of place. Seamless transitions between the spaces are achieved through the considered use of planting palettes, material choices, and cohesive street furniture, ensuring a unified yet diverse public realm experience.

The retention, protection, and celebration of existing trees have formed a strong foundation for the design approach. New tree planting and extensive soft landscaping will enhance the Site's setting, improve microclimate conditions, and support biodiversity.

Defined pockets of activation, including informal play areas and integrated seating, will foster a vibrant and welcoming public realm. These elements are designed to support natural surveillance and ensure the space feels safe, engaging, and lively throughout the day and into the evening.

The three main landscape character areas are:

1. City Square.
2. Urban Arboretum.
3. Native Riverside Corridor.

The emerging landscape and public realm proposals aim to embrace the Site's relationship with the River Irwell, enhancing connectivity through clear, accessible routes that promote permeability across the Site.

City Square

The City Square character area has been designed to allow for unobstructed access to the Building C and Motor Square directly to the south of the Site. The public realm within this character area responds to the way that Building C's ground floor will be activated, as well as level transitions from the high point of the Site on the eastern boundary.

The City Square will be a lively, pedestrian-first streetscape where city life flows outward. Active frontages from Building C will animate the public realm, while being an important node within the pedestrian-led infrastructure of Kings Street West.

The planting within the City Square is structured to emphasise the important spatial connection between Trinity Bridge and Motor Square, whilst subtly weaving in the service access as a shared surface. The formal tree planting located along the Site's south eastern boundary adds greenery to the approach along St Mary's Parsonage, while framing the view through to Motor Square for pedestrians approaching from Trinity Bridge.

Rain gardens along the City Square assists in dealing with the level difference between the street and the finished floor level of the commercial building (Building C) with planted areas combined with ramps to ensure accessible movement, as well as movement along desire lines for pedestrians.

In addition to the pedestrian route linking Trinity Bridge with Motor Square the character area wraps the commercial frontage of Bridge Street and St Mary's Parsonage to form a seamless approach to the pavement area, and its connectivity to Motor Square along the South eastern site boundary.

Urban Arboretum

The Urban Arboretum is the central space within the Proposed Development, which provides a setting to accommodate and celebrate a variety of uses within the ground level of all buildings. The area has been designed to be a verdant and multifunctional space that is constantly animated by the activities which take place within it.

The Urban Arboretum is an environment that embraces movement and spontaneity. This space is designed to encourage playful exploration, where stepping stones, and curving paths allow people to experience the City in a more dynamic and interactive way.

Large existing mature trees will be retained and celebrated within the Urban Arboretum. Further tree planting of native and non-native trees would complement the existing trees. Groves of evergreen and deciduous trees are clustered to create seasonal interest and variation as pedestrians move across the public realm of the Proposed Development.

Native Riverside Corridor

The Native Riverside Corridor improves and compliments the habitat along the River Irwell. Clusters of native trees are proposed to protect against erosion and complement the existing mature trees. Native understory planting and biodiverse meadow ground cover mats help to create a layered and diverse embankment.

A raised public walkway links the western corner of the Site at Bridge Street with Trinity Bridge at the Site's eastern edge. The raised public walkway extends beyond the retained bank edges at locations as a light galvanised mesh structure navigating through existing mature trees and allowing plants to establish below. The walkway along the river edge is further activated by the ground floor uses that spill out to form nodes along the River's edge.

The raised river walkway will provide views across to the River Irwell and rest points for people to enjoy and relax.

At the eastern end of the raised river walkway, a terrace is located as a spill out for the ground floor unit of Building B.

Public Realm Materiality

The hard landscape materials will be selected for their contributions to wayfinding and accessibility that is both contextually cohesive and of high quality.

Around the commercial building (Building C), the materiality is of a civic nature, responding to the existing paving along Trinity Bridge and Motor Square. It takes inspiration from the existing cladding to create a paving pattern that will be more durable for occasional vehicle traffic and pedestrians across the space.

Permeable resin bound gravel is proposed within the Urban Arboretum. Pockets of play safety surface punctuate throughout where there are incidental play features. Existing Portland stone cladding from Albert Bridge House will be reclaimed and reused within the Urban Arboretum to create informal routes through the planting.

Galvanised steel grating will be proposed along the riverside walkway. Its open design allows light to pass through, supporting the healthy growth of ground cover planting beneath.

Full details of the hard and soft landscaping are included in the Design and Access Statement prepared by Studio Egret West.

Cycle Store: Provision and Amenities

800no. secured cycle parking spaces (100% provision against number of residential units proposed) are proposed for residential element of the Proposed Development (Buildings A and B), 229no. spaces are proposed as part of the office element (Building C). Externally, 14no. spaces are proposed.

The spaces for the residential element are located on the basement level of Buildings A and B, this is accessed via the respective central cores and the 2no. cycle lifts provisioned within each of the buildings.

The spaces for the office element are provided in the basement of the office building (Building C), alongside a range of end-of-journey facilities. Cyclists would arrive at a dedicated entrance for office workers at ground floor located adjacent to the Trinity Bridge Landing. Access is provided via the 2no. cycle lifts provisioned within Building C.

This provision is in line with the Council's cycle parking standards, as set out within Core Strategy Policy T2, which sets out that developments should provide a level of car parking which reflects the realistic requirements of the users of the development.

Car Parking Provision

The Site is located in a highly sustainable location with numerous public transport hubs within reasonable walking or cycling distance. As such, minimal car parking spaces are provided as part of the Proposed Development.

As part of the design development of the Proposed Development, the Applicant has re-evaluated the car parking position for the Site. Owing to the Site's highly accessible position and an aspiration to minimise vehicular impacts, the level of car parking proposed under this Application has been further decreased to 7no. spaces (all accessible spaces, and EV charging enabled).

The car parking spaces are located within the north western corner of the Site, accessed off Bridge Street, utilising the established egress point of the existing car park at the location.

Furthermore, as set out within the Transport Statement prepared by Curtins, there are a number of publicly available car parks situated within a 550 m walking catchment – approximately a six-minute walk from the Site, within which there are 33no. accessible car parking spaces.

Servicing Access and Deliveries

Access for deliveries, post, parcels, moving in and daily operations and maintenance can be facilitated via a number of means, in order to ensure that the buildings and public realm throughout the Site can operate smoothly, while essential maintenance and emergency provisions are enabled on a 24-hour basis.

A layby, on St Mary's Parsonage is proposed to facilitate deliveries and taxi drop-off. In addition the surface level car park adjacent to Building A is designed to enable vehicular turn around when required. The Applicant understands there is an additional lay-by proposed on Bridge Street as part of Manchester City Council's Bridge Street footpath widening proposals, however it does not form part of this Application.

To provide servicing and emergency access, where fire tender or plant replacement vehicles are required, a single direction vehicular loop has been proposed running through the public realm, along a shared surface. The heavy goods vehicle (HGV) loop will enable refuse collection from discretely located refuse stores at the basements of the residential and commercial buildings, while also providing access for the Manchester Fire Brigade, with tender parking locations within 18m of all fire-fighting cores.

For maintenance of essential building services, including substations, and life safety plant equipment, the HGV vehicular loop provides access to substations at the base of each building, while also providing access to basement access hatches, which sit within the public realm shared surface.

Landscape planters have been designed to sit adjacent to and alongside the key routes and lay-by in order to minimise the visual impact of servicing and refuse collection access. The proposed planters also serve the purpose of encouraging pedestrian movement, away from potential clashes with heavy vehicles, and ensuring that public safety is prioritised.

Overall, the servicing and waste collection strategy provides doorstep access, in a manner that does not detract from the public realm and landscape, which have been prioritised within the overall design.

Refuse Collection

Residential Buildings (Buildings A and B)

The residential refuse stores are located on the ground floor and mezzanine level of Buildings A and B. Each refuse store is conveniently connected to the core, with easy access for residents and direct access for the building manager/concierge at ground level.

The waste forecast has been calculated based on the recommendations set by the Waste Storage and Collection Guidance for New Developments (GD04), Version 7.00.

All waste on the Site will be collected up to 3no. times per week, to be collected by a mixture of Council collections and a private contractor. The refuse stores are spread across the ground and mezzanine levels to limit the overall area requirement at ground floor, therefore maximising activated use, lobby and frontage at ground level. The size of the refuse stores has been determined accordingly, with due consideration to segregation and recycling.

The refuse stores are conveniently located along the shared pedestrian/vehicular route provided within the Proposed Development. The management company will collect bins from the waste store and transport them to the collection point at collection times. Once the bins have been emptied, they will be carried immediately back to the refuse store by the management company.

Office Building (Building C)

The commercial building has a dedicated refuse store for commercial waste, connected to the primary core, and with direct access to the public realm servicing loop. This enables waste to be brought down from the upper office levels via a goods lift and collected directly from the refuse store.

The collection of waste from the refuse stores will occur via a private, managed service with collection frequencies as follows:

- Office Use – 3 times a week.
- Commercial Use (Retail) – 3 times a week.
- Commercial Use (F&B) – 3 times a week.

Similarly to the waste management strategy for the residential buildings, the refuse store is conveniently located along the shared pedestrian/vehicular route provided within the Proposed Development, alongside the required plant area. This frees up the majority of the ground floor for activated uses. A waste collection point is proposed along this route adjacent to the refuse store.

The facilities/estate management company will be responsible for moving the bins to the collection point on collection day and returning them to the refuse store once emptied.

For further details, please refer to Waste Management Strategy prepared by Curtins submitted in support of this Application.

Summary

This section, read in conjunction with the accompanying drawings and Design and Access Statement by Studio Egret West, summarises the key features of the proposed Albert Bridge House redevelopment. The design, a product of iterative consultation with the Local Planning Authority and stakeholders, responds directly to the St. Mary's Parsonage Strategic Regeneration Framework (2020).

The proposal replaces the existing 18-storey Albert Bridge House with three octagonal buildings: a 18-storey Grade A office building (Building C), a 37-storey residential building (Building A), and a 49-storey residential building (Building B). The heights and massing are carefully considered in relation to the emerging city centre skyline and nearby conservation area. Building C

steps the height down towards the south, respecting the scale of neighbouring heritage buildings. The residential buildings offer panoramic views and maximise dual-aspect living, with the majority of living rooms positioned at corners with full-height glazing.

The development prioritises high-quality, flexible office space adaptable to diverse occupier needs, alongside a significant uplift in city centre residential units on brownfield land. The residential mix includes one, two, and three-bedroom apartments, all meeting or exceeding Manchester's Residential Quality Guidance space standards. Amenity provision is substantial, including resident amenity floors, a sky lounge in Buildings A and B, and a rooftop terrace in Building C.

A revitalised public realm, featuring a City Square, Urban Arboretum, and Native Riverside Corridor, significantly enhances permeability and provides attractive pedestrian and cycle routes, including an elevated walkway along the River Irwell. Active ground floor frontages with flexible commercial uses, including food and beverage outlets, will animate the public realm and contribute to a vibrant streetscape.

Sustainable design is central to the proposal, aligning with the applicant's ESG objectives. The development minimises car parking, providing only seven accessible spaces and prioritising sustainable transport options. A comprehensive cycle strategy includes 1,029 secure cycle spaces, exceeding requirements. Servicing and refuse collection are carefully managed via a dedicated loop and discretely located refuse stores to minimise disruption to the public realm. The development represents a significant improvement over the previous planning application (Ref: 135834/FO/2022), offering a more responsive and sustainable development that enhances this key city centre location.

4. Planning Assessment

Section 38(6) of the Planning and Compulsory Purchase Act (PCPA) 2004 requires planning decisions to be made in accordance with the Development Plan unless material considerations indicate otherwise.

This Section examines the planning policy framework which forms the basis for the consideration of the Proposed Development.

Planning Framework

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

Table 2 Local Development Plan and Relevant Material Considerations

Development Plan			
Regional	GMCA Places for Everyone (2024)	GM Joint Waste Development Plan (2012)	GM Joint Minerals Plan (2013)
Local	Manchester Core Strategy (2012) and Addendum to Manchester Core Strategy (2024) ⁴	Manchester Proposals Map (2012)	Saved Unitary Development Plan Policies (1995)
Relevant Material Considerations			
National	National Planning Policy Framework (2024)	Historic England's Guidance Note 4 Tall Buildings (2022)	Planning Practice Guidance (last updated 2024)
Regional	GMCA Design Guidance for Net Zero (2025)	GMCA Low Carbon Heat Guidance (2025)	GMCA Submission Guidance (2025)
Local	St Mary's Parsonage Strategic Regeneration Framework (2020)	Guide to Development in Manchester (2007)	Design for Access 2 (2003)
	Manchester Climate Change Framework 2020- 2025 (2020)	GD04 Waste Storage and Collection Guidance for New Developments	Providing for Housing Choice SPD and Guidance (2008)
	Manchester Residential Quality Design Guidance SPD (2017)	Manchester's Green and Blue Infrastructure Strategy (2015, updated in 2022)	

In addition to the above, MCC has a range of Strategic Priority Documents that the Proposed Development is assessed against.

⁴ The Addendum to Manchester Core Strategy 2024 lists sections of Core Strategy policies replaced by PfE policies and must be read alongside the Core Strategy.

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

- Principle of Development and Use:
 - Compliance with the Development Plan
 - Material Considerations
- Design and Appearance:
 - Architectural Quality and Inclusive Design
 - Density and height
 - Landscaping and Public Realm
 - Climate Change and Energy
 - Designing out Crime
- Affordable Housing
- Townscape and Heritage
 - Archaeology and Heritage
 - Townscape and Visual Impact
- Environmental Considerations:
 - Ventilation
 - Arboriculture
 - Air Quality
 - Ecology and biodiversity
 - Flood Risk and Drainage
 - Ground Conditions
 - Noise and Vibration
 - Traffic and Transport
 - Climate Change and Energy
- Microclimate Considerations:
 - Daylight, Sunlight and Overshadowing

- Wind
- Socio-economics Considerations
- Other Considerations:
 - Construction Management
 - Waste Management
 - Operational Management
 - TV and Radio Reception
 - Broadband Connectivity
 - Aviation
 - Local Labour

Principle of Development and Use

Relevant policies and guidance:

Development Plan

- Places for Everyone Joint Development Plan (2024)
 - JP-Strat1: Core Growth Area
 - JP-Strat2: City Centre
 - JP-S1 Sustainable Development
 - JP-J1: Supporting Long-Term Economic Growth
 - JP-J2: Employment Sites and Premises
 - JP-J3: Office Development
 - JP-G6: Urban Green Space
 - JP-H1: Scale, Distribution and Phasing of New Housing Development
 - JP-P1: Sustainable Places
- Core Strategy Policy SP1 – Spatial Principles
- Core Strategy Policy EC1 – Employment and Economic Growth in Manchester
- Core Strategy Policy EC3 – The Regional Centre
- Core Strategy Policy CC1 – Primary Economic Development Focus : City Centre and Fringe

Relevant policies and guidance:

- Core Strategy Policy CC3 – Housing
- Core Strategy Policy CC6 – City Centre High Density Development
- Core Strategy Policy CC10 – A Place for Everyone
- Core Strategy Policy H1 – Overall housing Provision

Material Considerations

- NPPF (2024)
- The St Mary's Parsonage Strategic Regeneration Framework (2020)

In line with the first part of S38(6) of the PCPA the Proposed Development accords with Development Plan as a whole. The principle of the comprehensive redevelopment the Site is clearly established through regional and local planning policy, namely the policies in PfE (2024) and the Core Strategy (2012).

In line with the second part of S38(6) it is prudent to assess the Proposed Development against other material considerations. In this regard, the redevelopment of the Site for mixed use office, residential and flexible commercial (retail, food, and beverage) has been established through the former Resolution to Grant, which is a material consideration. Due consideration has been had to the NPPF, St Mary's Parsonage SRF and other material considerations.

At the heart of the NPPF lies the 'presumption' in favour of sustainable development (Para. 11); the core principle running through plan-making and decision taking. For decision making, this means that development proposals such as this, which accord with an up-to-date development plan, should be approved without delay. It should be noted that whilst Manchester's Core Strategy was adopted circa 13 years ago, it is not considered to be out of date in relation to city centre policies as they relate to this site.

In any case, the Proposed Development does not affect any site or assets of particular importance, and the remainder of this planning assessment demonstrates how any potentially adverse impacts identified in respect of the development would significantly and demonstrably been seen to be outweighed by its benefits, when assessed against the NPPF as a whole.

Compliance with the Development Plan

At regional level, PfE reinforces the ambition to bring forward urban / brownfield land for development. JP-Strat2 emphasises the City Centre's significant economic role, having a primary focus for business and supports the expanding role the City Centre plays in providing residential development.

Policies JP-Strat1 (Core Growth Area) and JP-Strat2 (City Centre) identify Manchester City Centre as a primary focus for economic growth and office development, promoting its role as a significant economic location. JP-J1 (Supporting Long-Term Economic Growth) and JP-J3 (Office Development) further support office development to drive economic growth and provide employment opportunities and earmarks over 2 million sq. m. of accessible new office floorspace for the region, with more than half of this to be accommodated within the City Centre. JP-S1 (Sustainable Development) and JP-P1 (Sustainable Places) require developments to maximise economic benefits while minimising environmental impact, promoting sustainable design and construction. The Proposed office use fully complies with PfE by providing high-quality, sustainable office space in a designated growth area, contributing to economic growth and employment while adhering to sustainable development principles.

JP-Strat2 (City Centre) acknowledges the increasing importance of residential development in the City Centre, promoting high-density development to enable people to live near jobs and amenities. JP-H1 (Scale, Distribution and Phasing of New Housing Development) earmarks a minimum of 175,185 no. net additional dwellings will be delivered over the period 2022-2039 in the region, of which Manchester is identified to deliver over one-third of the number of dwellings (60,061no. units from 2022 to

2039). JP-G6 (Urban Green Space) requires the provision of urban green space to enhance quality of life, which can be incorporated into residential developments. JP-P1 (Sustainable Places) promotes the creation of sustainable, healthy, and inclusive neighbourhoods. The proposed residential use fully complies with PfE by providing new homes in a designated growth area, contributing to housing targets, incorporating significant high quality green space, and creating a sustainable living environment.

At the local level, the Site falls within the City Centre and Regional Centre for which a number of Core Strategy Policies apply. Those most relevant to the principle of the Proposed Development include:

- SP1 Prioritises the Regional Centre for economic and commercial development.
- CC1 notes the City Centre and City Centre Fringe is a strategic economic location and focus on employment growth. High density developments are encouraged in certain areas, among which the Site is located.
- CC3 notes that the City Centre will see the most intensive development of housing in the City, outlining that a minimum of 16,500 homes would be required between 2010 – 2027.
- 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).
- CC7 relates to mixed use developments which will be encouraged in the City Centre as a means of using land efficiently. Residential development will be supported as part of schemes that include employment. The Council must be satisfied that proposals contribute to the economic regeneration of the City and the residential element is of a scale that will ensure the economic use of the Site will be maximised.
- CC10 notes that the City Centre will develop as a location which appeals to a wide range of residents.
- EC1 requires a minimum of 200 hectares of employment land to be developed between 2010 and 2027, allocated for various uses including offices, research and development, industry, and warehousing.
- EC3 promotes employment generating uses including offices within the Regional Centre, alongside high-density residential use which should complement the development of mixed use employment areas.
- H1 notes that high density developments (over 75 units per hectare) are considered appropriate in both the City Centre and parts of the Regional Centre given the accessible location. Within the City Centre there is a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives by providing sustainable, well-designed accommodation which meets the needs of workers moving to Manchester.

The office floorspace is fully in line with policies SP1, EC1, EC3, EC8, CC1 and CC8 of the Core Strategy. The Proposed Development will ensure that the City Centre remains the focus of employment generating activities through job creation during both the construction and operational phase of development. This is positioned within a highly sustainable location that promotes high density development to maximise the Proposed Development's contribution to the city's economic development. The Proposed Development will deliver significant employment floorspace within the regional centre, in a location which is highly accessible and connected via sustainable transport modes. Furthermore, in accordance with Policy EC1, with regards to local labour sources, MCC's local labour objectives will be signed up to and addressed in respect of the future construction and operation of the Proposed Development.

Further, the proposed residential development is compliant with policies EC3, CC7, and H1 of the Core Strategy, as the development provides a mix of one, two, and three-bedroom homes, catering to diverse needs, including families. The Site's strategic city centre location offers excellent access to transport, employment, and amenities, making it ideal for meeting housing demand and supporting population and economic growth. Full occupancy is projected to accommodate 2,407 residents, boosting local spending, and generating additional Council Tax revenue.

Material Considerations

St Mary's Parsonage SRF

The office element is also fully supported in the St Mary's Parsonage SRF. The SRF promotes a mixed-use approach to development, aiming to create a diverse and vibrant neighbourhood. While it doesn't prescribe specific land use ratios, it emphasises the importance of achieving a balance that supports the area's vitality and viability. The Proposed Development, with its mix of office, residential, and ancillary retail/F&B uses, broadly aligns with this mixed-use vision.

More specifically, the SRF identifies a need for high-quality office space to support the city's growing economy, recognising the area's proximity to Spinningfields and the wider commercial core. The inclusion of an 18 storey office building in the Proposed Development responds to this objective, providing a significant amount of new Grade A office space.

The Proposed Development has been refined to reflect current market conditions including rising interest rates, increased construction costs, and investor demand for efficiency. The proposed right-sized office component maintains a significant contribution to the City's office stock while enhancing its attractiveness to potential tenants and mitigating financial risk. This scale aligns with recent developments like St Michaels and 4 Angel Square and ensures a deliverable scheme is proposed. Furthermore, the proposed office amenities, including enhanced end-of-journey facilities, a premium first-floor gym and wellness space, a substantial café, a dedicated tenant lounge, integrated managed workspace, and a unique pavilion and roof terrace, are expected to set a new benchmark and attract a diverse range of occupiers, similar to other sector-agnostic developments in the City.

The SRF also acknowledges an increasing demand for city centre living. The two residential towers (37 and 49 stories) in the Proposed Development address this need, adding a substantial number of new homes to the area with the potential to cater for a broad range of residents.

Further, the proposed inclusion of ground floor retail and F&B units aligns with the SRF's objective of activating street frontages and creating a lively public realm. These ancillary uses will support the office and residential components, while also enhancing the area's overall vibrancy and appeal.

While the SRF doesn't explicitly quantify the ideal balance of uses, the proposed mix of office, residential, and ancillary retail/F&B generally reflects the SRF's vision for a diverse and active neighbourhood whilst responding to market demand and financial viability considerations. The Proposed Development's adherence to the SRF's mixed-use principles positions it well to contribute to the area's long-term success.

Other Material Considerations: Compliance with the City Council's Strategic Priorities

The Proposed Development will strategically address the City's evolving needs as outlined in key strategic documents. It responds to the objectives of the Greater Manchester Strategy (2021-2031), the Our Manchester Strategy (2025-2035), and the Invest in Success strategy (2023) by promoting inclusive growth, creating vibrant new places, and delivering much-needed high-quality commercial and residential space.

The Proposed Development aligns with Manchester's focus on a service-based, high-growth economy, as articulated in the Invest in Success strategy. By providing modern, flexible office accommodation, the proposed Development caters to the evolving requirements of businesses in the professional, financial, creative, and digital sectors, consistent with the Manchester Digital Strategy (2021-2026). This approach will attract and retain talent, further strengthening Manchester's position as a leading economic hub in the North.

The residential element of the Proposed Development directly addresses the critical need for new homes identified in the Manchester Housing Strategy (2022-2032). The proposal will deliver a substantial number of high-quality residential units, contributing to the City's target of 36,000 new homes by 2032, prioritising brownfield sites close to public transport. This aligns with the demonstrable demand for city centre living, driven by young professionals, downsizers, and a global trend towards urbanisation, evidenced by low vacancy rates and the success of Build to Rent developments.

Furthermore, the Proposed Development integrates Manchester's commitment to sustainability, as outlined in the Manchester Climate Change Framework (2020-2025) and the Great Outdoors Strategy (2015-2025). Sustainable design principles and green infrastructure will be incorporated, contributing to the city's zero-carbon ambitions. Enhanced connectivity and the promotion of sustainable transport options are consistent with the Manchester City Centre Transport Strategy (2021-2040). The Proposed

Development also supports the principles of the Biodiversity Strategy and Action Plan (2022-2030) by protecting and enhancing biodiversity within the city centre.

This development represents a significant investment in Manchester's future, creating a vibrant, sustainable, and inclusive community that contributes to the city's economic prosperity and enhances the quality of life for its residents. Market data, including the Deloitte Manchester Crane Survey (2025), Savills office market data (Q4 2024), and JLL research on high-rise living (2019), supports the strong demand for this type of development in Manchester.

Summary

The proposed mixed-use redevelopment of Albert Bridge House is consistent with regional and local planning policies, including the PfE (2024) and Core Strategy (2012) and therefore the development plan when considered as a whole, as well as national policy guidance set out in the NPPF. It responds directly to the St Mary's Parsonage SRF, delivering a balanced mix of high-quality office space, much-needed city centre housing, and active ground-floor retail/F&B, contributing to a vibrant neighbourhood.

Overall, the Proposed Development makes best use of the locational characteristics of the Site to deliver a new mixed-use development that will attract a mixture of occupiers, business and new residents into the City Centre, bringing in new social and economic activity within Manchester. Importantly, it increases the prospects of a comprehensive and viable redevelopment of the Site.

Design and Appearance

Relevant policies and guidance:

Development Plan

- Places for Everyone Joint Development Plan (2024)
 - JP-G6 Urban Green Space
 - JP-H3 Type, Size and Design of New Housing
 - JP-H4 Density of New Housing
- Core Strategy Policy CC6 – City Centre High Density Development
- Core Strategy Policy CC8 – Change and Renewal
- Core Strategy Policy CC9 – Design and Heritage
- Core Strategy Policy CC10 – A Place for Everyone
- Core Strategy Policy EN1 – Design Principles and Strategic Character Areas
- Core Strategy Policy EN2 – Tall Buildings
- Core Strategy Policy EN9 – Green Infrastructure
- Core Strategy Policy DM1 – Development Management

Material Considerations

- The St Mary's Parsonage Strategic Regeneration Framework (2020)

Relevant policies and guidance:

- Historic England Guidance Note 4 – Tall Buildings (2022)
- Design for Access 2 (2003)
- Residential Quality Design Guidance (2017)

Core Strategy Policy EN1 states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located.

Core Strategy Policy CC9 (Design and Heritage) requires the design of new buildings in the City Centre to be of the highest standard whilst preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

Core Strategy Policy DM1 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.

The NPPF states that *“good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”*, Para. 135 advises that developments should:

- function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- be visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change;
- 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 (including green and other public space) 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.

The Design for Access 2 manual provides a practical and clear set of best practice standards supporting equal access to facilities in building and measures that should be incorporated into schemes to increase their accessibility.

As discussed under the following sub-headings, the Proposed Development has been developed by an experienced design team, led by Studio Egret West, to respond to the local context and ambitions for the City Centre in respect of design and appearance. Studio Egret West has a vast portfolio of work demonstrates that they have the experience to work with the wider design team to deliver attractive and well used spaces and successful places. The design has developed through a significant iterative process of pre-application engagement with the Local Planning Authority and other relevant statutory consultees, including Historic England.

Architectural Quality

As a result of the extensive pre-application engagement process, the Proposed Development should be deemed as a considered response, providing a high-quality development that will positively contribute to the local streetscape and wider built environment. The Proposed Development will improve the public realm and connectivity around the Site, and provides new, high quality office space that is fit for the future, complemented by commercial space providing active frontages, as well as a large number of residential dwellings.

Through the design development, the layout and scale of the Site has been refined to particularly respond to Core Strategy Policy EN1 so that the Proposed Development provides the optimum, viable design solutions, whilst providing high-quality additions to Manchester's built environment.

The Proposed Development is compliant with Core Strategy Policy CC9 through the delivery of a high-quality scheme. As detailed in Section 3 of this Statement, the Proposed Development will include a palette of high-quality materials that complements the surrounding built context whilst responding to the local and site-specific industrial heritage. Importantly it will also deliver significant public realm enhancements, improving connectivity within the River Irwell, the St Mary's Parsonage area and throughout the City and Salford.

The layout, scale, massing and appearance of the Proposed Development have been assessed within the TVIA and Heritage Assessments undertaken in relation to the Proposed Development in line with Policy CC9. These assessments have concluded that the Site has an existing relationship with the surrounding areas of Manchester and Salford which contain a number of existing and emerging vertical elements, and that on balance, the Proposed Development will sit within the existing townscape character at the regional and district level.

The existing site is under-utilised in its current condition; the Proposed Development will reinforce and complement the surrounding and emerging context, including responding to the design principles set out within the SRF.

Table 3 Response to Guiding Design Principles on the SRF

Guiding Design Principles for the Site	Applicant's Response
SRF outlines that Albert Bridge House is located within the south west part of the SRF area and is considered to have the capacity to accommodate taller buildings, which could act as a landmark and improve legibility in the City Centre.	The context of the SRF area has been considered when assessing the height of the Proposed Development. The Proposed Development will deliver a high quality mixed-use scheme, including a 18-storey commercial building (Building C), a 37-storey residential building (Building A), and a 49-storey residential building (Building B). Alongside ground floor commercial, leisure, food and drinks use. These landmark buildings signify the entry to the City.
Identifies importance of Trinity footbridge approach and expectation for landowners to collaborate to deliver improved access.	A key aspect of the Proposed Development is to open up the Site's interaction with the Trinity Bridge walkway. The large areas of active frontage proposed within the Proposed Development, will improve the pedestrian environment and enhancing accessibility and connectivity between Bridge Street, St Mary's Parsonage and Trinity Bridge.
Sets out opportunities to enhance the public realm, through improving the streetscape along St Mary's Parsonage and Bridge Street, creating high quality, accessible public realm through careful landscaping and activating the waterfront location through design.	The context of the SRF has been carefully considered within the design of the public realm. An integral part of the Proposed Development is the public realm enhancements, comprising 3no. different character development areas, that will cater for a variety of spatial programmes. Key to this is the River Walkway opening up the River Irwell to the public. Further detail of the

Guiding Design Principles for the Site	Applicant's Response
	design of these areas are provided within the Design and Access Statement produced by Studio Egret West
Consideration of surrounding heritage assets, including listed buildings and setting of Conservation Area.	Heritage and TVIA assessments have been undertaken in relation to the Proposed Development. The proximity of the surrounding heritage assets, including Parsonage Gardens Conservation Area and a number of listed buildings have been considered during the design development process and a public benefits assessment is included in Section 6 of this Statement.
Off-street servicing expected to be continued as part of future proposals.	2no. service lay-bys are proposed (1no. adjacent Building A and 1no. adjacent Building B) within the Site, along the single direction vehicular access loop that has been proposed to run through the public realm of the Proposed Development. This arrangement represents off-street servicing and thereby demonstrating that the Proposed Development will bring forth minimal conflict with Bridge Street and public transport routes that run along. As part of the design development of the Proposed Development, the Applicant has re-evaluated the car parking position for the Site. Owing to the Site's highly accessible position and an aspiration to minimise vehicular impacts, the level of car parking proposed under this Application has been set to 7no. spaces (all accessible spaces, and EV charging enabled). The car parking spaces are located within the north western corner of the Site, accessed off Bridge Street, utilising the established egress point of the existing car park at the location.
Seeks to maximise active frontage and minimise any servicing impacts on pedestrians and heritage assets. Better engage with St Mary's Parsonage and seek to include publicly accessible ancillary uses.	Any servicing impacts on the pedestrian environment and nearby heritage assets have been suitably considered as per the above. The landscaping proposed will improve the pedestrian, cyclist and city user experience, particularly along St Mary's Parsonage and Trinity Bridge walkway. Accessible commercial, leisure, food and beverage floorspace is proposed at the ground floor level, activating the street scene and enabling the creation of an improved relationship with the street, whilst providing placemaking benefits. Overall, the Proposed Development will enhance the local streetscape, including St Mary's Parsonage through public realm and landscaping enhancements, the delivery of a high-quality landmark building and the addition of active frontages.

The supporting Design and Access Statement produced by Studio Egret West sets out further details.

Density and Height

The Proposed Development fully complies with Development Plan Policies that relate to density and tall buildings, namely Core Strategy Policies CC6, EN2, and EC3 all of which seek to encourage high density developments within the City Centre, where scale and massing will exceed what is appropriate elsewhere.

It is located in an area that has experienced significant transformation over the last decade, resulting in a range of surrounding building heights in primarily in Spinningfields area, in Salford along the Irwell, and Manchester City Centre. The building currently on-site is also a tall building on its own (albeit of smaller scale than the Proposed Development) which established the principle having tall buildings on the Site.

As defined in Policy EN4 of the Core Strategy, tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline. In order to demonstrate the suitability of the Proposed Development, Section 5 of this Statement provides a full tall building analysis of the Proposed Development against Historic England's Guidance Note 4 (Tall Buildings) and Core Strategy Policy EN2.

The proposed building heights have been carefully considered in relation to the immediate site context and also views from heritage and townscape settings in numerous locations throughout the City.

The SRF identifies the opportunity to accommodate taller buildings within the southwest part of the SRF area, whilst delivering improved permeability and enhanced public realm. This area of the SRF relates to Bridge Street, River Irwell and St Mary's Parsonage, including Albert Bridge House.

The SRF specifically identifies that there is an opportunity for a development of scale in the Site's location. In this regard, it notes that the scale and massing of the existing building sets a strong precedent for further height on the Site, alongside a number of other factors including: its adjacency to Spinningfields; the absence of any listed buildings; location on a key arterial route into the city centre; its accessibility by a choice of modes of transport; the extensive river frontage; existing public realm; and the large size of the development Site.

Inclusive Design

Core Strategy Policy CC10 A Place for Everyone states that developments will be supported where they promote high standards of accessibility to buildings and across spaces in the City Centre. Core Strategy Policy DM1 Development Management also states that buildings and neighbourhoods should be fully accessible to people with disabilities.

Design for Access 2 is also relevant. This document provides guidance on measures that should be incorporated into schemes to increase their accessibility. Information of how the Proposed Development has been designed to respond to the requirements of Design for Access 2 is contained within the Design and Access Statement prepared by Studio Egret West.

Section 12 of the NPPF sets out the need for developments to be inclusive and accessible for existing and future users.

The Proposed Development has been developed with reference to the following documents:

- BS 8300-1:2018, Design of an accessible and inclusive built environment; Part 1 External environment – Code of practice.
- Building Regulation Approved Document K – Protection from falling, collision and impact 2013.
- Building Regulation Approved Document M – Access to and use of Buildings Vol 2: Buildings other than dwellings, 2015.
- Design for Access 2, 2003.
- Greater Manchester Cycling Design Guidance and Standards (draft) 2014.

The design of the residential element of the Proposed Development follows the principles of BS 8300 and Building Regulations Part M, ensuring an inclusive and accessible living environment. All homes will meet the requirements of M4(2) – accessible and adaptable dwellings, as a minimum, with 10% of units delivered to M4(3) standard, providing fully wheelchair user-accessible homes with step-free access, wider circulation, and suitable layouts to accommodate future residents' needs.

The supporting Design and Access Statement prepared by Studio Egret West sets out further details. A compliance condition will be included on the consent to ensure that the Proposed Development includes for full access for disabled people to be provided to all areas of public realm and via the main entrances and to the office / residential floors.

Landscaping and Public Realm

A key guiding design principle within the SRF is to “*sets out opportunities to enhance the public realm, through improving the streetscape along St Mary’s Parsonage and Bridge Street, creating high quality, accessible public realm through careful landscaping and activating the waterfront location through design.*”

The Proposed Development includes an extensive area of high quality, landscaped public realm, this complements the Applicant’s aspiration in creating a high quality, mixed-use scheme within the City Centre.

Various character areas are identified within the public realm which possess different functions and designs as explained further in Section 3, namely:

- **City Square** – Designed to allow for unobstructed access to the Building C and Motor Square directly to the south of the Site, it will be a lively, pedestrian-first streetscape where city life flows outward.
- **Urban Arboretum** – It acts as central space within the Proposed Development, which provides a setting to accommodate and celebrate a variety of uses within the ground level of all buildings.
- **Native Riverside Corridor** – It improves and compliments the habitat along the River Irwell. The raised river walkway will provide views across to the River Irwell and rest points for people to enjoy and relax.

The Native Riverside Corridor within the Proposed Development aims to activate the Site’s riverfront location whilst improving and complimenting the habitat along the Irwell. The elevated river walkway will provide views to the Irwell and rest points for pedestrians to enjoy and relax. The riverfront location is further activated by the ground floor commercial uses that spill out to the public realm.

In terms of hard landscaping, a comprehensive palette of high-quality materials has been developed to support contributions to wayfinding and accessibility. Materials are selected are visually appropriate for the place and the wider setting.

For soft landscaping, the planting strategy for the public realm celebrates and enhances the existing on-site trees, while strengthening the river’s edge ecology through a layered, naturalistic approach.

The Applicant recognises the importance of incorporating play and community opportunities within the landscape and public realm, that they play a vital role in fostering vibrancy, activation, and interest. The Proposed Development boasts a network of sweeping, accessible paths which are linked through informal routes and incidental play elements. Platforms that extend towards the Irwell (part of the Native Riverside Corridor) will offer moments of connection to the riverside, whilst also creating flexible, open spaces that invite people to gather, pause, and engage with the public realm.

A detailed summary of the design and appearance of the Proposed Development is provided within Section 3 of this Statement as well as the Design and Access Statement produced by Studio Egret West in support of this Application.

A condition will be applied to the consent which requires the final landscaping details to be agreed with the LPA, including the provision of samples, in advance of occupation to ensure design quality is maintained.

Designing out Crime

The NPPF (Para. 96) states the importance of creating places and buildings that are:

“Safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of beautiful, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas.”

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

As well as the inherent benefits that the Proposed Development will provide in delivering additional activity, oversight and natural surveillance of the area and the proposed public realm at all times of the day and night, the Proposed Development will incorporate various measures to minimise the risk of crime.

A Crime Impact Statement has been prepared by the Greater Manchester Police, who has concluded that the Proposed Development is very well designed from a crime perspective. They have identified standard features/measures that would make a positive contribution to the prevention of crime and fear of crime. These features/measures can be found in full within the CIS submitted in support of this Application and primarily relate to access, maintenance and landscaping design.

A planning condition should be applied to any consent requiring the development to be carried out in accordance with the recommendations of the Crime Impact Statement and that a Secured by Design accreditation will be submitted to the Local Planning Authority for approval within an agreed timescale.

Affordable Housing

Relevant policies and guidance:
Development Plan • Core Strategy Policy H8 – Affordable Housing • Core Strategy Policy PA1 – Developer Contributions Material Considerations • NPPF (2024) • PPG

Core Strategy H8 Affordable Housing states that new development for all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed should contribute to the City-wide target for 20% of new housing to be affordable. Either an exemption from providing affordable housing or a lower proportion of affordable housing may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to only deliver a proportion of the affordable housing target or where material considerations indicate that intermediate or social rented housing would be inappropriate. These circumstances include:

- There is a high level of affordable housing in the immediate area;
- There is either a high proportion of social rented, or low house prices in the immediate area compared to average incomes;
- Affordable housing would be prejudicial to the diversification of existing housing mix;
- The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within the SRF, planning frameworks or other Council approved programmes;
- It would financially undermine significant development proposals critical to economic growth;

- The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability; and,
- There is a need for additional housing provision for older or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.

Given the significant financial implications attributed to the delivery of new public realm and wider regeneration and public benefits (as summarised in Section 7 of this Statement), and the overall quality of the scheme, affordable housing contributions cannot be made either on Site or off Site as part of this development.

The Viability Statement produced by CBRE in respect of the Proposed Development demonstrates that a policy compliant scheme (incorporating 20% affordable housing (in the form of Affordable Private Rent ('APR') units at 80% of the local market rent)) fails to generate a profit sufficient to meet the target minimum risk adjusted developer's return on cost. Therefore, the Proposed Development is not financially viable on this basis.

CBRE has subsequently run a sensitivity test on the implications on financial viability of a scheme without any affordable housing provision, which demonstrates that the financial viability remains challenged in this scenario, but that the viability deficit is significantly reduced.

On this basis, the recommendation is that the Proposed Development does not incorporate any affordable housing units (or a payment in lieu of on-site provision) and any sums toward planning obligations.

This Viability Appraisal will be assessed by Manchester City Council and independently verified by a 3rd Party Assessor during the determination period in order to confirm that the assumed costs, profit margin and development value are robust and accurate. In addition, it is likely that the Council will request a late stage viability review as part of any S106.

Townscape and Heritage

Relevant policies and guidance:

Development Plan

- Core Strategy Policy CC6 – City Centre High Density Development
- Core Strategy Policy CC8 – Change and Renewal
- Core Strategy Policy CC9 – Design and Heritage
- Core Strategy Policy EN2 – Tall Buildings
- Core Strategy Policy EN3 – Heritage
- Saved UDP Policy DC18.1 – Conservation Areas
- Saved UDP Policy DC19.1 – Listed Buildings

Material Considerations

- NPPF (2024)
- PPG
- Historic England's

Archaeology and Heritage

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..."

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..."

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

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."

The relevant sections of the NPPF and the associated paragraphs of the 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.

The Development Plan heritage policies detailed in Core Strategy Policies CC9, EN3 and saved UDP Policies DC18.1 and DC19.1 hold the same emphasis as the NPPF, with a focus on the fundamental importance of 'preserving or, where possible, enhancing the historic environment'.

The Site does not contain any heritage assets that are afforded statutory protection, such as Listed Buildings, Scheduled Monuments, or any Registered Parks and Gardens and does not lie within a Conservation Area.

Within a 150m study area around the Site, a total of 9no. designated heritage assets and 2no. conservation areas are present.

The Archaeological Desk-Based Assessment prepared by Civic Heritage demonstrates that the Site has the potential to retain buried remains of post-medieval garden soils, various late 18th- and early 19th-century buildings, a late 19th-century Police Station, Albert Mill, Manchester Gasworks and a landing stage. Any such remains that do exist within the site are likely to be of negligible, low (local) significance and, potentially, medium (regional) significance.

Following consultation with the Greater Manchester Archaeological Advisory Service (GMAAS), it is recommended that an archaeological evaluation (in the form of trial trenches or a strip, map and record evaluation) to confirm the presence or absence of buried archaeological remains and, if present, their extent and significance. Should significant archaeological remains be encountered during the archaeological evaluation, further excavation may be required to offset the harm of the Proposed Development to the buried archaeological resource.

It is concluded that the archaeological evaluation once conducted would offset the harm of the Proposed Development on the buried archaeological resource, the exact scope of the archaeological evaluation will be set out within a "Project Design" and will be agreed with the GMAAS.

A Heritage Statement has been prepared in relation to the Proposed Development. The Site does not contain any heritage assets that are afforded statutory protection, such as Scheduled Monuments, listed buildings, or any Registered Parks and Gardens, and it does not fall within a conservation area. The Heritage Statement considers the existing Albert Bridge House as a Non-Designated Heritage Asset (NDHA).

The Proposed Development is within close proximity to Parsonage Gardens Conservation Area.

The Site is also located within 30m of the Deansgate/Peter Street Conservation Area and within 200m of St Ann's Square Conservation Area and 400m of Albert Square Conservation Area.

As outlined within the Heritage Statement, there are 355no. listed buildings within 1km of the Site, including 6no. listed buildings within 150m. The Site is within the setting of a number of listed buildings, with 2no. listed buildings located directly to the east of the Site, 3 St Mary's Parsonage and 31 And 33 King Street West, including 3 Smithy Lane, which are both 4no. storey Grade II listed buildings.

The Heritage Statement has undertaken a detailed analysis of the significance of the assets, particularly their contribution to the setting. 53no. Listed Buildings, 2no. Non-Designated Heritage Assets and 10no. Conservation Areas have been assessed in total within the Heritage Statement and 24no. key views.

The Heritage Statement concludes that the Proposed Development will have a minor adverse impact on 26no. assets, a minor beneficial impact on 5no. assets and result in no harm to 21no. of the scoped-in assets.

In line with the NPPF, the HIA concludes that the impact of the Proposed Development is 'less than substantial' and at the lower end of the scale where an adverse impact is identified. The Proposed Development must therefore be tested against Paragraph 215 of the NPPF. It is for the decision-maker to determine whether the public benefits outweigh the harm caused by the Proposed Development. Section 6 of this Statement clearly sets out the public benefits of the proposals.

This Statement concludes that the very considerable public benefits of the Proposed Development considerably and demonstrably outweigh the identified instances of less than substantial heritage harm (all of which are at the lower end of this scale).

Townscape and Visual Impact

Chapter 7 of Volume 1 of the Environmental Statement and its accompanying appendix 7.1 Townscape and Visual Impact Assessment (TVIA), prepared by Urban Green, has been submitted in support of this Application.

The TVIA has been carried out to inform the townscape and landscape design response to the development proposals in consideration of townscape and visual issues, current planning policy, emerging guidance and the Site's urban context.

It is noted that the introduction of tall buildings as part of the Proposed Development may result in minor to moderate adverse effects on local townscape character and visual receptors in close proximity to the Proposed Development (e.g. St Mary's Parsonage, Bridge Street, and Motor Square). These effects stem from the change to the amenity of the existing view and the replacement of existing built form with the Proposed Scheme incorporating new built form and public realm.

The Proposed Development is expected to deliver moderate beneficial effects through improved public realm, enhanced pedestrian links, and green infrastructure, aligning with policies on urban design and biodiversity. New tree planting will mitigate visual impacts and embed the Site into Manchester's evolving built environment.

While the Proposed Scheme will introduce changes to the Site's townscape and visual amenity, these effects are localised and balanced by the scheme's design quality and strategic benefits. The development aligns with Manchester's vision for sustainable growth, delivering a cohesive addition to the City's urban fabric. Mitigation through sensitive design, retention of key vegetation, and public realm enhancements ensures that adverse impacts remain within acceptable thresholds.

A Tall Building Statement considering the Proposed Development against Historic England guidance and the criteria of Policy EN2 is included in the next section of this Statement.

Overall in terms of the Proposed Development's impact on townscape and visual impact, they are of similar magnitude to the result of the 2022 Application, which was determined to be acceptable.

Environmental Considerations

Relevant policies and guidance:

Development Plan

- Places for Everyone Joint Development Plan (2024)
 - JP-G6: Urban Green Space
 - JP-G7: Trees and Woodland
 - JP-G8: A Net Enhancement of Biodiversity and Geodiversity
 - JP-S1: Sustainable Development
 - JP-S2: Carbon and Energy
 - JP-S3: Heat and Energy Networks
 - JP-S4: Flood Risk and Water Environment
- Core Strategy Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Core Strategy Policy EN8 – Adaption to Climate Change
- Core Strategy Policy EN9 – Green Infrastructure
- Core Strategy Policy EN14 – Flood Risk
- Core Strategy Policy EN15 – Biodiversity and Geological Conservation
- Core Strategy Policy EN16 – Air Quality
- Core Strategy Policy EN17 – Water Quality
- Core Strategy Policy EN18 – Contaminated Land and Ground Stability
- Core Strategy Policy T1 – Sustainable Transport
- Core Strategy Policy T2 – Accessible Areas of Opportunity and Needs
- Core Strategy Policy CC5 – Transport
- Core Strategy Policy DM1 – Development Management
- Saved UDP Policy DC26.1 and DC26.5 – Development and Noise

Material Considerations

- Manchester's Green and Blue Infrastructure Strategy (2018 updated in 2022)

Relevant policies and guidance:

- Manchester's Guide to Development SPDs
- Manchester Climate Change Framework 2020 - 2025.
- NPPF (2024)
- GMCA Design Guidance for Net Zero (2025)
- GMCA Low Carbon Heat Guidance (2025)
- GMCA Submission guidance for Places for Everyone policies JP-S2 and JP-S3

Ventilation

A Ventilation Statement prepared by Hoare Lea has been submitted in support of this Application which clearly outlines ventilation principles of the proposed ventilation systems for extract and odour control in various building areas at the Proposed Development.

Ventilation strategies for the Proposed Development encompass multiple systems, including:

1. Office floorplates;
2. Dwelling ventilation systems;
3. Common corridors smoke control (applicable to all Buildings A, B and C);
4. Basements smoke clearance (applicable to all Buildings A, B, and C);
5. Smoke lobbies;
6. Plantrooms and back-of-house areas;
7. Bin stores;
8. Commercial units; and,
9. Filtration.

The Ventilation Strategy has been designed based on the following principles:

- Building Regulations Approved Document Part B and part F.
- British Council for Offices (BCO) Guide to Specification (2022).
- Acoustic mitigation measures to comply with the acoustic design criteria and minimise any impact on the surrounding areas.
- Air quality guidance.
- BREEAM "Excellent" accreditation – air intake and exhaust locations to have a minimum separation of 10m.
- Vitiated exhaust air locations consider areas of occupation.

For details of each system outlined above, please refer to the submitted Ventilation Statement prepared by Hoare Lea.

Arboriculture

Core Strategy Policy EN9 highlights that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. It continues by stating that the Council will seek to protect existing street trees and promote new planting.

Places for Everyone Plan Policies JP-G6 and JP-G7 emphasises on the importance of securing urban green space in improving residents' quality of life and increasing provision of street trees within urban areas.

The Biodiversity Net Gain Design Stage Assessment prepared by Urban Green confirms a total of 31no. existing trees are on the Site, 7no. trees are proposed to be removed as part of the Proposed Development, and 18no. trees are to be retained (of which 11no. will be retained and enhanced). The Proposed Development proposes a total of 65no. trees (33no. trees non-native species and 32no. trees native species) which satisfies Manchester City Council's 1:3 tree replacement ratio. The three TPO trees will also be retained and celebrated within the landscape design.

An Arboricultural Impact Assessment (AIA) has also been prepared by Urban Green which was submitted in support of this Application. The AIA acknowledges the potential impact of the Proposed Development on existing trees on the Site, and have outlined a series of mitigation measures to protect existing trees e.g. use of tree protective fencing, temporary tree guards, etc. The AIA concluded that an Arboricultural Method Statement will be required, detailing works within the Root Protection Areas of trees that are to be retained.

A planning condition is expected to be applied to the permission requesting the submission of an Arboricultural Method Statement to the Local Planning Authority in advance to any works proposed to the retained trees.

Air Quality

In line with Core Strategy Policy EN16, an Air Quality Assessment prepared by Hoare Lea has been submitted in support of this Application which assess the impact of the Proposed Development in relation to air quality during both the construction phase and operational phase.

Construction Phase

The Proposed Development is located within a designated Air Quality Management Area, indicating air quality is already poor locally.

During construction, the main local sources of air pollution include dust from demolition and construction activities. Air quality during construction could also be affected by changes in traffic flows as a result of vehicles travelling to and from the Site transporting materials, plant and labour. However, through good practice and implementation of appropriate mitigation measures, it is expected that the release of dust would be effectively controlled and mitigated, with resulting impacts considered to be 'not significant'. All dust impacts are considered to be temporary and short-term in nature.

All appropriate mitigation will be secured through a Construction Environmental Management Plan, and it is expected a condition will be attached to any planning permission granted pursuant to this Application to secure this.

Operational Phase

The Air Quality Assessment confirms that once the Proposed Development is in operation, the impacts on air quality from operational phase traffic generation are considered to be 'not significant', owing to the net reduction in trips from the Site as a result of the Proposed Development.

Given the all-electric energy strategy for the Proposed Development, no local air quality impacts are anticipated as no combustion sources are proposed for the primary energy supply.

Furthermore, a comprehensive site suitability assessment has been carried out which confirms that the Site is considered suitable for residential, office and commercial uses.

Summary

For details of potential impact of the Proposed Development on air quality, please refer to the submitted Air Quality Assessment prepared by Hoare Lea.

Ecology and biodiversity

In line with Core Strategy Policy EN9, EN15 and the Places for Everyone policies listed above, the full impact of the Proposed Development on ecology and biodiversity is included within the Biodiversity Net Gain Design Stage Assessment and Biodiversity Net Gain Metrics document prepared by Urban Green, submitted in support of this Application.

The result of Biodiversity Net Gain Design Stage Assessment is summarised within Table 4 below, full details can be found within the submitted document and the Biodiversity Net Gain Metrics.

Table 4 Biodiversity Net Gain Assessment Result

	On-Site Baseline	On-Site Post Development	Net Change (Biodiversity Unit)	Percentage Change (%)
Area Habitat Units	5.17	6.14	+0.97	+18.79
Watercourse Units	0.39	0.48	+0.09	+22.67

It should be noted that there are no hedgerow habitats on-site pre- or post-development. It is clearly demonstrated that the Proposed Development complies with local and national planning policy by achieving a net gain of biodiversity of over 10%, therefore it is confirmed that off-site mitigation will not be required.

Flood Risk and Drainage

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.

Full impact of the Proposed Development on water resources is included within the Flood Risk Assessment (FRA) and Drainage Strategy, prepared by AKT II and submitted in support of this Application.

Following scrutiny of the Environment Agency Flood Map it has been identified that majority of the Site lies within 'Very low' risk Flood Zone 1 which has less than a 0.1% chance of fluvial flooding each year. Areas located in direct proximity to the River Irwell lies within Flood Zone 3 which has higher than 1% chance of river flooding, and higher than 0.5% chance of sea flowing each year. Therefore, the Proposed Development warrants an FRA.

According to the Strategic Flood Risk Assessment, the Site also lies within a Critical Drainage Area identified as a Conurbation Core.

The FRA confirms that:

- The majority of the Site is considered to have a very low probability of flooding from fluvial or tidal sources, the riverbank is considered to have a low to medium probability of flooding from fluvial or tidal sources.
- The Site has a low probability of flooding from groundwater.
- The Site has a low probability of flooding from artificial sources as it is situated at a considerable distance away from artificial water features.
- The Site has a low probability of flooding from sewers and the local drainage network.

- The Site has been assessed as being at low risk from surface water flooding.
- The Site does not currently cause flooding to adjacent sites and SUDs measure are proposed as part of the Proposed Development, therefore, the risk to adjacent properties will be limited.

The Drainage Strategy prepared by AKT II provides details of the separate foul and surface water system proposed. A number of sustainable drainage systems are also included as part of the Proposed Development.

Surface Water Drainage

The United Utilities record plans indicate that there are five surface water or combined public sewers in close proximity to the Site. It is believed that all surface water from the building currently discharges directly to one of these public sewers without any form of attenuation. However, a CCTV survey of the existing site drainage network needs to be undertaken to confirm the location and size of all existing connections from the Site.

On this basis surface water will discharge to the River Irwell subject to agreement with Manchester Ship Canal Company Limited. Discussions with MSCCL has been conducted and it was confirmed that discharging at unrestricted rate into the River Irwell could be possible, subject to this discharge being documented within a license agreement.

At present, there is no licence agreement in place with MSCCL and as such, it is assumed that the Site will be required to restrict the discharge rate to 4.4 litres/sec.

Foul Water Drainage

The proposed foul flow rates from the Site will be higher than the existing. As such, a pre-planning enquiry has been submitted to United Utilities to confirm capacity within their sewer network and their confirmation is yet to be received.

It is assumed that any foul water drainage from ground floor level and above will be drained by gravity to minimise the amount of pumping required.

Until the levels of the existing connections and public sewers are confirmed, it is unclear whether the basement level will need to be pumped although this appears to be likely. It is therefore recommended that an allowance is made at this stage for pumping foul water from below the basement level slab up to high level in the basement to allow it to discharge by gravity to the public sewer.

As with the surface water drainage, due to the depth of the public sewers it is recommended that, if possible, the existing drainage connection(s) should be reused.

There are 2no. United Utilities combined overflow pipes crossing the site to the west, of which 1no. of them is expected to clash with the basement of the Proposed Development. A formal Sewer Diversion Application has been submitted to United Utilities who confirmed that the diversion proposal appears to be feasible. However, United Utilities will need to further assess the design and a formal approval will be required.

Sustainable Drainage System (SuDS)

A number of SuDS have been considered, including infiltration systems, green/ blue roofs, swales, wetlands and attenuation ponds, permeable paving, rain gardens and drained soft landscaping and greywater consultation. The options testing concluded that the following SuDS measures might be viable to be incorporated subject to further investigation:

- Rainwater harvesting.
- Blue roofs.
- Rain gardens.
- Permeable paving.

- Swales.
- Infiltration (limited to soft landscaped area).

It is recommended that conditions be attached to any consent that requires full details of surface water drainage, foul drainage and SUDS.

Ground Conditions

Paragraph 189 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.

The Phase I and II Site Investigation Report concludes that due to the site's history and the variable nature of made ground, contamination is possible. Therefore, a watching brief during excavation is recommended to identify and segregate any contaminated soil, minimising the volume of impacted material. Any such material will then require further testing to identify appropriate disposal. Given the expected reuse of over 1,000 tonnes of soil, a Materials Management Plan (MMP) is advised to promote sustainability and reduce landfill disposal.

The report further concludes that the full extent of the hydrocarbon hotspot in the Chester Formation and associated hazardous waste soils requires further investigation for better certainty before site enabling works commence. Additional sampling and analysis are suggested to delineate a smaller hazardous waste area. Similarly, further investigation is recommended for the large basement excavations to identify potentially non-hazardous made ground areas. Finally, because current waste classifications are preliminary and based on limited sampling, additional testing during construction is necessary to fully characterise waste soils for disposal.

Noise and Vibration

Saved UDP Policy DC26 Development and Noise outlines that 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:

1. the effect of new development proposals which are likely to be generators of noise; and,
2. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Core Strategy Policy DM1 notes all developments should have regard to a variety of specific issues including effects on amenity e.g. noise.

An assessment of the Proposed Development on noise and vibration is included within Chapter 6 of Volume 1 of the Environmental Statement and its associated technical appendices, prepared by Horea Lea and submitted in support of this Application.

A baseline noise survey was conducted by Horea Lea to determine the baseline ambient noise levels at the proposed location of the Proposed Development. The results of the noise survey indicated that the noise climate at each position was mainly influenced by road traffic noise from Bridge Street as well as amplified music and entertainment noise along the A34 Bridge Street from various premises.

Construction Phase

Calculations of the potential noise impacts during construction have been undertaken. These indicate that there is the potential for exceedances of noise level thresholds at nearby noise sensitive receptors. Although theoretically the noise assessment indicates that some sensitive receptors are likely to experience moderate and major levels of effect even taking into account a commitment to implementing a Construction Environmental Management Plan (CEMP), in practice the CEMP will be an adequate mechanism for controlling noise emissions from the construction stage works. The management and monitoring mechanisms are designed to identify these situations in a swift manner and action would be taken to either reduce the impact so it is not prolonged or resolve the matter directly with the sensitive receptor.

It is concluded that subject to the implementation of said managed process i.e. a CEMP, it is unlikely that there would be a resultant large magnitude of noise remaining.

Operational Phase

The noise survey also provides information required to establish the acoustic performance of the building's façade and ventilation strategy to ensure the residential accommodation and commercial building is in accordance with the Local Authority requirements and current guidance, including Approved Document O (2021 Edition) to the Building Regulations 2010 (5).

An assessment of the residential building envelope acoustic performance is undertaken and sound insulation properties of the building's envelope are provided. The assessment further indicates the ventilation strategy should allow for future residents to close windows if they choose to do so. This is because external noise levels are sufficiently high that would mean internal noise levels would exceed criteria considered reasonable when windows / doors are open for long periods. This means a suitable mechanical ventilation system is required to mitigate summertime overheating with relying on an open door / window. Short periods of opening a door or window would be acceptable, such as required for rapid ventilation. The proposed office building is exposed to noise levels where a mixed mode of ventilation could be possible.

The main noise generating plant are on the roof of the office building, but all buildings will have associated building services plant which require consideration. During the daytime and night-time, the combined building services plant noise emission contribution limit advised is 45 dB(A) and 39 dB(A) respectively, one metre from the nearest residential façade. Noise breakout from the proposed flexible retail / F&B uses has been assessed with restaurant use considered to be the noisiest potential use. It is recommended that the glazing and external door shall need to achieve at least 37 dB Rw with a 22 dB reduction at 63 Hz and 27 dB reduction at 125 Hz to enable restaurant noise levels to be in the region of 90 dB Leq,T in those octave bands. This assumes windows and doors are closed therefore a lobbied arrangement is recommended.

It is anticipated that any consent will include conditions in relation to noise.

Traffic and Transport

Core Strategy Policy T2 sets out that in developments regard should also be given to the need for the provision of parking for disabled people and cycles, whilst Core Strategy Policy CC5 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 the busiest.

Full impact of the Proposed Development on traffic and transport is included within the Transport Statement, and the Framework Travel Plan prepared by Curtins and submitted in support of this Application.

Due to its City Centre location, the Site is highly accessible by a range of sustainable transport, including by Metrolink, train and bus, as well as being in walking and cycling distance for the residential community living in Manchester City Centre and the surrounding neighbourhoods.

Reflecting the high level of public transport available in the proximity of the Site and the advanced public transport system enjoyed by the City, the vision for the Site is to minimise reliance on single-occupancy car travel by maximising the usage of more sustainable modes, particularly walking, cycling and public transport.

As part of the design development of the Proposed Development, the Applicant has re-evaluated the car parking position for the Site. Owing to the Site's highly accessible position and an aspiration to minimise vehicular impacts, the level of car parking proposed under this Application has been further decreased to 7no. spaces (all accessible spaces, and EV charging enabled).

Furthermore, a total of 1,029no. cycle parking spaces are proposed as part of this Application. Specifically for the commercial building (Building C), high-quality end of journey cycle facilities are provided to encourage commuters to access the Proposed Development by active modes.

A Framework Travel Plan has been produced to maximise the use of travel modes away from single-occupancy car-use and the Applicant is committed to the implementation and delivery of everything detailed in this document. The Applicant will be responsible for ensuring it is implemented and monitored post-occupation of the building and they have confirmed that a budget will be established to ensure a successful delivery of the Framework Travel Plan for travel planning, including for on-

going monitoring, review, and Travel Plan updates. It is expected that the provision of a final Travel Plan would be enforced by condition attached to any subsequent Planning Permission.

It is proposed that any car commuters other than people with accessibility needs would make use of publicly available parking around the city centre, of which there are at least 1,321no. parking spaces within a 550m of the Site.

It is therefore concluded that the overall impact on traffic and transport caused by the Proposed Development is negligible, owing to how the traffic is expected to distribute itself across the network to access different car parks, and given the very high level of public transport accessibility provided by the bus, train and tram networks.

Climate Change and Energy

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

At national level, on 15 December 2021 the government announced changes to The Building Regulations to help the UK deliver net zero. The changes include a requirement for new homes to produce around 30% less CO₂ than current standards, and a 27% reduction in emissions from other new buildings.

The Places for Everyone Policy JP-S1 states that all developments should aim to maximise its economic, social and environmental benefits simultaneously in order to tackle climate change.

GMCA Design Guidance for Net Zero (2025), Low Carbon Heat Guidance (2025), and Submission guidance for Places for Everyone policies JP-S2 and JP-S3 (2025) focuses on building designs that contribute to achieving GMCA's net zero ambitions and guidance on low carbon heating systems.

The Proposed Development is within a highly sustainable location within Manchester City Centre and has been designed to encourage access to the Site by sustainable and active transport modes.

It has been designed to be as energy efficient as possible by following the principles set out in the energy hierarchy to ultimately reduce CO₂ emissions associated with the operational energy of the Proposed Development.

The re-development of the Site provides the opportunity to optimise the building fabric and high-efficiency servicing equipment, which will intrinsically minimise the energy usage of the Site.

A robust Energy Statement, developed by Hoare Lea, has been submitted in support of this Application. The energy strategy for the Site has been developed using the 'Be Lean, Clean, and Green' energy hierarchy which utilise a fabric first approach to maximise reduction in energy through passive design measures.

The Proposed Development is demonstrated to achieve 11.5% carbon reduction in non-residential areas (against Part L2 of Building Regulations 2021) and 69.3% carbon reduction in residential areas (against Part L1 of Building Regulations 2021). This equates to a sitewide carbon reduction of 52.6% over Part L of Building Regulations 2021.

The commercial building (Building C) is targeting a BREEAM rating of 'Outstanding' for the office space and 'Excellent' for the retail spaces under the BREEAM V.6.1 New Construction Scheme, demonstrating the Applicant's dedication in delivering a best-in-class, highly-sustainable scheme in the City Centre.

A full assessment of the Proposed Development in relation to energy and sustainability, can be found within the Energy Statement and the Environmental Standard Statement, prepared by Hoare Lea, submitted in support of this Application.

Microclimate Considerations

Relevant policies and guidance:

Development Plan

- Core Strategy Policy DM1 – Development Management
- Core Strategy Policy EN2 – Tall Buildings

Material Considerations

- NPPF (2024)

Daylight, Sunlight, and Overshadowing

The Applicant acknowledges daylight, sunlight and overshadowing are all environmental conditions that impact the liveability and comfort of spaces for occupiers of existing developments. The introduction of additional massing and materials from new developments change these conditions, sometimes changing the quality of living for existing occupiers.

A daylight, sunlight and overshadowing assessment of the Proposed Development is provided at Chapter 8 of Volume 1 of the Environmental Statement. Effects during the construction phase were not assessed as they are considered to be temporary and short-term in relation to the overall construction period. During construction, effects will gradually increase in magnitude as structures are built. It is considered that the operational assessment will be a suitable 'worst-case' approximation of construction stage effects. Effects of solar glare was considered unlikely / not significant therefore have not been assessed as part of the Proposed Development.

The assessment of daylight effects is based on the Vertical Sky Component (VSC) a measure of visible sky from the outside face of a window and No Sky Line (NSL) a measure of where sky is visible from within a room. . Sunlight effects is based on Annual Probable Sunlight Hours (ASPH) a measure of the amount of sun spots (100) that are visible from the sky. Overshadowing effects is based on Sun Hours on Ground (SHOG) and Transient Overshadowing.

Using a 3D model of the Site and surrounding properties and specialist software, the amount of natural light and direct sunlight within the surrounding residential properties and sensitive receptors has been assessed both before the construction of the Proposed Development and after it. The before and after assessment results are then compared and reviewed against the guidance given in the Building Research Establishment's (BRE) document entitled Site layout planning for daylight and sunlight: A guide to good practice (the BRE Guidelines).

The following key receptors were assessed in detail in relation to daylight, sunlight and overshadowing impacts:

The Century Building

This property is located to the east of the Site along St. Mary's Parsonage and contains residential flats on the upper floors. A total of 5no. windows serving 2no. rooms have been assessed for daylight. 2no. rooms have been assessed for sunlight. These 5no. windows are the only windows that face the Site and require assessment.

The VSC and NSL daylight technical analysis undertaken confirms that all five windows (100%) and the two rooms (100%) assessed will comply with the recommended 2022 BRE Guidelines for daylight (VSC and NSL) and thus will experience a negligible magnitude of change as a result of the Proposed Development.

The sensitivity of the receptor is high. In consideration of the above, including the full BRE compliance for VSC and NSL, the overall magnitude of change to daylight amenity within this neighbouring building is considered to be negligible. Therefore, there is likely to be a direct, permanent, long-term adverse effect which is considered to be negligible.

The APSH results indicate that both (100%) of the 2no. rooms tested would meet the 2022 BRE Guidelines for annual and winter sunlight (i.e. experience a change which is considered to be negligible).

The sensitivity of the receptor is high. In consideration of the above 100% compliance for sunlight, the overall magnitude of change with respect to sunlight amenity within this neighbouring building is considered to be negligible. Therefore, there is likely to be a direct, permanent, long-term adverse effect which is considered to be negligible.

2-8 Left Bank Apartments

2-8 Left Bank is a mixed use block west of the Site with residential apartments located from the 1st floor upwards. A total of 157no. windows serving 79no. rooms have been assessed for daylight. 24no. rooms have been assessed for sunlight.

157no. (100%) of the 157no. windows assessed would meet the 2022 BRE Guidelines for VSC and experience a negligible change. 71no. (90%) of the 79no. rooms assessed would meet the 2022 BRE Guidelines for NSL and experience a negligible change. 7no. of the 8no. remaining rooms will experience alterations between 21% – 30% (small adverse magnitude). The 1no. remaining room records a greater relative reduction of 36% (medium adverse magnitude). The room is in use as a Living / Kitchen / Dining (LKD) and experiences a low existing daylight distribution (NSL) of 34%. This low existing NSL value has in part resulted in the larger relative percentage change.

The sensitivity of the receptor is high. In consideration of the 100% VSC compliance, the high NSL compliance and the singular medium adverse magnitude of impact, the overall magnitude of change in respect to daylight amenity within this neighbouring building is considered to be small. Therefore, there is likely to be a direct, permanent, long-term adverse effect which is considered to be minor.

The APSH results indicate that all 24no. (100%) rooms tested would meet the 2022 BRE Guidelines for annual and winter sunlight (i.e. experience a change which is considered to be negligible).

The sensitivity of the receptor is high. In consideration of the above 100% compliance for sunlight, the overall magnitude of change in respect to sunlight amenity within this neighbouring building is considered to be negligible. Therefore, there is likely to be a direct, permanent, long-term adverse effect which is considered to be negligible.

29 New Bailey Street

This is a residential block of apartments located to the north of the Site on the opposite side of the River Irwell. A total of 513no. windows serving 447no. rooms have been assessed for daylight. 447no. rooms have been assessed for sunlight.

332no. (65%) of the 513 windows assessed would meet the 2022 BRE Guidelines for VSC and experience a negligible change. Of the remaining 181no. windows, 126no. will experience a relative reduction of between 21% – 30% (small adverse magnitude) and 55no. will experience reductions of between 31% – 40% (medium adverse magnitude).

One of the 181no. windows has a low existing VSC of 8.6%. This low existing value has skewed the relative percentage change in VSC. 17no. of the 181no. windows will experience retained VSC values in the mid to high teens (15% – 19%). Such values have been considered as reasonable in recent inspectorate decisions in urban areas (such as that in which the Site is located). The remaining 163no. windows retain a VSC value of 20% or greater. Such values have been considered good in recent inspectorate decisions in urban areas.

All 447no. (100%) rooms tested would meet the 2022 BRE Guidelines for NSL and therefore experience a negligible change.

The sensitivity of the receptor is high. In consideration of the reasonable and good retained VSC values and the 100% NSL compliance, the overall magnitude of change to daylight amenity within this neighbouring building is considered to be small. Therefore, there is likely to be a direct, permanent, long-term adverse effect which is considered to be minor.

The APSH results indicate that for both annual and winter APSH all 447no. (100%) rooms tested would meet the 2022 BRE Guidelines for sunlight amenity.

The sensitivity of the receptor is high. In consideration of the above 100% compliance for sunlight, the overall magnitude of change in respect to sunlight amenity within this neighbouring building is considered to be negligible. Therefore, there is likely to be a direct, permanent, long-term adverse effect which is considered to be negligible.

32 Quay Street

32 Quay Street is a residential block of apartments located to the north of the Site on the opposite side of the River Irwell. A total of 274no. windows serving 242no. rooms have been assessed for daylight. 242no. rooms have been assessed for sunlight.

48no. (18%) of the 274no. windows assessed would meet the 2022 BRE Guidelines for VSC and experience a negligible change. Of the remaining 226no. windows, three will experience a relative reduction of between 21% – 30% (small adverse magnitude). 142no. windows will experience reductions of between 31% – 40% (medium adverse magnitude). The remaining 81no. windows will experience reductions in excess of 40% (large adverse magnitude).

4no. of the 226no. windows will retain a VSC of in the low teens (13% – 14%). Each of the four rooms served by these windows are in use as bedrooms. Whilst the 2022 BRE Guidelines do not specifically comment on the sensitivity of bedrooms to changes in VSC, such rooms are commonly considered to have a lesser requirement for daylight overall. 85no. of the remaining 222no. windows will retain a VSC in the mid to high teens (15% – 19%). Such values have been considered as reasonable in recent inspectorate decisions in urban areas. The other remaining 137 windows will retain a VSC of 20% or greater. Such values have been considered good in recent inspectorate decisions in urban areas.

210no. (87%) of the 242no. rooms tested will meet the 2022 BRE Guidelines for NSL and therefore experience a negligible change. The remaining 32no. rooms will experience alterations between 21% – 30%, which is considered to be a small adverse magnitude.

The sensitivity of the receptor is high. In consideration of the reasonable retained VSC values and the high NSL compliance, the overall magnitude of change in respect to daylight amenity within this neighbouring building is considered to be medium to large. Therefore, there is likely to be a direct, permanent, long-term adverse effect which is considered to be moderate.

The APSH results indicate that 234no. (97%) of the 242no. rooms tested would meet the 2022 BRE Guidelines for winter sunlight, and 234no. (97%) of the 242no. rooms would meet the 2022 BRE Guidelines for annual sunlight (i.e. experience a change which is considered to be negligible).

Each of the 8no. rooms that fall below the 2022 BRE Guidelines criteria for winter sunlight will experience a relative reduction of greater than 40% (large adverse magnitude).

Also, each of the 8no. rooms that fall below the 2022 BRE Guidelines criteria for annual sunlight will experience a relative reduction greater than 40% (large adverse magnitude). Each of the 8no. rooms are believed to be bedrooms which are outlined in the 2022 BRE Guidelines as having a lesser requirement for sunlight.

The sensitivity of the receptor is high. In consideration of the high sunlight compliance and that all impacted rooms are less sensitive bedrooms, the overall magnitude of change in respect to sunlight amenity within this neighbouring building is considered to be medium. Therefore, there is likely to be a direct, permanent, long-term adverse effect which is considered to be moderate.

The Bridge, 40 Dearman Place

The Bridge, 40 Dearman Place is a residential block of apartments located to the north of the Site on the opposite side of the River Irwell. A total of 101no. windows serving 58no. rooms have been assessed for daylight. 58no. rooms have been assessed for sunlight.

7no. (7%) of the 101no. windows assessed would meet the 2022 BRE Guidelines for VSC and experience a negligible change. Of the remaining 94no. windows, 65no. will experience a relative reduction of between 21% – 30% (small adverse magnitude). 29no. windows will experience reductions of between 30% – 40% (medium adverse magnitude).

It should be noted that the majority of the windows and rooms in this property sit beneath overhanging balconies which limit the ingress of daylight and sunlight. This matter is acknowledged by the 2022 BRE Guidelines in paragraph 2.2.13, which state that *'Because the balcony cuts out light from the top part of the sky, even a modest obstruction opposite may result in a large relative impact on the VSC'*. Therefore, these alterations are likely in part due to the property's inherent architectural composition.

All 58no. (100%) rooms tested will meet the 2022 BRE Guidelines for NSL and therefore, experience a negligible change.

The sensitivity of the receptor is high. The overall magnitude of change in respect to daylight amenity within this neighbouring building is considered to be medium to large. Therefore, there is likely to be a direct, long-term, permanent adverse effect which is considered to be moderate.

The APSH results indicate that 38no. (66%) of the 58no. rooms tested would meet the 2022 BRE Guidelines for winter sunlight, while 42no. (72%) of the 58no. rooms would meet the 2022 BRE Guidelines for annual sunlight (i.e. experience a magnitude of change which is considered to be negligible).

Each of the 20no. rooms that fall below the BRE criteria for winter sunlight will experience reductions in excess of 40% (large adverse). As internal layouts have not been obtained for this property, these room uses have been allocated as unknown. However, on the basis of the form of the building and the window sizes of the impacted rooms it is believed that all 20no. are likely to be bedrooms, which are considered to have a lower requirement for sunlight.

Of the 16no. rooms that fall below the BRE criteria for annual sunlight, 5no. will experience a relative reduction of between 21% – 30% (small adverse magnitude) and 7no. will experience an alteration between 31% – 40% (medium adverse magnitude). The remaining 4no. rooms will experience reductions in excess of 40% (large adverse). As internal layouts have not been obtained for this property, these room uses have been allocated as unknown. However, on the basis of the form of the building and the window sizes of the impacted rooms it is believed that all 16no. are likely to be bedrooms, which are considered to have a lower requirement for sunlight.

The presence of balconies should also be acknowledged. Balconies do restrict the ability of sunlight to hit the centrepoint of windows (i.e. the point of APSH calculation). This is recognised by the 2022 BRE Guidelines in paragraph 3.2.11, which state *'Balconies and overhangs above an existing window tend to block sunlight, especially in summer above south-facing windows. Even a modest obstruction opposite may result in a large relative impact.'*

The sensitivity of the receptor is high. In consideration of the above, the overall magnitude of change in respect to sunlight amenity within this neighbouring building is considered to be medium as the property experiences an overall high compliance for sunlight and the majority of the impacted rooms are believed to be bedrooms. Therefore, there is likely to be a direct, permanent, long-term adverse effect which is considered to be moderate.

Bradshaw House

Bradshaw House is a residential block of apartments located to the north of the Site on the opposite side of the River Irwell. A total of 120no. windows serving 110no. rooms have been assessed for daylight. 110no. rooms have been assessed for sunlight.

The VSC and NSL daylight technical analysis undertaken confirms that all 120no. windows (100%) and 110no. rooms (100%) assessed will comply with the recommended 2022 BRE Guidelines for daylight (VSC and NSL) and thus will experience a negligible magnitude of change as a result of the Proposed Development.

The sensitivity of the receptor is high. In consideration of the above, including the full BRE compliance for VSC and NSL, the overall magnitude of change to daylight amenity within this neighbouring building is considered to be negligible. Therefore, there is likely to be a direct, permanent, long-term adverse effect which is considered to be negligible.

The APSH results indicate that all 110no. (100%) of the rooms tested would meet the 2022 BRE Guidelines for annual and winter sunlight (i.e. experience a change which is considered to be negligible).

The sensitivity of the receptor is high. In consideration of the above 100% compliance for sunlight, the overall magnitude of change in respect to sunlight amenity within this neighbouring building is considered to be negligible. Therefore, there is likely to be a direct, permanent, long-term adverse effect which is considered to be negligible.

Alcock House

Alcock House is a residential block of apartments located to the north of the Site on the opposite side of the River Irwell. A total of 32no. windows serving 16no. rooms have been assessed for daylight. 16no. rooms have been assessed for sunlight.

31no. (97%) of the 32no. windows assessed would meet the 2022 BRE Guidelines for VSC and experience a negligible change. The one remaining window will experience a reduction of 21% – 30% (small adverse magnitude).

All 16no. (100%) rooms tested would meet the 2022 BRE Guidelines for NSL and therefore experience a negligible change.

The sensitivity of the receptor is high. In consideration of the single small adverse magnitude VSC impact and 100% NSL compliance, the overall magnitude of change in respect to daylight amenity within this neighbouring building is considered to be small. Therefore, there is likely to be a direct, permanent, long-term adverse effect which is considered to be minor.

The APSH results indicate that 14no. (88%) of the 16no. rooms tested would meet the 2022 BRE Guidelines for winter sunlight, while 16no. (100%) of 16no. rooms would meet the 2022 BRE Guidelines for annual sunlight (i.e. experience a change which is considered to be negligible).

Each of the 2no. rooms that fall below the 2022 BRE Guidelines criteria for winter sunlight, will experience a relative reduction greater than 40%.

The sensitivity of the receptor is high. In consideration of the above 100% compliance for annual sunlight and the high overall compliance for winter sunlight, the overall magnitude of change in respect to sunlight amenity within this neighbouring building is considered to be small. Therefore, there is likely to be a direct, permanent, long-term adverse effect which is considered to be minor.

Overshadowing

The receptors identified in terms of open amenity space are considered for effects of Overshadowing:

- Public Amenity Space:
 - 32 Quay Street;
 - Clermont-Ferrand Square; and
 - Trinity Square.
- The River Irwell.

The SHOG assessment concludes that 32 Quay Street, Motor (Trinity) Square and the River Irwell meet the BRE Guidelines. In relation to Clermont-Ferrand Square, located to the north of the Site, 98% of the area receives at least 2 hours of direct sunlight on 21st March in the existing baseline. This reduces to 22% with the Proposed Scheme in place, which equates to an alteration in excess of 40% (large adverse magnitude). However, this area's location makes it very sensitive to changes in massing on the Site.

A further detailed SHOG assessment has been undertaken on June 21st to understand how much sunlight it will receive in the summer months when the sun is higher in the sky. The sunlight levels significantly increase in summer, with the area receiving over two hours of direct sunlight to 100% of its area on 21st June. The availability in the summer months is a key consideration as there is a higher expectation for sunlight and outside spaces are most likely to be fully utilised.

The transient analysis concludes that the Proposed Development will cause some additional transient overshadowing on the 21 March. The additional shadows of note are as follows:

- 32 Quay Street: The shadow will pass over this area during the first half of the day as it does in the existing baseline condition. The Proposed Development will cast a larger shadow over the area and whereas it will be overshadowed after 13:00 in the existing baseline conditions, the larger shadows will not completely leave the area until after 15:00 with the Proposed Development in place;
- Clermont-Ferrand Square: This area does not experience any overshadowing in the existing baseline conditions. The Proposed Development will create shadows that pass over the area between 12:00 and 15:00;
- Motor (Trinity) Square: The area will not experience any notable additional shadow throughout the day on 21st March as a result of the Proposed Development; and

- The River Irwell: The Proposed Development will cast a larger shadow over the River Irwell moving from west to east between 9:00 and 16:00. However, the shadows pass quickly across the River Irwell throughout the day.

The sensitivity of the four amenity receptors assessed is high. The magnitude of change is considered to be negligible for three of these amenity spaces (i.e. 32 Quay Street, Motor (Trinity Square) and the River Irwell). Therefore, there is likely to be a direct, permanent, long-term, adverse effect which is considered to be negligible.

Clermont-Ferrand Square, will experience a large magnitude of change. Despite this the receptor will experience good levels of sunlight in the summer months when outdoor space is likely to be fully utilised. Therefore, there is likely to be a direct, permanent, long-term, adverse effect which is considered to be moderate.

Summary

Overall, once operational the Proposed Development is not expected to have an unacceptable impact on the amenity of surrounding occupants in terms of daylight, sunlight, and overshadowing. While some minor to moderate adverse effect is unavoidable, they are of similar magnitude to the result of the 2022 Application, which was determined to be acceptable.

Wind

Due consideration has been given to the potential effect of the Proposed Development on wind microclimate by way of a Wind Assessment, as included as Chapter 9 of Volume 1 of the Environmental Statement including a CFD Wind Microclimate Assessment prepared by AKT II. The Assessment evaluates the impact of the Proposed Development on the surrounding area's wind and microclimate. A Computational Fluid Dynamics (CFD) Assessment was conducted which discourses the impact of the Proposed Development on its surroundings, including pedestrian access routes to the Site, building drop-off and entrances, and proposed on-and-off-Site seating areas.

In total, three scenarios were modelled:

1. The existing site within the current surroundings.
2. The Proposed Development within the existing surroundings.
3. The Proposed Development with future consented schemes in the surroundings.

Quantification of the wind conditions within and around the Site is performed using the Lawson London Docklands Development Corporation (LDDC) criteria. For the wind 'comfort' part of this assessment, the criteria set out pedestrian activities (Sitting, Standing, Strolling, Business Walking, and Uncomfortable/Unsafe) that would be suitable for the local wind conditions, e.g., wind conditions in a seating area need to be calmer than that for a location used as a movement corridor. If the wind conditions exceed the threshold for the intended activity, then they are intolerable for the stated pedestrian activity and the expectation is that there may be complaints of nuisance or people will not use the area for its intended purpose.

A summary of the wind comfort and distress results at ground-level around the Site is as follows:

During winter, the wind conditions for the Baseline are considered acceptable for the intended uses of the surrounding areas. The Proposed Development for Scenarios 2 and 3 has a Negligible impact and are therefore acceptable.

During summer, the wind conditions for the Baseline are considered acceptable for the intended uses of the surrounding areas. The proposed scheme for Scenarios 2 and 3 has a Negligible impact and are therefore acceptable.

No areas of (annual) distress observed in all scenarios. The Proposed Development has a Negligible impact.

Overall, the Proposed Development has a 'Negligible' impact on the wind conditions in its surroundings.

Furthermore, the roof terraces experience wind conditions suitable for 'Sitting' and 'Standing' activities and are therefore suitable for the intended use.

No regions of unacceptable wind distress are observed on any of the roof terraces. For these areas, the significance of the wind conditions for the proposed scheme is Negligible.

Socio-economic Considerations

Relevant policies and guidance:

Development Plan

- Places for Everyone Joint Development Plan (2024)
 - Strategic Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester.
- Core Strategy Policy EC1 – Employment and Economic Growth
- Core Strategy Policy EC3 – The Regional Centre
- Core Strategy Policy CC1 – The City Centre and Fringe Core

Material Considerations

- NPPF (2024)
- The St Mary's Parsonage Strategic Regeneration Framework (2020)

Socio-economic and Human Health Considerations

Due consideration has been given to the potential socio-economic and human health effects throughout both the construction and operational phases of the Proposed Development in Chapter 10 of Volume 1 of the Environmental Statement, prepared by Ekosgen (GC Insight) and submitted in support of this Application.

Construction Phase

The estimated construction value will support a temporary economic uplift during the construction period (estimated at 4no. years). The Site is currently vacant and therefore there will be no loss of employment during the construction stage.

The level of investment proposed has the potential to support an estimated circa 475no. full time equivalent (FTE) jobs per year for 4no. years. After factoring in all leakage and displacement allowance, the total net direct employment within Greater Manchester is therefore estimated at circa 215no. FTEs per annum.

These jobs will generate GVA of £19.9 million per annum over the construction period, estimated by applying the average GVA per FTE for the Greater Manchester construction sector (circa. £93,000). This constitutes 0.4% of the total construction sector GVA in the study area.

Operational Phase

As the building on the Site is currently vacant, there is no displacement of jobs from the Site as a result of the Proposed Development, any new, direct employment provided on the Site will be additional.

Based on the commercial floorspace proposed, the Proposed Development could provide accommodation for 1,986no. gross direct FTE jobs (assuming the Proposed Development will be 100% occupied). Factoring in leakage allowance and displacement, the total net direct employment as a result of the Proposed Development is estimated at 894no. FTEs (884no. FTEs relating to the office use and 10no. FTEs relating to the commercial unit retail use).

These jobs are expected to generate a GVA of circa. £102m per annum, constituting 0.3% of the GVA for relevant sectors within Manchester City Centre.

Furthermore, when including multiplier effects as a result of spill-over spending through the supply chain, knock-on consumer spending, etc. It is suggested that the estimated total direct, indirect, and induced employment could be in the order of 1,285no. FTEs. (equivalent to approximately 0.7% of the employment within Manchester City Centre).

As part of the Proposed Development, it includes the provision of 800no. residential units (within Buildings A and B) which will contribute much needed housing within Manchester City Centre. It represents approximately 2.2% of Manchester City Council's 10-year housing target of 36,000 homes by 2032 and approximately 1.3% of Manchester's housing delivery target of 60,000 to 2039 as set out in the adopted Places for Everyone Plan.

Cognisant of the increase in resident population as a result of the Proposed Development, it is expected the demand for local healthcare facilities i.e. GP and dental services will increase. However, given the Proposed Development's location within the City Centre and the existing demographic profile in the local area, it is reasonable to assume that the demand for healthcare services from future residents of the Proposed Development would be generally lower than for a more elderly patient population.

In terms of demand for leisure facilities and open / amenity areas, it is recognised that the Proposed Development will deliver an extensive area of publicly accessible public realm / open space within the Site, together with communal amenity areas for use of residents / occupiers across all buildings. Therefore, it is concluded that the Proposed Development combined with existing open space / leisure facilities is adequate to accommodate any increase in demand resulting from the Proposed Development.

Other Considerations

Relevant policies and guidance:
Development Plan - Core Strategy Policy DM1 – Development Management - Core Strategy Policy CC1 – Primary Development Focus: City Centre and Fringe - Core Strategy Policy CC5 – Transport - Core Strategy Policy C10 – A Place for Everyone - Core Strategy Policy EN1 – Design Principles and Strategic Character Areas - Core Strategy Policy EN19 – Waste Material Considerations - NPPF (2024) - GD04 Waste Storage and Collection Guidance for New Developments

Construction Management

The Development Specification Chapter of the Environmental Statement (Volume 1 – Chapter 4) has been prepared by Turley which sets out the scope of construction works as proposed under the Proposed development – namely: Site Preparation, Demolition of Albert Bridge House, Earthworks, and Construction Works.

The ES Chapter outlines the demolition and construction process, including measures to minimise the impact on the environment and residential amenity and this has informed the assessments within the ES technical chapters.

In order to minimise impact on local amenity, a Construction Environmental Management Plan (CEMP) will be prepared by a competent contractor and it shall be submitted to Manchester City Council for approval prior to the commencement of any works. The CEMP will set out the environmental measures to manage and control environmental effects during construction activities.

At this stage, it is anticipated that the enabling and demolition package of works will commence in 2026, main construction works commence in 2027, with anticipated completion of the Proposed Development in 2031. It is expected the construction programme for the Proposed Development will last 4no. years.

As part of the construction management plan, a detailed traffic plan will be prepared. It is envisaged that all construction traffic will access/egress the Site from Bridge Street, and construction traffic will travel to / from the Site via Bridge Street, Chapel Road and the A6 or the Inner Ring Road (A6042).

Site operating hours will adhere with Manchester City Council'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.

The Applicant also acknowledges that the Site is located in close proximity to other potential large-scale construction sites, some of which may be progressing at the same time as the Proposed Development. The Applicant is committed to working collaboratively with neighbouring developers and contractors to coordinate activities and mitigation measures such that the works (and any associated inconvenience) are collectively managed.

It is anticipated that a condition be attached to any subsequent planning permission that secures a full Construction Management Plan which will clearly outline provisions to protect amenity and co-ordinate activities with nearby developers.

Waste Management

MCC has prepared a Waste Storage and Collection Guidance Note (GD04) which contains minimum standards to be considered for the storage and collection of waste. This guidance follows the recommendations set on the Waste Management Plan for England, strongly encouraging and promoting high levels of quality recycling.

The note states that all planning applications for new developments and conversions must include a Waste Management Strategy that includes:

1. An estimated storage area for the waste produced by the development, including residential, F&B and retail uses;
2. Details of internal and external stores for both waste and recycling; and,
3. Location of the proposed collection point and details of the route the collection will take.

Core Strategy Policy EN19 'Waste' requires all developers to demonstrate the proposals consistency with the principles of the waste hierarchy.

A Site Waste Management Strategy (SWMS) has been prepared by Curtins which includes Manchester City Council's Waste Proforma. The SWMS considers the potential refuse and recyclable waste volumes of the Proposed Development, including organic waste and for all uses. It also provides details of the collection arrangements.

The waste forecast has been calculated based on the recommendations set by the Waste Storage and Collection Guidance for New Developments (GD04), Version 7.00.

All waste on the Site will be collected up to 3no. times per week, to be collected by a mixture of Council collections and a private contractor. The size of the waste stores has been determined accordingly, with due consideration to segregation and recycling.

Residential Buildings (Buildings A and B)

The residential refuse stores are located on the ground floor and mezzanine levels of the residential buildings. They occupy the western area of the floorplates for Building A, and the eastern area for Building B.

Each refuse store is conveniently connected to the core, with resident access to dispose of waste prior to exiting the building, and with direct access for the building manager/concierge at ground level.

The refuse stores are conveniently located along the shared pedestrian/vehicular route provided within the Proposed Development. The management company will collect bins from the waste store and transport them to the collection point at collection times. Once the bins have been emptied, they will be carried immediately back to the refuse store by the management company.

Commercial Building (Building C)

The Commercial building has a dedicated refuse store for commercial waste, connected to the primary core, and with direct access to the public realm servicing loop. This enables waste to be brought down from the upper office levels via a goods lift throughout the day, and collected directly from the refuse store.

Similarly to the waste management strategy for the residential buildings, the refuse store is conveniently located along the shared pedestrian/vehicular route provided within the scheme, alongside the required plant area. This frees up the majority of the ground floor for activated uses. A waste collection point is proposed along this route adjacent to the refuse store.

The facilities/estate management company will be responsible for moving the bins to the collection point on collection day and returning them to the refuse store once emptied.

For further details, please refer to the SWMS prepared by Curtins, submitted as part of this Application.

Operational Management

An Operational Management Strategy has been prepared by CBRE and submitted in support of this application, setting out management principles for the Proposed Development.

Access and security are key components of the plan, with key fob access controlling entry to pedestrian entrances, the resident car park, and the bicycle storage area. A ground-floor concierge desk will serve as a central point of contact for residents, managing daily operations, handling inquiries, and providing support. The plan also addresses procedures for incident response, cleaning, and refuse management, ensuring a safe and clean environment.

Secure basement parking is available for residents, with designated spaces also allocated for car club members and deliveries. All parking spaces will be equipped with electric vehicle charging points. A dedicated first-floor bicycle storage area, offering 800 sheltered spaces, is accessible via cycle lifts and external stairs, and includes a workshop area for residents. Regular maintenance and cleaning of the surrounding public realm areas are planned to ensure an attractive and well-maintained environment.

Ground-floor commercial spaces, encompassing retail, leisure, food, and drink establishments, will be managed with appropriate security measures tailored to their specific needs. CCTV cameras will be installed in common areas for added security. Specific policies for smoking and music within the development will be implemented to ensure a comfortable living environment for all residents. An Occupier Handbook will provide detailed guidelines and information for both residents and businesses operating within the development.

TV and Radio Reception and Broadband

Under Manchester City Council planning guidance, any development over 4no. 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. In addition, there is a requirement to ensure that new residences have access to superfast broadband download speeds (understood to mean a minimum of 24 Mbps) to ensure future occupants can obtain sufficient broadband services.

Television and Radio

A Television and Radio Baseline Survey 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.

It is concluded that the Proposed Development may cause reduction in signal strength however the impacts are unlikely to be noticeable considering a high level of baseline signal strength. It is concluded that there is no requirement of any pre-emptive mitigation measures.

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 the Television and Radio Baseline Survey Report. It is anticipated that this will be the subject of a compliance condition attached to any to any subsequent planning permission.

Broadband Connectivity

A Broadband Assessment has been prepared by Pager Power. The availability of broadband services and the associated speeds has been determined based on:

- A broadband coverage checks for seven addresses near the proposed development (including the proposed development).
- Consultation with broadband infrastructure providers and broadband infrastructure map checks.
- An investigation of the process for obtaining ultrafast broadband services.

It is concluded that superfast broadband download speeds, understood to mean a minimum of 30 Mbps, are currently available at the Proposed Development location and 4no. addresses near the Proposed Development from at least 1no. internet service provider. Ultrafast broadband download speeds, understood to mean a minimum of 300 Mbps, should be available at multiple addresses near the Proposed Development.

Aviation

A Technical Aerodrome Safeguarding Assessment has been conducted by Pager Power to assess the potential impacts of the Proposed Development upon aviation activity and infrastructure associated with Manchester Airport.

The Site lies approximately 13.39km from Manchester Airport and approximately 16km from the Secondary Surveillance Radar (SSR) at Manchester Airport. 2no. buildings (of the 3no. as proposed) are predicted to be visible to the radar. Whilst the impact is predicted to be small, due to the advanced built-in capabilities for increasing its reliability and performance, the potential for some adverse effects on the radar cannot be conclusively ruled out. It is recommended that consultation with NATS is undertaken so that evaluation in the context of the consented and built environment can be undertaken to ascertain whether it will be visible to the radar in practice.

In terms of Outer Horizontal Surface, the Proposed Development is clear of the Obstacle Limitation Surfaces (OLS) at Manchester Airport, with a minimum vertical clearance margin of 17.64m. No infringements of Manchester Airport OLS are predicted.

A high-level review of the Instrument Flight Procedures (IFPs) relative to the Proposed Development indicates sufficient clearances between the Proposed Development and aircraft flying procedures. There are also taller existing buildings in the surrounding area that already co-exist with the current IFPs. Therefore, no impact upon the IFPs is predicted.

The Assessment notes that the Proposed Development will need to be lit as a mandatory requirement for structures over 150m AGL (above ground level). Cranes are expected to be higher than this during construction and will therefore also be required to be lit. A lighting scheme will need to be agreed with the Civil Aviation Authority (CAA) and MAG. It is likely that the lighting scheme will comprise steady red medium intensity lights marking the height and shape of the Proposed Development, along with intermediate lights.

Local Labour

Core Strategy Policy EC1 requires Local Employment Agreements to contain a commitment to work with the Work Skills Team to ensure that employment opportunities resulting from any development are made available to Manchester residents through existing recruitment offer and allow hard to reach groups equal opportunity to be successful in applying.

A Local Labour Agreement will be entered into as part of the proposed construction process for the Proposed Development. The Applicant agrees to submit a proposal that outlines what local labour activities and targets envisaged to be conducted / delivered, and that a final report detailing the local labour results.

Overall Summary

This section of the Statement 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 Environmental Impact Assessment and other technical reports.

The conclusion of that process is that the Proposed Development are in accordance with the Development Plan when taken as a whole and positively address the material planning considerations such that they merit the support of the Local Planning Authority.

5. Tall Building Evaluation

The St Mary's Parsonage SRF identifies the opportunity for tall buildings on the Site and this is reflected in the Proposed Development.

This Section comprises a Tall Building Statement, considering the Proposed Development against the criteria and guidance within Historic England's Guidance on Tall Buildings (2022) and Core Strategy Policy EN2.

Proposals for tall buildings will be supported where it can be demonstrated that they comply with the criteria set out in the table below:

Policy EN2/HE Tall Building Guidance criteria	Assessment
☆☆☆ ☆☆ Policy EN2: Are of excellent design quality. HE Tall Building Guidance: Responds to local context. Architectural Quality and functional design.	The buildings have undergone significant design development to ensure that they are of exceptional design quality. The project architect – Studio Egret West is an award winning UK-based design practice whose reputation is built on a culture of open collaboration, creating and delivering excellence. Studio Egret West's vast portfolio of work demonstrates that they have the experience to work with the wider design team to deliver attractive and well used spaces and successful places. The Proposed Development seeks to improve the visual amenity of the Site, currently underused since HMRC vacated in October 2022. The Proposed Development forms an invaluable part of the City Centre whilst contributing to active frontages and opening up the river frontage. Early technical environmental assessments including in respect of daylight, sunlight and overshadowing, wind, townscape and visual impact, and heritage alongside consideration of the indicative massing parameters in the SRF, have all informed the scale of the Proposed Development. The massing and design of the buildings has been through an extensive process of design development, technical due diligence and consultation to arrive at a high-quality solution which meets the needs of the modern days. The highest quality materials have been proposed which are appropriate to its purpose and respond to the Site's location adjacent to a number of heritage assets. An attention to detailing will be maintained to ensure an exemplar of good design. A full breakdown of the design evolution of the Proposed Development can be found in the Design and Access Statement prepared by Studio Egret West and submitted in support of this Application.
 Policy EN2: Are appropriately located.	The redevelopment of the Site is a long-standing key strategic priority for MCC and the SRF sets a vision for the Site to form part of a high-quality, mixed use neighbourhood, anchored by high quality public space at its heart and a range of leisure and retail facilities to create a vibrant destination that compliments the wider City Centre. The Site is well connected through public transport links and sustainable modes of transport e.g. Metrolink, train, bus network, etc. The Site is also easily accessible by

Policy EN2/HE Tall Building Guidance criteria	Assessment
	walking and cycling from the rest of the City Centre and the surrounding neighbourhoods and is close to associated supporting amenities.
	Policy EN2: Contribute positively to sustainability. HE Tall Building Guidance: Sustainable Design and Construction. 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 throughout the lifecycle of the project. The focus has been to develop a site which is as energy efficient as possible by following the principles set out in the energy hierarchy to ultimately reduce CO2 emissions associated with the operational energy of the development. The Proposed Development intends to deliver a sustainable development in support of Greater Manchester's target to be net zero by 2038 and the Applicant's own corporate sustainability objectives. Some of the key priorities of the Proposed Development are: A high-density, well-connected city-centre development. Minimal on-site parking limited to accessibility provision and high-quality cycle facilities. High-quality accessible public realm and landscaping, re-activating the area and providing opportunity for improvements to local biodiversity through the retention of existing trees and planting of additional trees. Integration of sustainable urban drainage (SuDS) to mitigate flood risk. Electricity-led, combustion free development with best practice operational energy performance. Supporting health and wellbeing of occupants through design and operation. The office building (Building C) is targeting a BREEAM rating of 'Outstanding' for the Office spaces and 'Excellent' for the Retail spaces under the BREEAM V6.1 New Construction scheme. The Applicant is also targeting a WELL Building Standard 'Platinum' rating for the office element which demonstrates the Applicant's dedication to promote health and wellness of its occupants. For the residential buildings (Buildings A and B), they are anticipated to achieve 69.3% carbon reduction against Part L1 of Building Regulations 2021. The Proposed Development will include a total of 1043no. cycle parking spaces and only 7no. car parking spaces (all accessible and all EV charging enabled). The Proposed Development is also located in an area that is highly accessible by sustainable transport modes.
	Policy EN2: Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance. The Proposed Development is located in a key site in Manchester City Centre, with extensive frontage along the Site. The Proposed Development enhances the surrounding area by introducing a high quality residential/commercial development into this part of the City Centre, contributing to the City's regeneration endeavours. The Proposed Development's scale and massing pave the way for it to become a landmark development for the City, whilst the extensive public realm offering

Policy EN2/HE Tall Building Guidance criteria	Assessment
HE Tall Building Guidance: A well designed inclusive environment.	contributes positively to place making, enhanced by new retail uses the public realm, which will create a new lively and engaging place. The various elements of the Proposed Development have been through various iterations of design development and massing evolution, all buildings are strategically located taking into considerations to key views. It was subsequently concluded that the height relationships within the local context encouraged height to be placed towards Trinity Bridge to create a balanced townscape approach, along the Irwell. This demonstrates the Proposed Development contribution in placemaking as a landmark on a strategic location between the Cities of Manchester and Salford. The Applicant has set out their intent to deliver inclusive environments within their vision for great places to work and live. The Proposed Development is designed to be welcoming and accommodating to all incorporating various areas within the Public Realm that serve different purposes i.e. play, relax, opening up the riverfront location. The Proposed Development fully adheres to Manchester City Council's Design for Access 2 guidance demonstrating dedication to provide inclusive accessibility across the residential and commercial elements. The Proposed Development contains 90% M4(2) apartment provision, and 10% (80no. units) is M4(3) compliant. Full details please refer to "Public Realm Access" within the Design and Access Statement prepared by Studio Egret West, submitted in support of this Application.
 Policy EN2: Will bring significant regeneration benefits.	The Proposed Development will contribute to sustainable patterns of development through bringing a key vacated, brownfield City Centre site back into productive use to create a high-quality, mixed-use development which has strong connections to the local neighbourhoods and the wider City Centre, and is highly accessible by sustainable modes of transport. The Proposed Development will be the catalyst for the development of the SRF Area, helping attract substantial financial investment which will deliver additional positive socio-economic changes for Manchester City Centre and Greater Manchester as a whole, providing further opportunities for people and local businesses. It will also facilitate new, high quality public realm which will create a new lively and engaging place accessible to all. It will also transform a current gap in the City's fabric and deliver active frontages and local amenity at ground floor level. The Proposed Development will play an important part in placemaking and physical regeneration and inward investment contributes to local economies through the direct impact of creating employment and the 'multiplier effect' that these jobs can have, increasing demand for local goods and services and attracting jobs in related industries, therefore creating significant positive benefits for Manchester residents. Job Creation The estimated construction value will support a temporary economic uplift during the construction period (estimated at 4no. years). The Site is currently vacant and therefore there will be no loss of employment during the construction stage.

Policy EN2/HE Tall Building Guidance criteria	Assessment
	The level of investment proposed has the potential to support an estimated circa 475no. full time equivalent (FTE) jobs per year for 4no. years. After factoring in all leakage and displacement allowance, the total net direct employment within Greater Manchester is therefore estimated at circa 215no. FTEs per annum. These jobs will generate GVA of £19.9 million per annum over the construction period, estimated by applying the average GVA per FTE for the Greater Manchester construction sector (circa. £93,000). This constitutes 0.4% of the total construction sector GVA in the study area. In estimation, 215no. full time equivalent (FTE) jobs will be created and £19.9 million per annum in GVA generated across a four-year construction phase. During operation, 894no. gross direct FTEs jobs will be provided, these jobs are expected to generate a GVA of circa. £102m per annum. Furthermore, when including multiplier effects as a result of spill-over spending through the supply chain, knock-on consumer spending, etc. It is suggested that the estimated total direct, indirect, and induced employment could be in the order of 1,285no. FTEs. The Site also does not currently make any meaningful contribution to either biodiversity or the City's green and blue infrastructure and the Proposed Development will enhance local biodiversity and the quantum and quality of public open space. In addition, the Proposed Development will facilitate an extensive area of public realm. Once delivered, the Proposed Development will have a significant contribution to Manchester's green infrastructure network.
 Policy EN2: The effect of the tall building on the local environment and its micro-climate, including creating an attractive, pedestrian friendly local environment. HE Tall Building Guidance: Impact on the local environment.	The Site currently represents an unutilised area of the City Centre. Despite its accessible location, the Site is left in a derelict state since the HMRC vacated the Site in October 2022 and does not contribute positively to the local environment. The Proposed Development seeks to transform this through the creation of a high quality commercial/residential development in Manchester City Centre. One of the key aims of the Proposed Development is the creation of high quality public realm on the Site, activating frontages. The effect on the local environment and microclimate has also been considered through the design development process and presented within the Environmental Statement submitted in support of this Application.
 Policy EN2: That the proposals for a tall building are viable and deliverable.	The Proposed Development have been subject to robust financial modelling and testing to ensure that the Proposed Development are both viable and deliverable.

6. Public Benefits

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

Public Benefits	Assessment of Proposed Development
Economic Benefits	
A viable use of an unused brownfield site	Redeveloping urban/brownfield land is a national, regional and local priority and the redevelopment of the Site has been a key regeneration priority for the City for a considerable period of time. The Site has been vacant since the HMRC vacated the Site, and design investigation has informed that the existing building on the Site is unsuitable to be used as it is not in compliant with British Council of Offices best practice guidance. This is further supported by Historic England's report that determined the existing building would not be listed due to the lack of sophistication in terms of layout, planning, technology, and quality artwork. Meanwhile, the Proposed Development will bring this key vacant, brownfield city centre site back into productive use to create a high-quality, sustainable mixed use neighbourhood which has strong connections to the local neighbourhoods and wider City Centre, and is highly accessible by sustainable modes of transport. It will also transform a current gap in the city's fabric, bridging the Cities of Salford and Manchester, and deliver activity and active frontages at ground floor level, as well as facilitating new, high quality public realm on the Site. Furthermore, the Proposed Development will form a significant component within the SRF Area and serve as a flagship within the area. The Proposed Development represent a vibrant, mixed-use development which has been through viability review exercises, further ensuring deliverability.
Supporting the growth of Greater Manchester	Specialising in spaces sometimes overlooked, the Applicant's mission is to leave buildings and neighbourhoods in a better shape than when they were found. With a big emphasis on design, the Applicant puts its own stamp on every building. Tapping into expertise from outside the property sector, everything occupiers and visitors see, hear and touch is carefully considered. The aim for the Proposed Development, is to create a dynamic, sustainable place designed to realise the potential of this gateway location, with guiding principles include: • A landmark best-in-class sustainable new office building, providing flexible workspace for a range of occupiers in response to increasing demand in this area of the City Centre; • 2no. new residential towers providing new homes of a range of different sizes, supported by communal amenity space; • Ground floor retail/food and beverage to activate the surrounding area; • Attractive and welcoming new public space; and,

Public Benefits	Assessment of Proposed Development
	• New pedestrian routes and connections through the Site, including enhanced access to the river.
Supporting employment opportunities	During construction, the level of investment proposed has the potential to support an estimated circa 475no. full time equivalent (FTE) jobs per year for 4no. years. After factoring in all leakage and displacement allowance, the total net direct employment within Greater Manchester is therefore estimated at circa 215no. FTEs per annum. These jobs will generate GVA of £19.9 million per annum over the construction period, estimated by applying the average GVA per FTE for the Greater Manchester construction sector (circa. £93,000). This constitutes 0.4% of the total construction sector GVA in the study area. During operational, factoring in leakage allowance and displacement, the total net direct employment as a result of the Proposed Development is estimated at 894no. FTEs. These jobs are expected to generate a GVA of circa. £102m per annum, constituting 0.3% of the GVA for relevant sectors within Manchester City Centre.
Environmental Benefits	
Sustainable Development	The Proposed Development will contribute to sustainable patterns of development through bringing a key vacant, brownfield city centre site back into productive use to create a high-quality, sustainable mixed use development, highly accessible by sustainable modes of transport. The Proposed Development is demonstrated to achieve 11.5% carbon reduction in non-residential areas (against Part L2 of Building Regulations 2021) and 69.3% carbon reduction in residential areas (against Part L1 of Building Regulations 2021). This equates to a sitewide carbon reduction of 52.6% over Part L of Building Regulations 2021. The commercial building (Building C) is targeting a BREEAM rating of 'Outstanding' for the office space and 'Excellent' for the retail spaces under the BREEAM V.6.1 New Construction Scheme, demonstrating the Applicant's dedication in delivering a highly-sustainable scheme in the City Centre.
Provision of a significant area of high-quality public realm	The Proposed Development's public realm seeks to respond to the opportunities set out in the St Mary's Parsonage SRF, namely: • Improved streetscape along St Mary's Parsonage and Bridge Street; • Creating high quality, accessible public realm through careful landscaping, to bring a higher level of activity to the area; and, • The activation of the waterfront location. The redevelopment of the public realm surrounding Albert Bridge House offers the opportunity to amplify the character of the River Irwell within the City Centre and create a greener public realm along its banks, which will bring people closer to the river and improve the conditions for wildlife. Three unique character areas have been thoughtfully crafted in response to their surrounding context and existing site conditions.

Public Benefits	Assessment of Proposed Development
	The three main landscape character areas are: 1. City Square. 2. Urban Arboretum. 3. Native Riverside Corridor. The emerging landscape and public realm proposals aim to embrace the Site's relationship with the River Irwell, enhancing connectivity through clear, accessible routes that promote permeability across the Site.
Improvements to Manchester's Green and Blue Infrastructure (including biodiversity)	As referenced within Section 4, the Proposed Development is demonstrated to deliver biodiversity net gain (+18.79 habitat units and +22.67% watercourse units). The Proposed Development will be instrumental in opening up the River Irwell which allows pedestrians occupiers alike to experience the City's blue infrastructure, compounded with the overall green infrastructure contribution by the Proposed Development. Full response on how the Proposed Development bring forward improvement to Manchester's Green and Blue Infrastructure, please refer to "Green & Blue Infrastructure Statement" section within the Design and Access Statement prepared by Studio Egret West, submitted in support of this Application.
Improvements to the setting of Parsonage Gardens Conservation Area	In its current vacant condition, the Proposed Development detracts from the setting of Parsonage Gardens Conservation Area. The Proposed Development would be legible as a modern intervention within the setting of the conservation area, however, would be sympathetic to its character and appearance due to the carefully chosen materiality, palette, and form of the Proposed Development. The Proposed Development would enhance the setting of Parsonage Gardens Conservation Area through: • Enabling movement through Site, creating a more coherent and integrated townscape, and provision of active frontages. • Opening up the River Irwell, enabling activities by the river side, and; • Creating an extensive area of public realm which would have a beneficial impact on the Parsonage Gardens Conservation Area.
Social Benefits	
Contribution to Placemaking	Major mixed-use developments, such as the Proposed Development, can play an important part in placemaking, physical regeneration and inward investment. The various elements of the Proposed Development have been through various iterations of design development and massing evolution, all buildings are strategically located taking into considerations to key views. It was subsequently concluded that the height relationships within the local context encouraged height to be placed towards Trinity Bridge to create a balanced townscape approach, along the Irwell. This demonstrates the Proposed Development contribution in placemaking as a landmark on a strategic location between the Cities of Manchester and Salford.

Public Benefits	Assessment of Proposed Development
Increased public realm provision	The Site is currently inaccessible to the public and enhancing the quantum and quality of public open space is one of core principles of the SRF. As previously noted, the Proposed Development will deliver an extensive area of high quality, landscaped public realm on the Site – amounting to 46% of total area of the Site. From a social perspective, the increased public realm provision provides extensive public benefits including: • improved connectivity and accessibility through the Site; • improved connectivity between Salford and Manchester; • encouraging physical activity therapeutic benefits; and • providing opportunities for people for meet, play or socialise.
Quality of the Proposed Development	As set out within Section 3 of this Statement, the Proposed Development have undergone significant design development to ensure that it is of exceptional design quality. The elevation treatments have been carefully considered throughout the design development process to ensure the Proposed Development is robust and deliverable. The materiality, palette, and form have been crafted to ensure the Proposed Development will seamlessly blend in with the local context, with particular consideration on listed heritage assets in the local area. The materials are of a high quality, responding to the high-quality design intent. An attention to detailing will be maintained throughout to ensure an exemplar of good design.
Accessibility and pedestrian connectivity	Due to its City Centre location, the Site is highly accessible by a range of sustainable transport, including by Metrolink, train and bus, it also means that it is in walking and cycling distance for the residential community living in Manchester City Centre and the surrounding neighbourhoods. Reflecting the high level of public transport available in the proximity of the Site and the advanced public transport system enjoyed by the City, the vision for the Site is to minimise reliance on single-occupancy car travel by maximising the usage of more sustainable modes, particularly walking, cycling and public transport. To maximise the Proposed Development’s inclusive accessibility, the Proposed Development has been developed with reference to the following documents: • BS 8300-1:2018, Design of an accessible and inclusive built environment; Part 1 External environment – Code of practice. • Building Regulation Approved Document K – Protection from falling, collision and impact 2013. • Building Regulation Approved Document M – Access to and use of Buildings Vol 2: Buildings other than dwellings, 2015.

Public Benefits	Assessment of Proposed Development
	• Design for Access 2, 2003. • Greater Manchester Cycling Design Guidance and Standards (draft) 2014.

7. Conclusion

The Proposed Development presents an exceptional opportunity to revitalise a key city centre site, delivering a landmark development comprising a highly sustainable Grade A office building and two elegant residential towers. The project will provide much-needed high-quality office space, a diverse range of new homes with communal amenities, and flexible ground-floor commercial units, stimulating economic growth and enhancing city living.

A key feature of the development is the extensive public realm improvement. Representing approximately 46% of the Site, the new public space will open up access to the River Irwell with an elevated riverside walkway, significantly improving connectivity to St Mary's Parsonage, the city centre, and Salford. This commitment to public space demonstrates the project's contribution to a vibrant and accessible urban environment.

Developed by Oval Real Estate a leading UK property developer with a proven track record in Manchester, Birmingham, and London, the Proposed Development builds upon a previous planning application that received a resolution to grant (Ref: 135834/FO/2022). Responding to evolving market conditions, the design has been refined to optimise efficiency and align with current investor priorities.

Designed by award-winning Studio Egret West, the scheme is sensitive to its unique context and adheres to the St Mary's Parsonage SRF principles. The design reflects post-Covid market demands, ensuring the delivery of appropriate uses and maximising public benefits.

Driven by ambitious sustainability targets, including a BREEAM Outstanding rating for the Office and an all-electric energy strategy, the Proposed Development will attract environmentally conscious businesses and residents. The project will create new employment opportunities during construction (estimated 475 FTE jobs annually for four years), during operation 894no. gross direct FTEs jobs will be created, these jobs are expected to generate a GVA of circa. £102m per annum. Furthermore, it is suggested that the estimated total direct, indirect, and induced employment could be in the order of 1,285no. FTEs.

The proposed housing will contribute significantly to Manchester's housing need. The development offers a diverse range of one, two, and three-bedroom apartments, all designed to meet or exceed Manchester's Residential Quality Guidance space standards. Residents will enjoy high-quality communal amenities, including resident amenity floors and a sky lounge with panoramic city views. Prioritising inclusive design, the development incorporates of M4(2) and M4(3) compliant accessible homes, adhering to Design for Access 2 guidance. The development's prime city centre location offers excellent connectivity and access to amenities, enhancing the vibrancy and diversity of Manchester's residential offering.

The proposal aligns with key planning policies, including the Places for Everyone Plan (2024) and the Core Strategy, promoting sustainable development, city centre growth, office and housing provision, and green space enhancement. While the Heritage Statement identifies less than substantial harm to designated heritage assets, this is demonstrably outweighed by the substantial public benefits of the scheme, in accordance with NPPF paragraph 215.

Through extensive consultation with Manchester City Council, stakeholders, and the local community, the Proposed Development has been carefully shaped to meet the needs of the city and its residents. This Planning and Tall Building Statement, supported by comprehensive technical assessments, provides robust justification for the development, demonstrating its compliance with the Development Plan and material considerations when considered as a whole.



This document **is Draft and** confidential and it is not to be copied or made available to any other party. Deloitte LLP does not accept any liability for use of or reliance on the contents of this document by any person save by the intended recipient(s) to the extent agreed in a Deloitte LLP engagement contract.

If This this document contains details of an arrangement that could result in a tax or National Insurance saving, no such conditions of confidentiality apply to the details of that arrangement (for example, for the purpose of discussion with tax authorities).

Deloitte LLP is a limited liability partnership registered in England and Wales with registered number OC303675 and its registered office at 1 New Street Square, London, EC4A 3HQ, United Kingdom.

Deloitte LLP is the United Kingdom affiliate of Deloitte NSE LLP, a member firm of Deloitte Touche Tohmatsu Limited, a UK private company limited by guarantee ("DTTL"). DTTL and each of its member firms are legally separate and independent entities. DTTL and Deloitte NSE LLP do not provide services to clients. Please see www.deloitte.com/about to learn more about our global network of member firms.