

Planning and Tall Building Statement

Proposed development at site of Stocktons Furniture, 140 Great Ancoats Street, Manchester

March 2025

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Our reference

CLIM3002

Date

March 2025

1. Introduction

- 1.1 This Planning and Tall Building Statement has been prepared by Turley on behalf of Liquid Business (Manchester) Ltd ('the applicant'). It supports an application for full planning permission for a new mixed use development (the proposed development') at the Stockton's Furniture Store site located at 140 Great Ancoats Street, Manchester ('Stocktons' / 'the site').
- 1.2 The purpose of this Statement is to assist Manchester City Council (MCC) as the Local Planning Authority (LPA) with their assessment of the proposal by providing an overview of the site's location and context, its planning history, and how the proposed development complies with all applicable regional and local planning policy and guidance. Having regard to Section 38 (6) of the Planning and Compulsory Purchase Act 2004, the statement considers the conformity of the proposed development with the Development Plan and the weight to be applied to other material planning considerations.

The Strategic Case for Development

- 1.3 The proposal is a significant mixed-use development occupying a prominent brownfield site in Central Manchester. It is fully aligned with the spatial strategy of the adopted development plan¹, which directs significant amounts of development towards the city centre and in being so, makes a significant contribution to delivery of this strategy via the provision of a landmark scheme of the highest design quality. Its mixed use nature is aligned with the aspirations of local policy for developments of scale to incorporate diversity in their use and so contributing positively to the vibrancy and success of the city centre on a number of levels.
- 1.4 The development is of place making scale with significant influence beyond its boundaries, setting a positive tone for the regeneration of the wider area and acting as a positive catalyst for further investment into the area. As an early move in delivering the regeneration of the East Village area within Piccadilly, it will play a critical role in the long term realisation of this area's potential as a key quarter within the city centre. The mix of uses, high design quality, extensive public realm provision and scale and height of the development are critical ingredients of the scheme in this regard. This will establish a market and begin the journey of redefining this location.
- 1.5 The site occupies a location with untapped potential and one which is punching below its weight in terms of its contribution to the success of the city centre. The area is however on the cusp of change and with this the opportunity for its repurposing into a key commercial and residential quarter of the city presents itself and to further the success story of the city centre's regeneration.
- 1.6 In this respect, the development forms part of and works with a series of other major investments planned for this area, including the former Central Retail Park redevelopment to deliver transformation change. The proposal, the mix of uses, density

¹ Summarised in Section 5; the application is assessed against the development plan in Sections 6 and 7

of development and design quality responds to this context whilst taking full advantage of the site's strategic accessibility.

- 1.7 In doing so it will boost housing supply and the provision of a diverse mix of commercial floorspace but also the direction of housing and economic growth towards the city centre as required by the development plan.
- 1.8 There is also specific support for the form of development through the regeneration strategies adopted by the Council – a key priority of Manchester City Council (MCC) – including the East Village Central Development Framework (EVCDF). By aligning with these strategies, the development delivers on MCC's regeneration aspirations and objectives, being a central component of the delivery of these strategies and taking a positive step towards realising the vision and aspirations of these. More directly, the proposed development also secures significant economic benefits which will support regeneration and economic growth.

The Proposed Development

- 1.9 The Proposed Development is the subject of a full planning application. The description of the development is as follows:

'Full planning application for the demolition of existing buildings and erection of 2no. new buildings providing up to 758 apartments (Use Class C3), Class E floorspace (comprising flexible office accommodation (Use Class Eg(i)) and Class Ea and b) and associated hard and soft landscaping (including works within the public highway), formation of vehicle accesses and servicing access together with associated works'

- 1.10 The proposed development comprises the demolition of the existing buildings on the site and the construction of two buildings comprising 758 apartments (with associated amenity areas), 4,019 square metres (sqm) flexible office space and a flexible café / bakery / food and drink space (104 sqm). The residential component is expected to be entirely 'Build to Rent' (BTR). The proposed development will also provide public realm and associated landscaping. The buildings will be ground plus 49 storeys and ground plus 24 storeys.
- 1.11 Full details of the proposed development are set out in Section 4 of this statement and in documents submitted as part of the planning application, in particular the Design and Access Statement (DAS).

Accompanying Documents

- 1.12 The following documents accompany this planning application:
- Application Forms and Certificates, prepared by Turley
 - Application Drawings, prepared by Simpson Haugh Architects and Re-Form
 - Design and Access Statement, prepared by Simpson Haugh Architects

- Environmental Statement (including Non-Technical Summary and Appendices) containing chapters on:
 - Wind Microclimate
 - Socio-economics
 - Townscape and Visual Impact
 - Heritage
 - Solar Glare
 - Climate Change
- Planning and Tall Building Statement, prepared by Turley (this document);
- Statement of Community Engagement, prepared by Cavendish
- Supporting reports and assessments not included within the Environmental Statement:
 - Aerodrome Safeguarding Assessment, prepared by Pager Power
 - Arboricultural Assessment, prepared by Urban Green
 - Archaeological Desktop Assessment, prepared by Oxford Arch
 - Green and Blue Infrastructure Statement, prepared by Turley (Appendix 1) to this Planning and Tall Building Statement;
 - Broadband Connectivity Assessment, prepared by Pager Power
 - Crime Impact Assessment, prepared by Greater Manchester Police
 - Economic Benefits Statement, prepared by Turley Economics
 - Energy and Sustainability Statement (inc. BREEAM pre-assessment), prepared by Turley Sustainability
 - Fire Safety Assessment, prepared by DFC
 - Flood Risk Assessment and Drainage Strategy, prepared by Renaissance
 - Health Impact Assessment, prepared by Turley
 - Heritage Statement, prepared by Stephen Levrant Heritage Architecture
 - Interim Travel Plan, prepared by SLR
 - Phase 1 Desk-based Ground Conditions Assessment, prepared by Brownfield Solutions

- Phase 1 Ecological Survey, prepared by Urban Green
- Transport Statement, prepared by SLR
- TV Reception Survey, prepared by Pager Power
- Ventilation Strategy, prepared by Futureserv
- Whole Life Carbon Assessment, prepared by Turley Sustainability

Structure

1.13 The remainder of this Planning Statement is structured as follows:

- **Section 2** - describes the site and its surroundings;
- **Section 3** - sets out the relevant background to the proposal and the planning history;
- **Section 4** - describes the development proposals;
- **Section 5** – describes the planning and other relevant policy context;
- **Section 6** – sets out the strategic case for the proposed development having regard to the strategic policies of the development plan and national planning policy;
- **Section 7** - provides an assessment of the proposal against the policy context outlined in Section 5 together with any other relevant consideration; and
- **Section 8** – presents overall conclusions and concludes that planning permission should be granted.

2. Site Context

- 2.1 This section provides the context for the planning application in terms of the role and status of Manchester and its city centre. It also describes the Site and its surroundings including relevant environmental designations.

Manchester

- 2.2 Manchester is a growing city at the heart of the Greater Manchester City Region. In the 2021 census, Greater Manchester had a population of 2,867,769 and a growth rate of 6.9%, higher than both England (6.6%) and the North West (5.2%)².
- 2.3 Manchester's economic growth rate between 2024 and 2027 (2.2%) is forecast to outpace the UK's overall economic growth rate (1.9%) over the same period when measured by Gross Value Added (GVA)³. This reflects the growing strength of the city's economy.
- 2.4 Manchester is a centre for excellence in research and learning as it is home to several high performing institutions of higher education including the University of Manchester, Manchester Metropolitan University, the Royal Northern College of Music, the University Hospital of South Manchester and the Central Manchester University Hospitals. It has also seen expansion of multiple sectors, including science and research, culture and media, commercial and professional services, information and communications technology (ICT), and advanced manufacturing. This has established Manchester as one of the leading business cities in Europe.
- 2.5 It attracts international visitors for its cultural, leisure and sporting offer including Aviva Studios, the permanent home of the Manchester International Festival, two indoor events arenas (the AO Arena and the Co-op Live Arena), and huge number of performance and music venues.
- 2.6 At the heart of the city's economic success is the growth, regeneration and reinvention of the city centre as a place to live, to visit and to work. The city centre is the economic driver of Greater Manchester and the most important economic location in the north of England. Populating the city centre via diverse, attractive residential development has itself underpinned this regeneration success, providing a vehicle for the reinvention of key quarters of the city centre, bringing in a residential population to add vibrancy to the area, support businesses and securing the physical regeneration of former industrial areas which have required new purpose in the 21st century in the context of a changing economy.

Strategic context of the site

- 2.7 The city centre location of the site means that it is within walking distance of key destinations including the main retail, leisure and commercial cores of the city.

² [Greater Manchester Combined Authority - Census 2021 Briefing - Total Population - May 2023](#)

³ [UK Regional Economic Forecast - EY \(February 2024\)](#)

Manchester has an excellent sustainable transport network ('the Bee Network') which accommodates sustainable movement through and beyond the city centre.

2.8 The site has very good access to existing and new employment areas and key areas of activity within the city centre including:

- Mayfield Manchester⁴ : a new employment district with a new park (Mayfield Park) at its centre. Being delivered by The Mayfield Partnership – comprised of LandsecU+I, Manchester City Council, Transport for Greater Manchester and LCR – it will provide over 2.3m sq ft of office space as well as new homes, retail and leisure uses.
- Sister⁵ (formerly ID Manchester) : a joint venture between the University of Manchester and Bruntwood SciTech to deliver a new £1.7bn science and technology innovation district on the University's former North campus. The first building within Sister opened in September 2024.
- The Former Central Retail Park⁶ : Manchester City Council's redevelopment proposes for a highly sustainable commercial district with a new public park. The Government Property Agency is proposing to locate Manchester Digital Campus on the site – a new civil service hub which will provide a home to c7,000 civil servants.
- Oxford Road Corridor : extending from St Peter's Square in the city centre south, encompassing the city's higher education campuses, Manchester Royal Infirmary, Manchester Science Park. The vision for the Oxford Road Corridor (ORC) is to be '*world-class knowledge quarter that transforms lives through research, innovation, skills and education*'⁷.
- Circle Square : located within the ORC, Circle Square is a joint venture between Bruntwood SciTech and Vita Group which comprises 400,00 sq ft of modern office accommodation, leisure and residential accommodation and a new park – Symphony Park.
- Spinningfields : a well-established business district in the city centre which is home to leading professional, financial and media companies, with over 165 businesses present. A range of leisure and retail uses are also provided.
- Enterprise City⁸ : a new media, tech and creative cluster focussed on digital skills, exemplary talent, new technologies and global communication. It is being delivered by Allied London.

2.9 Sports City / the Etihad campus, lies c. 1.9km to the east of the site. It is the home of Manchester City Football Club and the largest concentration of sporting venues in

⁴ [Mayfield, Manchester](#)

⁵ [£1.7bn innovation district and neighbourhood in Manchester opens its doors and reveals new name, Sister | Bruntwood SciTech](#)

⁶ [Central Retail Park - Manchester Council](#)

⁷ [Oxford Road Corridor | Manchester's Knowledge Quarter](#)

⁸ [About – Enterprise City](#)

Europe. The Co-op Live Arena, the UK's largest events arena, is also located on the Etihad Campus.

2.10 The above illustrate the strategic location of the site.

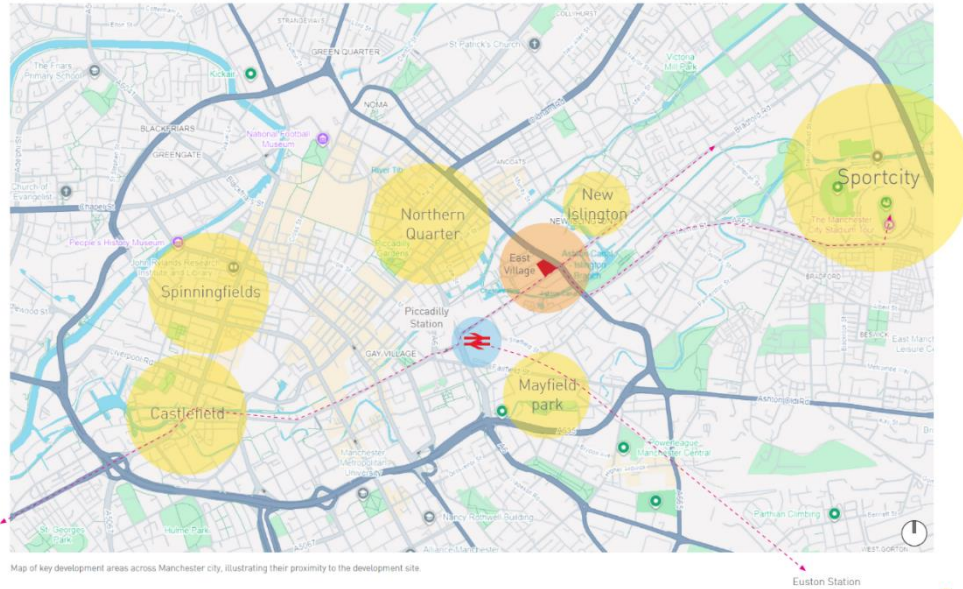


Figure 2.1: City Context (credit Simpson Haugh Architects)

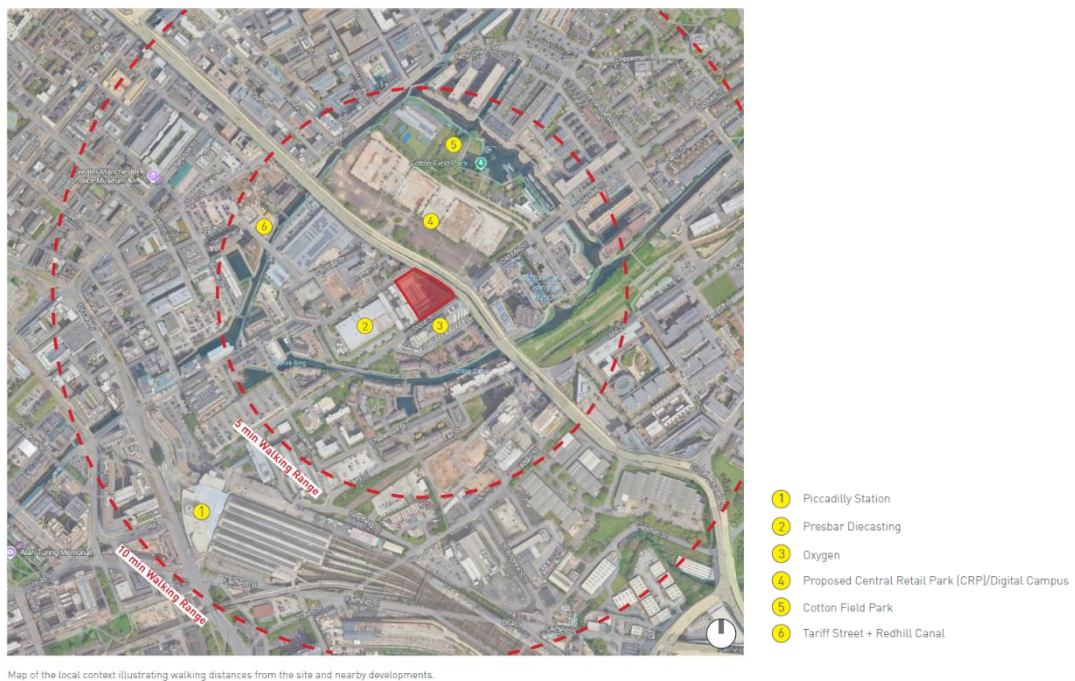


Figure 2.2: Connectivity and surrounding areas (Credit Simpson Haugh Architects)

Surrounding Context

- 2.11 More locally, the site is located within the wider Piccadilly area occupying the north east part of the city centre. Piccadilly train station is the most recognisable landmark within this geography located to the south of the site. Piccadilly itself has seen significant investments over the last 20 years as part of the growth and regeneration of the wider City Centre. However, its regeneration story is far from finished, with significant potential remaining, building and capitalising on the area's key assets, including its connectivity, canal network and rich heritage as a working part of the city centre.
- 2.12 The site sits on the eastern edge of Piccadilly, fronting Great Ancoats Street which has traditionally formed part of the inner ring road to the city centre. Great Ancoats Street itself has become a focus for investment and development in recent years reflecting its strategic location in relation to Piccadilly station, the Northern Quarter and Ancoats – two hugely successful and popular 'urban neighbourhoods' within the city centre.



Figure 2.3: The site at the junction of Store Street and Great Ancoats Street looking north



Figure 2.4: Former Central Retail Park site at the junction of Great Ancoats Street and Store Street looking towards Ancoats



Figure 2.5: Oxygen and Islington Wharf developments looking southwards along Great Ancoats Street

- 2.13 Store Street located to the east of the site is dominated by the Oxygen residential development, completed in 2022, comprising high (32 storey) to medium (9 storey) rise elements incorporating internal ground floor commercial units.
- 2.14 To the west, Ducie Street is characterised by mid-scale commercial buildings, some of which are of heritage interest, and surface level car parking. To the south west of Ducie Street is Paradise Wharf with a mixture of 21st Century mid-scale apartment complexes and low-rise commercial units within historic mill buildings.

- 2.15 The site has excellent access to a range of public transport options including Metrolink stops (New Islington and Piccadilly), bus stops along Great Ancoats Street, railway stations (Manchester Piccadilly and Manchester Victoria Stations) and the cycle hire facilities as part of the Bee Network. Footpaths adjoining the site provides access to an extensive network of footpaths which in turn provides access to all parts of the city centre.
- 2.16 There are a number of existing and proposed areas of open space close to the site, further details of which are provided in the Green and Blue Infrastructure Statement (Appendix 1) including:
- Mayfield Park.
 - The Ashton and Rochdale Canals (which provide traffic route routes for pedestrians and cyclists).
 - New Islington Marina.
 - A proposed public park on the former Central Retail Park site.

The Site

- 2.17 The Site is approximately 0.73 hectare (1.8 acres) in area.
- 2.18 It is bounded by Great Ancoats Street to the north east, Store Street to the east, the Presbar Diecasting building (now operated as the Diecast food and drink venue) to the south and Ducie Street to the west.
- 2.19 It comprise a series of industrial buildings, now used as a furniture showroom and warehousing, and surface car parking servicing the furniture showroom. The existing business is expected to become an online-only business, with no need for a showroom.



Figure 2.6: The site fronting Great Ancoats Street with 'Oxygen' in the background

- 2.20 There are some trees within the Great Ancoats Street frontage, within the site boundary. The site is relatively flat with some slight differences in levels between the north-west and south-east corners and between the north-east and south-west corners of the site.

Environmental Designations

Flood Risk

- 2.21 According to the Environment Agency's Flood Risk Map, the site is located within Flood Zone 1 (fluvial flood risk). There is an area of high risk surface water flooding within the site.

Ecology

- 2.22 According to the Department for Environment, Food and Rural Affairs (DEFRA) MAGIC constraints map, the site is located within the Site of Special Scientific Interest (SSSI) Impact Risk Zone for the Rochdale Canal and Hollinwood Branch SSSI.

Heritage and Conservation

- 2.23 Nearby Listed Buildings and structures include:

- Stable block to south east of junction works at Paradise Wharf: Grade II;
- Ashton Canal Lock Number 1: Grade II;
- Ashton Canal Towpath Bridge: Grade II;

- Brownsfield Mill: Grade II*;
- Ashton Canal Lock Number 2: Grade II;
- Former Junction Works at Paradise Wharf: Grade II;
- Rochdale Canal Lock Number 83: Grade II;
- Rochdale Canal Lock Number 82: Grade II;
- Cooperative Warehouse: Grade II;
- Former Rochdale Canal Warehouse: Grade II;
- Rochdale Canal Towpath, Footbridge and Associated Ramps opposite Brownsfield Mill: Grade II;
- Store Street Aqueduct: Grade II;
- 32 and 34 Laystall Street; Grade II;
- Ashton Canal Lock Number 3; Grade II;
- Ashton Canal Lock Keepers Cottage beside Lock Number 2: Grade II; and
- Crusader Works: Grade II
- Stevenson Square and Ancoats Conservation Areas

3. Relevant Background

The Applicant

- 3.1 Liquid Business (Manchester) Limited specialises in investing in and supporting businesses across a range of sectors. With extensive experience in retail, renewable energy, property and finance, the organisation is led by Daniel Green who has built a strong reputation for helping companies grow and succeed.
- 3.2 Daniel Green has set up and sold numerous successful businesses, including the Brand Centre, a designer retailer sold to Moss Bros Group, and his retail kiosk business, which was sold to Sky plc. He also founded renewable energy businesses including HomeSun Ltd, a solar residential and Electron Green which delivers renewables for commercial buildings across Europe.
- 3.3 Through Liquid Business (Manchester) Limited, Daniel continues to leverage his expertise to support entrepreneurs and businesses in securing the capital necessary to scale and thrive.

Pre-application Consultation

- 3.4 The proposed development is presented in the context of it forming a central component of the East Village Central Development Framework (EVCDF) which was formally endorsed by MCC's Executive Committee on 13 September 2023. The applicant has engaged extensively in the preparation of the EVCDF so that its proposals aligned with and support the delivery of the wider ambition for this strategic regeneration location.
- 3.5 The EVCDF is summarised in Section 5 of this statement. Prior to reaching this point, the EVCDF was subject to a number of meetings with MCC planning and regeneration officers, and a consultation undertaken. The Executive Committee Report (of 13th September 2023 outlines the consultation that took place:

'The consultation on the East Village Central Framework ran for 6 weeks from 14 February until 24 March 2023. The delay between the end of the public consultation and the SRF being brought before the Executive for approval has been necessary to enable some of the underlying design work in relation to the proposed first phase of development covering the site of Stocktons Furniture to be refined and discussed with the MCC planning team.

Consultation letters and emails were sent to 989 addresses. This included:

- *Local residents living within the study area consultation boundary plans, as well as businesses in the area.*
- *Local ward councillors.*
- *Key local organisations, including landowners, community or services groups and key occupiers.*

- *Statutory bodies.*

An updated East Village Central Framework consultation webpage was hosted on the Council website, providing details of the addendum and download links to relevant documents.

Consultation letters and emails provided the weblink to the consultation page as well as details of how feedback could be provided, which included an email and postal address.'

- 3.6 Statutory Consultees were also notified.
- 3.7 Subsequently, the proposed development has been subject to extensive pre-application engagement, with MCC planning and other officers, statutory consultees, ward Councillors and businesses and residents in the surrounding area. Further details are provided below.

Meetings with MCC and Consultees

- 3.8 The following meetings have taken place to discuss the site as part of the preparation of the EVCDF and, subsequently, the emerging development proposals. The meetings on the application proposals have centred on a variety of with matters including:
 - The principle of development, including alignment with the EVCDF.
 - Design matters including scale and massing, layout, façade strategy, the public realm and placemaking.
 - The mix and amount of uses.
- 3.9 Liaison with other MCC officers and statutory consultees has also taken place, including MCC highway officers, MCC environmental protection officers, the Environment Agency, Lead Local Flood Authority and United Utilities.

Stakeholder Engagement

- 3.10 A comprehensive programme of stakeholder engagement has taken place as part of the planning application.
- 3.11 To ensure residents living nearby could have their say, and in line with requirements around community consultation as well as Manchester City Council's Statement of Community Involvement (SCI), a virtual exhibition of the proposals was held from Monday 28 October–Monday 11 November 2024.
- 3.12 To promote this, 500 newsletters were hand-delivered to nearby apartment developments and businesses and targeted social media advertising took place.
- 3.13 Upon the public launch of the consultation, emails notifying stakeholders were sent to:
 - Councillor Jon-Connor Lyons
 - Councillor Adele Douglas
 - Councillor Sam Wheeler

- Councillor Gavin White
- Councillor Irene Robinson
- Councillor Alan Good
- Councillor Chris Northwood
- Lucy Powell MP

3.14 Following these emails, meetings were held with:

- Councillor Sam Wheeler
- Councillor Irene Robinson
- Councillor Chris Northwood

3.15 A range of views were provided by residents and stakeholders, which the applicant has sought to respond to through the planning application as set out in the SCE.

Planning History

3.16 A planning history search for the site has been undertaken using MCC's Public Access System. Appendix 3 contains the results. There are no planning applications of direct relevance.

4. The Proposed Development

- 4.1 The proposed development has followed an extensive design development process with input from an experienced design team to ensure that the application proposals comprise a high-quality and well-developed scheme.
- 4.2 The description of development is as follows:

'Full planning application for the demolition of existing buildings and erection of 2no. new buildings providing up to 758 apartments (Use Class C3), Class E floorspace (comprising flexible office accommodation (Use Class Eg(i)) and Class Ea and b) and associated hard and soft landscaping (including works within the public highway), formation of vehicle accesses and servicing access together with associated works'

The Architectural Ambition

- 4.3 Section 5.1 of the DAS outlines the ambition for the development. It notes that this has evolved to reflect the EVCDF objectives and findings of initial studies prepared as part of the design process. The ambition comprises the following elements:
- Contribution to the emerging Piccadilly ward skyline.
 - A richly landscaped public realm to enhance the local area.
 - A contextually driven form with a sense of movement.
 - A materiality with texture and pattern: A link to the industrial heritage of the site.

Uses and Amount

- 4.4 The development comprises a mix of complementary uses which will ensure activity and animation of the Site.
- 4.5 A total of 758 dwellings are proposed, with 558 in Building A and 200 in Building B. A mix of studio, one, two and three-bedroom apartments are proposed. The breakdown is provided below.

Plot A						
	Studio (1P)	1 Bed (2p)	1 Bed Duplex (2p)	2 Bed (4p)	2 Bed Duplex (4p)	3 Bed Duplex (6p)
Total	96	96	4	346	6	10
Mix	17.2%	17.2%	0.7%	62.0%	1.1%	1.8%

Apartment Type Mix	35.1%	63.1%	1.8%
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Plot B			
	Studio (1P)	1 Bed (2p)	2 Bed (4p)
Total	35	31	134
Apartment Type Mix	17.5%	15.5%	67.0%

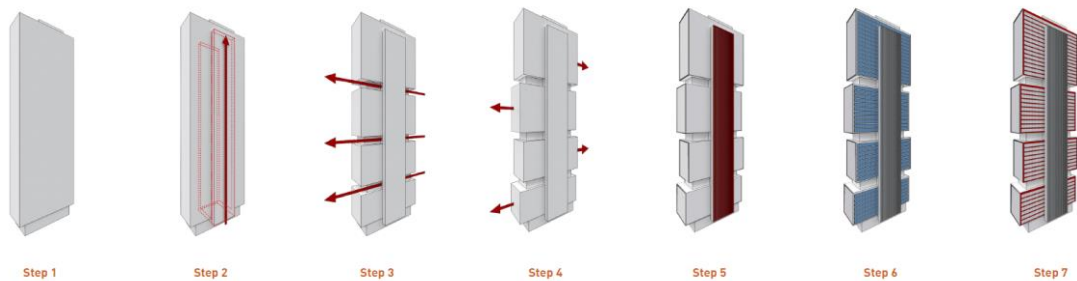
Table 4.1: Proposed Residential Mix

- 4.6 All apartments will meet the National Described Space Standards (NDSS)
- 4.7 Office floorspace, comprising 4,019 sqm (43,261 sq ft) is provided at ground floor and levels 1 – 3 of Building B. The space has been designed to be flexible and respond to market demand. It could be used for cellular office layouts for small startup companies, partitioned for split-tenancy for medium scale businesses, single tenancy or used as an open plan co-working space as an extension of the ground floor.
- 4.8 Building A also includes an area of 104 sqm (1,119.45 sq ft) for use as a café/bakery which will be open to the public as well as residents and people working in the office space.
- 4.9 In addition to these areas, the buildings will include amenity and ancillary spaces comprising:
- reception / lobby areas providing controlled access to the residential areas
 - ‘back of house’, servicing and storage areas (including parcel stores)
- 4.10 In addition, each block will provide the following:
- Building A:**
- co-working space (for use by residents)
 - amenity areas comprising, gym, games room/bar, lounges and podcast rooms
- Building B**
- gym, exercise studio
 - lobby/juice bar
 - external landscaped terrace

- 4.11 In total 1,558 sqm of residents' amenity space will be provided. This equates to 1.76sqm internal amenity per apartment in Building A (982 sqm) and 1.84sqm internal amenity per apartment / 1.04sqm external amenity per apartment for Building B (576 sqm).

Scale and Massing

- 4.12 Building A will comprise a ground floor and 49 storeys; Building B will be ground floor and 24 storeys. They respectively rise to 157.71m and 129.21m.
- 4.13 Building A includes horizontal breaks with the massing into four main volumes with the sections above and below projecting or receding to break down the overall mass. A projecting vertical element to the north-west and south-east elevations (described as a 'holding element' in the DAS) further breaks up the form. This is illustrated below.



- 4.14 Building B includes a four storey projection at ground floor and levels 1 -3 which contains and articulates the office element. The massing of the remainder of the building is broadly rectilinear.

Architecture and Materiality

- 4.15 The design of the buildings is purposely different but includes complementary elements, with the approach to the façade treatment reflecting the industrial heritage of the area.
- 4.16 Building A will be predominantly clad in anodised aluminium. Different sizes of panels are used on different facades and three different tones of silver and are either perforated, with a 'weave' pattern (with different patterns used for each part of the façade) or textured.
- 4.17 The treatment for the south-west and north-east facades ('the gable ends') is that the parts of the massing that project or are recessed (the 'drawers') are framed. Within each frame there is a combination of textured, smooth and perforated panels. Vertical louvres are also included to provide protection from overheating. These elevations have a strong vertical emphasis.

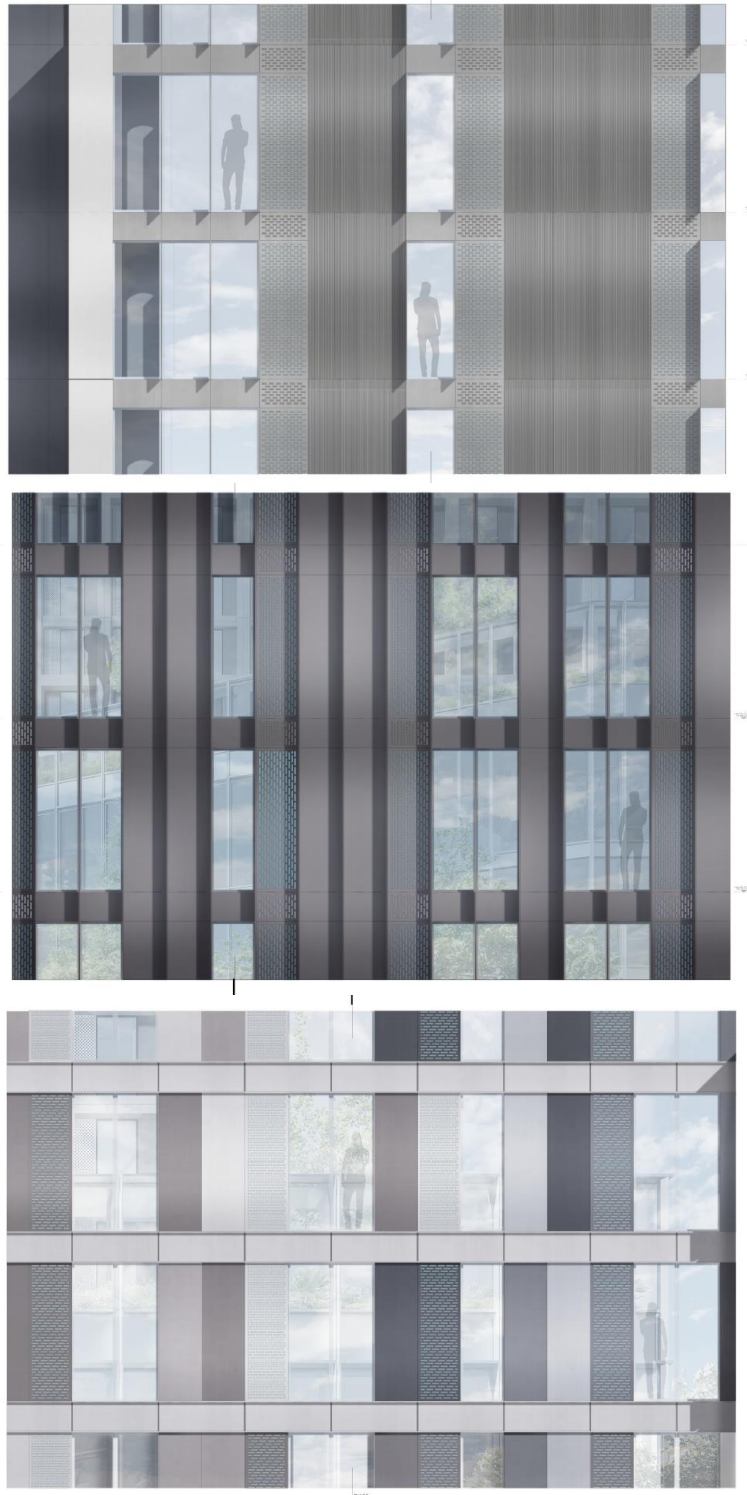


Figure 4.1: Elevational detail of gable end (top image), drawer (middle) and holding element (bottom) facades

- 4.18 The north-west and south-east elevations have a more horizontal emphasis and will incorporate three shades of grey anodised and performance panels. Vertical projecting cap features will introduce subtle shadowing.

- 4.19 The vertical 'holding piece' will use a gunmetal grey anodised aluminium panel and perforated panels with vertical fins that will create shade for the occupiers.
- 4.20 The façade of Building B uses a pre-cast concrete panel system with anodised aluminium panel that change the direction of perforation every three floors to emphasise the residential element. A different approach is taken to the office element where 1m wide vertical panels will be separated with a vertical protruding 'cap' feature.
- 4.21 The secondary access to Building B is emphasised by a feature canopy will utilise the perforated natural anodised panel. The canopy also forms part of the wind mitigation.

Layout

- 4.22 The layout is designed to align with the historical 'grid' street pattern, and establish a focal point at the intersection of Great Ancoats Street, Ducie Street, and Store Street. Building A is situated at the eastern corner, at the junction of Great Ancoats Street and Store Street, closer to existing taller buildings along Great Ancoats Street. Building B is located towards the western corner, at the junction of Great Ancoats Street and Ducie Street.
- 4.23 The space between the buildings is occupied by the area of public realm described below as part of the delivery of the high quality and accessible public realm that is required as part of the ECVDF ambition.

Public Realm and External Areas

- 4.24 The following principles underpin the landscape and public realm design.
- Responding to the public realm aspirations of the East Village Central Development Framework.
 - Respond to the emerging public realm proposals for the former Central Retail Park.
 - Create new walking routes through the site and facilitate connections to the wider area.
 - Improve the Site's engagement with Great Ancoats Street, Store Street and Ducie Street.
 - Create safe attractive spaces for the public, residents and office workers to enjoy.
 - Introduce new onsite green infrastructure and enhance biodiversity.
- 4.25 The majority of the site (55% of site area) will comprise a high-quality, engaging public plaza which will function as a vibrant public space. It includes resilient hard and soft landscaping (which uses native species), pedestrian-friendly design, and comprehensive public realm enhancements.
- 4.26 The site is divided into different landscape character areas reflecting the different functions and roles of each area.

- 4.27 The public spaces within the Site will ultimately form part of pedestrian routes that will eventually extend across the wider EVCDF and beyond, including the former Central Retail Park site. This is illustrated below.



Figure 4.2: Diagram illustrating movement and access through the Site

- 4.28 Improvements to the pedestrian footways along Store Street and Ducie Street are proposed. The footways along Store Street and Ducie Street will be resurfaced with high quality materials that tie into the on-site public realm. These improvements will enhance connectivity and complement recent improvements to the environmental improvements along Great Ancoats Street.
- 4.29 The levels of the external areas are proposed to facilitate access to the cycle stores within the basement levels (via a lift in the case of Building B).

Accessibility / Adaptability

- 4.30 The proposed development will provide 97% of the apartments in a form compliant with Building Regulations Part M4(2). The remaining 3% of apartments are duplex units. These apartments could be adapted in the future in accordance with M4(2) to be fully accessible. The main adaption required centres around the need to provide a stair lift to access both levels of the duplex.

Access, Servicing and Parking

- 4.31 The development will be a car-free scheme, with no on-site parking proposed, reflecting its highly sustainable city centre location.
- 4.32 The external area will include a dedicated and traffic-controlled service route (with access from Ducie Street, egress to Store Street) for delivery and service vehicles. A bin collection area will be provided adjacent to this route.
- 4.33 The main access to both Building A and B is via Great Ancoats Street. Building A has secondary access, which also provided access to the café / bakery, fronting the public

realm. Building B has a secondary entrance situated along the service road that doubles as a cycle and service entrance.

- 4.34 Cycle parking is to be provided within dedicated parking areas within both buildings, with short-term visitor parking located within the external area. The secured cycle parking provision equates to one space per apartment and comprises:

Building A

- 281 secure cycle spaces
- 140 storage lockers
- 137 folding bike lockers

Building B

- 116 secure cycle spaces
- 50 storage lockers
- 51 folding bike lockers

Offices

- 55 secure cycles spaces together with changing areas, showers and lockers

Resource Efficiency

- 4.35 The proposed development takes a fabric-first approach to secure substantial reductions in carbon emissions compared to Building Regulations Part L. A
- 4.36 The office component will achieve BREEAM Very Good, and a BREEAM pre-assessment is included with the application.

Waste Management

- 4.37 A dedicated bin-storage area is proposed within the Basement Level 1 of Building A and the Building B Basement Level. The building operator(s) will be responsible for the maintenance and management of the facility, ensuring cleanliness and moving bins to the collection points (and back) on collection days. Twice weekly collections are expected to be required via a private waste collection.
- 4.38 The size of the bin store is based on standard guidance provided by MCC and will enable dedicated bins to enable the segregation of recyclable and non-recyclable waste.
- 4.39 Residents will be responsible for taking waste from the apartments to waste chutes on each floor. The chutes incorporate separation system to enable residents to select the appropriate type to ensure that waste goes to the correct type of bin within the bin storage areas.
- 4.40 A communications plan will be provided to occupants detailing how they can increase the use of re-using and recycling their waste as much as possible. This communications plan will also document how to use the bin chute correctly. This will be communicated via clear signage and noticeboards around the site.

- 4.41 Further details are provided in the Waste Management Strategy (WMS). The measures contained within the WMS are expected to be subject to controls to ensure their implementation (either via condition or planning obligation).

Operation and Management

- 4.42 The residential elements of the development are expected to be operated as Build to Rent (BtR) homes to be operated by an experienced BtR operator(s) either as a single entity or two separate residential components across the two buildings. Similarly, the office component is expected to be managed by an experienced office operator / management company. The respective operators are yet to be confirmed, though the applicant has had detailed discussions with a number of parties.

Phasing and Delivery

- 4.43 The proposed development is expected to be delivered as a single phase of development. However, it is possible that one of the blocks could be delivered in advance of the other, along with some or all of the public realm. It is requested that the planning permission is subject to a condition requiring a phasing plan to be approved and that the conditions are structured to enable phased discharge.

5. Planning Policy Context

- 5.1 This section outlines the key planning policies and guidance pertinent to the Proposed Development. It establishes the necessary context for the subsequent sections, which evaluates the acceptability of the Proposed Development.
- 5.2 Section 70(2) of the Town and Country Planning Act 1990 (TCPA) and Section 38(6) of the Planning and Compulsory Purchase Act 2004 (PCPA) requires that planning decisions be taken in accordance with the adopted Development Plan unless material considerations indicate otherwise.
- 5.3 The adopted Development Plan currently comprises:
- The Manchester Core Strategy (CS) (2012)
 - Places for Everyone Joint Development Plan (PFE) (2024)
 - Saved policies of the Manchester Unitary Development Plan (UDP) (1995)
 - Greater Manchester Waste Development Plan (April 2012)
 - Greater Manchester Minerals Plan (April 2013)
- 5.4 Other material considerations include:
- The National Planning Policy Framework (the NPPF) (December 2024)
 - Manchester Piccadilly Strategic Regeneration Framework (March 2018)
 - East Village Central Development Framework – Manchester Piccadilly Strategic Regeneration Framework Addendum (November 2022)
 - Greater Manchester Strategy (2021)
 - Greater Manchester Housing Strategy 2019 – 2024 (2019)
 - Guide to Development in Manchester Supplementary Planning Document (2007)
- 5.5 The following text below provides a summary of the relevant strategic, guidance, and policy documents, including the Development Plan, and outlines how the proposed development aligns with and contributes to the identified objectives.

The Development Plan

Places for Everyone Joint Development Plan (2024)

- 5.6 The Places for Everyone Joint Development Plan (PFE) covers nine of the ten Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan). It sets out the strategic approach to housing and employment land across Greater Manchester for the next 20 years.

- 5.7 PfE recognises that a ‘huge agglomeration⁹’ of economic activity at the centre of Greater Manchester is a significant strength and that *‘[at] the heart of this is the City Centre, which is the most significant economic location and largest office market in the country outside London¹⁴’,* with 10% of all jobs in the sub-region provided in the city centre¹⁰. goes on to outline that a strong focus of growth in the Core Growth Area, *‘particularly the City Centre¹¹’* is fundamental to the overall strategy.
- 5.8 PfE underlines that in order for Greater Manchester to ‘flourish’ it will need to make the most of its key assets and advantages to help differentiate it from other places. PfE subsequently recognises that one of these key assets includes the city centre.
- 5.9 The role of the city centre is translated into strategic policies within PfE. The economic role of the Core Growth Area, within which Manchester city centre is located, is recognised through PfE **Policy JP-Strat 1**. It states that the Core Growth Area will be protected and enhanced, with sustainable development supporting major growth in jobs and providing opportunities for local communities.
- 5.10 Further, PfE **Policy JP Strat 2** confirms the role of the city centre as *“the most significant economic location in the country outside of London will be strengthened considerably.¹²”*. It is also recognised that there is a *“significant opportunity to maximise the use of previously developed land¹³”* to help facilitate the delivery of a range of new homes so people can live close to jobs, education and amenities. The ambition to ensure the continued economic growth of Manchester city centre, particularly, the role universities have in developing Manchester and Greater Manchester as a globally important city and city region, is clear.
- 5.11 Ensuring a diverse range of employment sites and accessible premises is sought by **Policy JP-J2** in order to offer opportunities for all kinds and sizes of businesses. Doing so is recognised to be part of an effort to tackle inequalities. Under **Policy JP-J3** ‘at least’ 2,019,000 sqm of accessible office floorspace is to be provided across the plan area, with a focus on the city centre. It goes on to underline the importance of a diverse range of opportunities, providing choice and flexibility in the market.
- 5.12 Chapter 7 of the PFE outlines housing needs, desired densities, and the distribution of new homes across the region. In accordance with **Policy JP-H1** over 60,000 new homes are to be delivered in Manchester over the plan period. The same policy requires that they are of good quality and design, adaptable, supported by the necessary infrastructure and amenities.
- 5.13 Chapter 7 also recognises that:
- There is expected to be a strengthening in demand for apartments.

⁹ Places for Everyone Plan for Greater Manchester, page 45, paragraph 4.24

¹⁰ GMCA (August 2021), Places for Everyone Plan for Greater Manchester, page 52, para 4.29

¹¹ Places for Everyone Plan for Greater Manchester, page 45, paragraph 4.25

¹² GMCA (August 2021), Places for Everyone Plan for Greater Manchester, page 52

¹³ GMCA (August 2021), Places for Everyone Plan for Greater Manchester, page 52, para 4.29

- Increasing density and the use of brownfield sites in the most accessible locations is *'a key part of the overall strategy'¹⁴*.
- 5.14 PfE **Policy JP-H4** requires that new developments be delivered at densities appropriate to their location, considering accessibility via walking, cycling, and public transport, in line with minimum density standards of 200 dwellings per hectare in the city centre.
- 5.15 Standards that new housing is to achieve is set out in PfE **Policy JP-J3** in terms of NDSS and accessibility and adaptability.
- 5.16 The PfE highlights that improvements to the public realm, walking and cycling infrastructure, and green spaces will enhance the City Centre's character and environmental quality, positioning it to compete globally for investment, businesses, skilled workers, residents, and tourists. Between 2020 and 2037, approximately 56,000 new dwellings are planned within the City Centre.
- 5.17 PfE also includes strategic environmental policies, as summarised below.
- 5.18 **Policy JP-S2** (Carbon Emissions) aims for a carbon-neutral Greater Manchester by 2038, focusing on retrofitting buildings, renewable energy, and life-cycle carbon assessments. New developments must be net zero carbon by 2028, with energy efficiency, renewable energy, and emissions reduction measures. Residual emissions should be offset, and projects must include electric vehicle charging points and meet energy standards. Detailed energy statements are required to comply with carbon reduction targets.
- 5.19 PfE **Policy JP-S5** (Clean Air) seeks to improve air quality through reducing pollution in sensitive areas, designing developments to minimise reliance on polluting transport, requiring air pollution assessments, and restricting high-pollution developments. Key actions include expanding electric vehicle charging points, enhancing green infrastructure, and designing streets to reduce air pollution. Developments will prioritise sustainable travel and minimise exposure to air pollution, particularly for vulnerable groups.
- 5.20 PfE **Policy JP-P1** (Sustainable Places) seeks to create a liveable city region with distinctive, resilient, and adaptable communities. Key attributes for development include the conservation of local heritage and the environment, the promotion of visually engaging and socially inclusive spaces, and the use of durable, resource-efficient, and safe designs. Developments should prioritise low carbon footprints, efficient land use, and high recycling rates.
- 5.21 They should also provide essential infrastructure, be accessible to all mobility levels, be well-connected through transport and digital networks, and offer comfortable, welcoming environments with high-quality green spaces. Furthermore, developments should foster community interaction, be functional and convenient, and incorporate inclusive design to address inequality and poverty.
- 5.22 PfE **Policy JP-P2** (Heritage) focuses on conserving and enhancing Greater Manchester's historic environment, ensuring heritage significance is integrated into developments.

¹⁴ PfE Para 7.30

Local Plans will identify key heritage assets for protection, and proposals should support the restoration and sustainable future of heritage sites, including reducing emissions. Protection will prioritise significant sites, with support for regenerating heritage assets at risk.

- 5.23 PfE **Policy JP-6** (Health) seeks to address health inequalities by ensuring new developments contribute positively to health and wellbeing, while minimising any potential negative impacts. Developments should promote healthy lifestyles through active design principles and, where applicable, include a Health Impact Assessment. The policy also supports the provision and enhancement of health facilities, ensuring new developments meet the increased demand for healthcare services. This includes requiring new or improved health facilities where appropriate and promoting the integration of health and social care through wellness hubs.
- 5.24 PfE **Policy JP-C1** (An Integrated Network) seeks to create an accessible, low-carbon Greater Manchester with world-class connectivity. It supports reducing travel needs by concentrating development around key services and promoting walking, cycling, and public transport. The policy prioritises sustainable transport infrastructure, social inclusion, and environmental sustainability, with a focus on pedestrians, cyclists, and public transport users. It also encourages investment in local transport skills and education.
- 5.25 PfE **Policy JP-C5** (Streets for All) focuses on designing streets that enhance quality of place and promote walking, cycling, and public transport. Streets will be accessible and welcoming, with improvements to walking and cycling routes, public transport facilities, green spaces, and seating. The policy prioritises safety, mobility, and social interaction while reducing barriers and vehicle traffic impacts. It supports a multi-modal transport approach, integrating sustainable transport options, shelter, and spaces for services, play, and socialising, while ensuring new infrastructure accommodates utilities and digital connectivity.
- 5.26 PfE **Policies JP-S3** (Heat & Energy Networks) and **JP-S4** (Flood Risk & Management) require new developments to incorporate sustainable drainage systems (SuDS) and meet water efficiency standards, while integrating with existing or future heat/energy networks, or being designed for future connection with site-wide energy solutions. Further details are provided in Appendix 3.

Manchester Core Strategy (2012)

- 5.27 Manchester's Core Strategy (CS), adopted in July 2012, is the primary Development Plan Document in the Local Development Framework (LDF), replacing key elements of the Unitary Development Plan. It sets out the long-term strategic policies for the city's development and provides the framework for assessing planning applications. It has been amended following the adoption of PfE in accordance with the Addendum to Manchester Core Strategy 2024.
- 5.28 The CS includes several Strategic Spatial Objectives, relevant to the proposed development, as outlined below:

- **SO1 Spatial Principles** – This objective aims to establish a framework that ensures the sustainable development of the city, contributing to efforts to mitigate climate change
- **SO2 Economy** - This objective aims to enhance the city's economic performance while ensuring that the benefits of growth are distributed evenly across Manchester. It seeks to reduce economic, environmental, and social disparities, contributing to the creation of inclusive and sustainable communities.
- **SO3 Housing** - This objective supports a substantial increase in the provision of high-quality housing in sustainable locations across the city, addressing demographic needs while also facilitating economic growth.
- **SO4 Centres** - This objective aims to establish a network of vibrant, high-quality centres that enhance local identity, offer essential services close to residential areas, and ensure access to healthy food.
- **SO5 Transport** – This objective seeks to improve the city's connectivity through sustainable and accessible transport networks, enhancing its functionality and competitiveness while providing better access to jobs, education, services, retail, and leisure opportunities.
- **SO6 Environment** – This objective aims to protect and enhance both the natural and built environment of the city, promoting the sustainable use of natural resources. It focuses on mitigating and adapting to climate change, supporting biodiversity and wildlife, improving air, water, and land quality, and providing recreational opportunities. Additionally, it seeks to establish networks of high-quality green infrastructure, ensuring the city remains inclusive and attractive to residents, workers, investors, and visitors.

5.29 In consideration of the above, the following Core Strategy policies are identified as relevant to this application:

Spatial Strategy

- 5.30 The CS makes it clear that the city centre is the '*North West's regional centre for finance, commerce, retail, culture and leisure, home to a major international airport and one of the largest student populations in Europe¹⁵*'.
- 5.31 The key spatial principles for Manchester's strategic development through 2027 are outlined in **Policy SP1**, designating the Regional Centre as the primary focus for economic growth, commercial activity, retail, leisure, culture, and high-quality urban living. Development is to have regard to the character, issues and strategy for the city's regeneration areas and should improve access to jobs. The policy includes a series of development management focussed aims around making a positive contribution to neighbourhoods of choice, minimising emission and making use of natural resources, including reusing previously development land.

¹⁵ CS para 2.1

- 5.32 The city centre is identified as a key location for major employment growth under **Policy EC1**, this is partly in recognition of the benefits of improving access to employment in areas that are accessible to residents in the parts of the city that are amongst the most deprived. The policy also identifies priorities for continued economic growth as including improving the portfolio of employment premises by providing a range of employment sites and premises for small, medium and large businesses and ensuring the continued social, economic and environmental regeneration of the city.
- 5.33 **Policy CC1** goes on to identify the city centre as a strategic economic location and the *‘focus of employment growth in the City and City Region’* which is to accommodate a variety of high quality commercial development types, sizes and foot-plates to boost investment by local, national and international businesses. The City Centre and fringe will be considered a suitable location for the consideration of high density buildings and commercially led mixed use schemes.
- 5.34 Under **Policy EC1** proposals should have regard to minimising carbon emissions, making efficient use of a site, enhancing the sense of place of the wider area and minimising impacts on adjacent uses. Development should also have regard to the Manchester – Salford – Trafford Strategic Flood Risk Assessment.
- 5.35 Housing is considered suitable in the Regional Centre under **Policy EC3**, provided it complements mixed-use employment areas. Higher-density residential developments are encouraged where site conditions support them.

Regeneration and Renewal

- 5.36 **Policy CC8** emphasises that large-scale redevelopment projects must align with an approved development framework to ensure they contribute positively to the character and functionality of the City Centre.
- 5.37 Enhancing the City Centre’s appeal to a broad spectrum of residents and visitors is central to **Policy CC10**, which supports developments that contribute to this inclusivity.

Housing

- 5.38 The City Centre is identified as the primary location for intensive housing development under **Policy CC3**, with a goal of 16,500 new units by 2027. Key areas for residential growth include Piccadilly, with a preference for high-quality apartments suitable for diverse occupants. **Policy H1** restates this target with a goal of 16,500 new dwellings in the City Centre by 2027, with high-density developments exceeding 75 units per hectare being deemed appropriate due to the area’s accessibility.
- 5.39 High-density development is also a priority in the City Centre under **Policy CC6**, promoting efficient land use. Buildings in this area are expected to exhibit greater scale, massing, and height compared to other parts of the city.
- 5.40 Affordable housing contributions are required for residential projects involving 15 or more units or occupying sites of 0.3 hectares or more, as outlined in Policy H8.

Transport

- 5.41 Sustainable transportation initiatives are supported under **Policy T1**, encouraging alternatives to car use, improved pedestrian pathways, and low-carbon transit solutions, provided they are appropriately designed and located.
- 5.42 Developments in the City Centre must align with **Policy T2** by offering car parking provisions that reflect the area's accessibility and the practical needs of users.

Design Quality and Tall Buildings

- 5.43 Development proposals must align with the seven urban design principles under **Policy EN1**, taking into account the site's strategic character area. High-quality design should enhance Manchester's image, respect its heritage, and contribute to the vibrancy of the City Centre's core area. While landmark buildings are encouraged, street-level improvements are equally important.
- 5.44 Tall buildings are supported by **Policy EN2** when they demonstrate excellent design, appropriate location, sustainability, and place-making qualities. These structures should act as landmarks, define views, or emphasise key facilities while delivering substantial regeneration benefits.
- 5.45 Tall buildings must complement Manchester's skyline and key architectural elements, contributing positively to the city's visual identity. Environmental impacts and microclimate effects should be carefully modelled, with measures implemented to create a pedestrian-friendly environment.

Heritage

- 5.46 **Policy EN3** encourages development that complements and takes advantage of the historic and heritage features of the city.
- 5.47 High-quality design that preserves or enhances heritage assets is mandated by **Policy CC9**. Mixed-use and high-density developments are encouraged, provided they respect the form and function of existing structures.

Energy Efficiency and Responding to Climate Change

- 5.48 New developments are, where possible, be located and designed to allow use of low and zero carbon energy supplies, connect to and/or make contributions to low or zero carbons schemes and/or incorporate provision to enable future connection to decentralised energy schemes and use building materials with low embodied carbon in accordance with **Policy EN4**.
- 5.49 **Policy EN6** establishes minimum CO2 emissions reduction targets for residential developments of 10 or more units. These targets must be detailed in an energy statement, included with the Design and Access Statement, outlining projected energy use and emissions.

- 5.50 Climate adaptability is a requirement under Policy EN8, with buildings and external spaces designed to accommodate climate change. Green infrastructure elements, such as green roofs, walls, trees, and waterways, may contribute to CO2 mitigation targets, provided their effectiveness is substantiated with evidence.
- 5.51 There are further environmental and development management policies of relevance. These are summarised in Appendix 3.

Other Material Policy Considerations

National Planning Policy Framework (December 2024)

- 5.52 The latest version of the National Planning Policy Framework (NPPF) published on 12th December 2024 and subsequently amended on 7th February 2025 outlines the government's objectives for the planning system in England, aiming to ensure positive, sustainable decision-making and appropriate development in suitable locations. The NPPF is a key material consideration in planning decisions.
- 5.53 The NPPF seeks to achieve economically, socially and environmentally sustainable development. In doing so it sets out presumption in favour of sustainable development as set out at paragraph 11 which, when applied to decision making means:
- 'c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless:*
- i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or*
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.'*
- 5.54 Section 4 of the NPPF, on 'Decision Making', highlights at paragraph 39 the need for local planning authorities to approach development proposals positively and creatively. The same paragraph encourages decision-makers to seek approval for sustainable development where possible.
- 5.55 Significant weight is to be given to be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development in accordance with paragraph 85. The same paragraph also underlines the importance of each area building on its strengths and addressing weaknesses. Paragraph 87 requires that planning decisions should recognise and respond to specific locations requirements of different sectors.
- 5.56 Section 5 of the NPPF focuses on delivering a sufficient housing supply with the overall objective of *'significantly boosting the supply of homes'*, in accordance with paragraph

61. The same paragraph highlights the importance of ensuring that a sufficient amount and variety of land can come forward where it is needed, with the aim should be to meet an area's identified housing need, including with an appropriate mix of housing types. To encourage the re-use of brownfield land, paragraph 65 requires that where vacant buildings are being reused or redeveloped, any affordable housing contribution due should be reduced by a proportionate amount.

- 5.57 The NPPF promotes the creation of healthy and safe communities. It outlines, at paragraph 96, that planning decisions should aim to deliver inclusive, safe, and well-designed places that: foster social interaction through features such as active frontages; ensure safety and accessibility, preventing crime and fear of crime from undermining quality of life or community cohesion; and support healthy lifestyles, particularly by addressing local health and well-being needs through the provision of accessible green spaces, shops, and layouts that encourage walking and cycling.
- 5.58 The NPPF emphasises the important of sustainable transport through Section 9. Through paragraph 110 it directs significant development to locations that are, or can be made, sustainable by reducing travel needs and offering a range of transport options. This approach helps reduce emissions and congestion. Paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
- 5.59 Section 11 places much emphasis on the efficient reuse of previously developed land. Planning decisions should promote an effective use of land in meeting the need for homes and other uses, as set out at paragraph 124, and planning decisions should encourage multiple benefits from urban land through mixed use schemes in accordance with paragraph 125a. The use of suitable brownfield land within settlements for homes and other needs should be given substantial weight, as per paragraph 125c, with that paragraph stating that such schemes *'should be approved unless substantial harm would be caused'* alongside efforts to remediate derelict land and develop under-utilised land, particularly to meet housing needs.
- 5.60 Section 12 of the NPPF focuses on achieving well-designed places, highlighting that high-quality buildings and places are central to the planning process. Paragraph 131 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. In summary, planning decisions should ensure developments:
- Function well and enhance the quality of the area;
 - Are visually attractive, with good architecture, layout, and landscaping;
 - Respect local character and history, while allowing for appropriate innovation;
 - establish or maintain a strong sense of place;
 - Optimise site potential, supporting an appropriate amount and mix of development (including green and other public spaces);

- Create safe, inclusive, accessible spaces that promote health and well-being.
- 5.61 To address the challenges of climate change, new development should avoid increasing vulnerability to climate impacts and be planned to reduce greenhouse gas emissions through considerations such as location, orientation, and design. The use of renewable and low-carbon energy should be promoted. Additionally, the NPPF states at paragraph 166a that local authorities should expect developments to comply with policies on decentralised energy supply, unless the applicant can demonstrate that it is not feasible. Development should also consider landform, layout, building orientation, massing, and landscaping to minimise energy consumption.
- 5.62 Paragraph 170 of the NPPF confirms that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- 5.63 Local Planning Authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location; and it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate (paragraph 181 of the NPPF).
- 5.64 Section 15 of the NPPF focuses on conserving and enhancing the natural environment. Planning decisions should improve the local environment by preventing pollution (soil, air, water, or noise) and seeking to remediate degraded or contaminated land while delivering net biodiversity gains¹⁶.
- 5.65 Section 16 addresses the historic environment, recognising heritage assets as irreplaceable. Paragraph 210 emphasises sustaining and enhancing heritage assets through viable uses consistent with their conservation while ensuring new development contributes positively to local character. Paragraph 212 gives great weight to conserving designated heritage assets, defined as managing change to sustain or enhance their significance. Paragraphs 214 and 215 distinguish between ‘substantial’ and ‘less than substantial’ harm, requiring harm to be balanced against public benefits, including securing the asset’s optimum viable use, while recognising statutory duties under the Planning (Listed Buildings and Conservation Areas) Act 1990.

Greater Manchester Strategy (GMS) (2021)

- 5.66 The Greater Manchester Strategy (2021), also referred to as The Greater Manchester Strategy 2021 -2031: Good Lives for All, is the sustainable community strategy for the Greater Manchester (GM) City Region. The GMS outlines is set out below:

¹⁶ HM Government (2024), National Planning Policy Framework, paragraph 193d

'We want Greater Manchester to be a place where everyone can live a good life, growing up, getting on and getting old in a greener, fairer and more prosperous city region.'

5.67 The strategy contains a number of commitments, including:

- Drive investment into growth locations.
- Delivery of resilient, safe and vibrant communities.
- Ensuring that local communities, neighbourhoods, villages, towns, cities and districts are protected and strengthened.
- Achieving world-class growth and innovation assets.
- Creation of better jobs and good employment.

Our Manchester Strategy – Forward to 2025 (2016)

- 5.68 The Manchester Strategy¹⁷, initially published in 2016, outlines a long-term vision for the city's future. It offers a framework for collaborative actions by partners across Manchester, extending through to 2025, and is underpinned by a comprehensive consultation and engagement process.
- 5.69 The vision outlined in the strategy is for Manchester to "be among the leading global cities by 2025¹⁸," with an economy that is "competitive, dynamic, and sustainable," drawing on the city's "distinctive strengths in science, advanced manufacturing, culture, and creative and digital industries." A key objective is also to attract "highly skilled, enterprising, and industrious people," alongside the creation of a place where residents "feel safe, can aspire, succeed, and live well."
- 5.70 Creating a liveable and low carbon-city and the city as a destination of choice to live, visit and work is a key priority of the Strategy.¹⁹ Within this context, there is a recognised need to increase the delivery of good-quality and affordable new homes for sale and rent in order to meet the demands of a growing population and ensure neighbourhoods are connected to future employment opportunities. High-density housing is cited as an important means of achieving this, ensuring that more people accessing jobs live within the city, and that the most is made space available to limit the requirement for Green Belt development.²⁰
- 5.71 The Strategy was reviewed in 2020. The vision for Manchester to be in the top-flight of world cities by 2025 was reaffirmed alongside the need for a renewed focus on the economy - with emphasis placed on fulfilling opportunities for residents as the city creates and attracts a talented, globally competitive and diverse workforce - and housing in order to create a choice of housing in liveable neighbourhoods across all the city.²¹

¹⁷ Manchester City Council (2016) Our Manchester – The Manchester Strategy

¹⁸ Manchester City Council (2016) Our Manchester – The Manchester Strategy

¹⁹ Manchester City Council (2016) Our Manchester – The Manchester Strategy

²⁰ Manchester City Council (2016) Our Manchester – The Manchester Strategy

²¹ Manchester City Council (2016) Our Manchester – The Manchester Strategy

Manchester's Economic Recovery and Investment Plan (MERIP) (2020)

- 5.72 Manchester's Economic Recovery and Investment Plan (2020) produced by Manchester City Council in partnership with the private sector and other stakeholders, outlines the city's response to the COVID-19 pandemic. It focuses on revitalising the economy by creating and protecting jobs while supporting new business opportunities, in line with the proposals from the Greater Manchester Combined Authority and the Greater Manchester Local Enterprise Partnership for the city region.
- 5.73 The MERIP acknowledges that development within the city centre and the urban realm is the engine of growth for the city²². It supports enhancements to the public realm, emphasising the benefits these improvements bring in attracting businesses and visitors, boosting productivity, increasing property values, promoting tourism, improving pedestrian connectivity, and contributing to overall economic growth and recovery.
- 5.74 The MERIP further stresses the need to transform and expand the city centre's economic offer. This approach aims to create attractive neighbourhoods that support economic growth, as outlined in the priorities of the MERIP Economic Recovery Plan:
- Improve the public realm and creating the conditions for redevelopment and new development in the city centre;
 - Remove barrier to new commercial and residential development;
 - Improve transport and movement within the city centre; and
 - Accelerating investment and developments to help boost the local construction industry and supply chain.

²² Manchester City Council, Manchester's Economic Recovery and Investment Plan (2020)

Manchester Piccadilly Strategic Regeneration Framework (2018)

- 5.75 The Manchester Piccadilly SRF aims to consider the regeneration potential for the Piccadilly area and comprises a high level document which demonstrates the potential scale of development that could be achieved.



Figure 5.1: Manchester Piccadilly SRF Area (Source: Manchester Piccadilly Strategic Regeneration Framework, 2018 Update)

- 5.76 The principal²³ objective of the Manchester Piccadilly SRF is to capitalise on the arrival of HS2 in Manchester by establishing a new gateway and extending the city centre eastward to the inner ring road.
- 5.77 The Manchester Piccadilly SRF²⁴ identifies the need for residential development in the area east of Piccadilly, between the station and the ring road with a focus around high-quality public realm.
- 5.78 It acknowledges the requirement for high-density development within this important area of Manchester City and encourages future development proposals to ensure a suitable balance of open space across each phase. For East Village Central, a target of 30-40% publicly accessible open space is sought at the core of the site, fronting onto Great Ancoats Street
- 5.79 The Manchester Piccadilly SRF envisages the site to be developed into a '*mixed use area with apartments, townhouses, smaller office floor plates, retail, cafes and bars ...contained in a series of squares (public and private)*'²⁵ with indicative heights of

²³ Manchester City Council Manchester Piccadilly SRF – Page 9

²⁴ Ibid, 3.3 Strategic Principles

²⁵ Ibid, 4.12 East Village

between 5 to 45 storeys within this location.²⁶ The quality of the buildings within the framework area will be to the highest standards characterised by high density and designed to optimise the strategic opportunity of the site for the delivery of much-needed new homes alongside adaptable complementary uses.

East Village Central Development Framework – Manchester Piccadilly Strategic Regeneration Framework Addendum (November 2022)

- 5.80 The EVCDF is an addendum to the Manchester Piccadilly Strategic Regeneration Framework.
- 5.81 The EVCDF elaborates and updates the approach to the taken to the East Village Neighbourhood area to guide future development of the area (as shown at **Figure 2.3**). The vision for the East Village Neighbourhood Area within the EVCDF is for it to be:

‘A socially diverse neighbourhood at the heart of Piccadilly. It will display the best qualities of a liveable place, anchored by accessible green and open spaces co-located with business, commercial and residential space which will contribute equally to the areas’ vitality and identity.

It will be leading the process of redefining the wider East Village area as a unique and playful quarter of the city centre with which it will be effectively integrated. It will be known for having set a new standard in innovative and sustainable design and place making in the heart of the city.’²⁷

- 5.82 The EVCDF outlines the potential for the site and identifies parameters in respect of the following⁵:

- Prioritisation of pedestrians across the site (with parking provision limited to accessible bays only).
- A sustainable development working towards Manchester City Council’s target of Zero Carbon by 2038.
- A mixed-use development which is capable of achieving a 50:50 split of the site area between commercial & residential uses across the Development Framework area.
- Target 30%-40% of publicly accessible open space at ground level and a large area of accessible public realm forming a green spine through the area, and linking into the proposed park on the former Central Retail Park site.
- Massing & height will be designed to make an appropriate urban design response, stepping up to an upper limit of between 40-45 storeys. These are stated at Fig 5.3 to be indicative though the upper limits should not exceed 45 storeys. The EVCF Executive Committee Report recognises, however, that *‘the SRF is intended to guide future delivery of the SRF area and is not intended to be*

²⁶ Manchester City Council East Village Central Development Framework – Parameter 2

²⁷ [East Village Central Development Framework – Manchester Piccadilly SRF Addendum – November 2022 \(10359-SHP-RP-03\)](#)

overly prescriptive. A design analysis has taken place to inform aspects of the design such as height and it reflects the context provided by the Oxygen Tower but more detailed consideration will take place in the context of the preparation of a planning application for future development and a robust justification for all aspects of the design will need to be provided with the application. This will enable officers to consider the acceptability of the height and other important design considerations.²⁸

- A development plan that provides for large areas of active frontages addressing both its internal and external environment.

Manchester Residential Quality Guidance (2017)

- 5.83 The Manchester Residential Quality Guidance provides direction as to what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester. This guidance sets out the baseline minimum requirements and mandatory standards that all new residential proposals will be required to satisfy or exceed in order to be considered sustainable development.
- 5.84 The Manchester Residential Quality Guidance outlines key requirements for new developments, to include context-sensitive, high-quality designs with an appropriate scale. Developments should meet local community needs, promote inclusivity, and encourage social interaction. Public realm design must prioritise safety, activity, and connectivity, with a focus on walking, cycling, and transport links. The integration of green infrastructure, adequate parking, and convenient bin storage is essential. Developments should mitigate weather risks, preserve heritage, and be adaptable while ensuring energy efficiency. Residential spaces must exceed space standards, maximise daylight, and provide sufficient private amenity space. In addition, projects must submit sample panels, retain design teams, and carefully plan construction.

Providing for Housing Choice – Supplementary Planning Document and Planning Guidance (2008)

- 5.85 Providing for Housing Choice provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies.

²⁸ MCC Executive Report

6. The strategic planning case and principle of development

- 6.1 The proposed development is fully aligned with strategic policies contained within the adopted development plan and with fundamental objectives of national planning policy. An assessment of the proposed development against these policies is provided below.

Strategic Location

- 6.2 Both PfE and the CS are unequivocal about the role and status of Manchester City Centre and its very significant contribution to the GM and regional economy through PfE Policies JP-Strat 1, JP Strat 2 and CS Policy SP1. The strategy of the development plan is therefore to prioritise growth and development within the City Centre.
- 6.3 There is also a strategic direction to deliver significant amounts of high quality residential and office development into the city centre. Doing so underpins the overall strategies of both PfE and the CS as expressed through PfE policies JP-H1 and JP-J3 and CS Policies EC1, EC3 and CC1.
- 6.4 By co-locating residential and commercial uses on an underused site in the city centre the proposed development is therefore wholly in accordance with the strategies of PfE and the CS in terms of the their spatial focus for growth and development generally and specifically for residential and commercial uses.
- 6.5 The proposed develop therefore complies in full with the spatial strategy of PfE and the CS. It also complies with the objective of the NPPF that significant development is focused on locations which are sustainable by limiting the need to travel and offering a genuine choice of transport modes (paragraph 110). Driving investment into growth locations is a specific objective of the GMS and is supported by the development.

Contributing to Housing Supply

- 6.6 The Government's focus on housing delivery as part of a response to the housing crisis and to deliver sustainable economic growth has been made clear in the newly published NPPF. Significantly boosting the supply of housing is a clear priority of the NPPF.
- 6.7 Significant housing delivery across Manchester is also required by PfE, through Policy JP-H1 which goes on to underline the role of high density development in the city centre in achieving this, and specific policy requirements for density set out at JP-H4. This aligns with CS Strategic Spatial Objective S03 which encourages high quality housing in sustainable locations and Policies CC3 and H1 which direct large amounts of housing development to the city centre.
- 6.8 The residential elements of the development are also demonstrated through the application to be of a very high standard in terms of the accommodation it provides, the range and quality of amenity available to residents and compliance with space standards. These aspects of the development are considered further in Section 7.

- 6.9 The proposed development contributes to housing supply through the provision of high quality, high density apartments or varying size and type in the city centre and fully complies with the development plan's policy of securing significant housing delivery with a sizeable proportion being targeted towards the city centre.
- 6.10 Contributing to housing supply also supports the national planning policy imperative set out in the NPPF to boost significantly the supply of housing, and the Government's prioritisation of responding to the housing crisis. This should be afforded significant weight in the determination of the planning application.

Commercial Floorspace

- 6.11 Economic development is a key part of the PfE and CS response to addressing inequalities and deprivation but also in maintaining the strength and competitiveness of the city centre, and therefore the GM and the north-west. The benefits of delivering new commercial floorspace are maximised through the site's location in a highly accessible location within the City Centre, ensuring access to employment opportunities for residents to areas of deprivation in the city.
- 6.12 The commercial component within the development has been purposely designed to be flexible in the type of accommodation it can provide in respect to market demands. It will be capable of providing modern commercial space of a very good quality (in terms of design, the quality of the spaces and environmental performance (BREEAM Very Good) which is suitable for occupation by a variety of occupiers.
- 6.13 It also contains areas that are easily adaptable, with the upper floors space being capable of accommodating small cellular offices for small companies (including startups), partitioned for split-tenancy medium scale spaces or the open plan co-working space as at ground floor. Diversity of provision and flexibility in the spaces offered is compliant with PfE Policy JP-J2 and CS Policy EC1.
- 6.14 Sustainable development which supports major growth in jobs and opportunities for local communities is aligned with PfE Policy JP-Strat 1 and economic development which strengthens the economic role of Manchester city centre and drive its economy in accordance with PfE Policy JP-J3 and CS policies SP1, EC1 and CC1. The proposed development is consistent with the GMS objective of creating better jobs and good employment.
- 6.15 Supporting sustainable economic growth is also aligned with NPPF paragraphs 85 and 87.

Delivering Regeneration and Economic Benefits

- 6.16 PfE and CS policies recognise the need to address inequalities and deprivation in the city and, in the case of PfE, also across GM. The CS underlines the importance of major development supporting the City Council's regeneration priorities and the role that high quality residential and commercial developments in accessible locations can play in doing so.
- 6.17 MCC has identified this part of the city centre as a regeneration priority through its adoption of the Piccadilly SRF and the EVCDF. In combination, these documents express

how development can contribute to regeneration in a form that reflects MCC's aspirations and priorities. It follows that compliance with these documents ensures compliance with CS Policy CC8.

- 6.18 An assessment of the proposed development against the SRF and EVCDF is provided below.
- 6.19 The Manchester Piccadilly SRF²⁹ identifies the need for residential development in the area east of Piccadilly, between the station and the ring road with a focus around high-quality public realm. By delivering high quality residential development and an area of public realm that enhances the area the provides a benefit for future and existing residents and workers it is consistent with the SRF.
- 6.20 The Manchester Piccadilly SRF specifically envisages that the Site is developed into a *'mixed use area with apartments, townhouses, smaller office floor plates, retail, cafes and bars ...contained in a series of squares (public and private)'*³⁰. The development provides both residential and flexible commercial accommodation which could be used by small businesses and/or startups to comply with this aspect of the SRF.
- 6.21 The EVCDF provides an indication of building heights within the Site. These range between 17 and 45 storeys (81m and 145m respectively). The Executive Committee Report recognises the need to apply this part of the document flexibly, and have regard to detailed consideration through the planning application. It is considered that a slight exceedance of the 45 storey parameter can be justified in this case on the following basis:
- **Maximising density** : the adoption of PfE after the ECVDF being adopted changes the level of priority that the development plan places on maximising density, particularly within the city centre. Doing so also aligns with the emphasis in the NPPF on making the best use of previously developed sites in sustainable locations. This matter is considered further below but is an important part of the justification for the height of the development.
 - **Architectural response** : the architectural intent of the proposed development seeks to achieve buildings of the highest quality. In the case of Building A the DAS demonstrates how the height contributes to the proportion and slender profile of the building. Reducing the height to 45 storeys would detract from this effect. The height can therefore be justified on design grounds.
 - **Absence of unacceptable adverse impacts** : the environmental effects of the proposed development has been subject to a robust and comprehensive assessment, as presented in the ES and the application documentation. This work collectively demonstrates that there are no significant effects resulting as a consequence of the building's height.
- 6.22 The quality of the buildings within the EVCDF area will be to the highest standards characterised by high density and designed to optimise the strategic opportunity of the

²⁹ Manchester City Council Manchester Piccadilly SRF – 3.3 Strategic Principles

³⁰ Manchester City Council Manchester Piccadilly SRF – 4.12 East Village

site for the delivery of much-needed new homes and high quality flexible commercial floorspace alongside adaptable complementary uses and high-quality public realm.

A strategic role in delivering the regeneration of East Village and Piccadilly

- 6.23 It is also highly relevant that the proposed development will represent the first, and significant, part of the redevelopment of the East Village Central area. Delivering tangible and visible progress in respect of the regeneration of this area will not only deliver the benefits of the scheme itself in terms of housing delivery, improving the quality of, and access to, flexible modern commercial floorspace (which are regenerative benefits in their own right) but can also give impetus and momentum to the regeneration of the East Village Central area and the wider area, including areas subject to SRFs.
- 6.24 The development is a landmark scheme of the highest design quality and will set the tone for what is to come. The wider location is on the cusp of significant investment through the major development opportunities it presents and which are in the pipeline. It will become a significant focal point in the City Centre as a key quarter of Piccadilly. This development will have a catalytic role in that regard, optimising the opportunity to kickstart this process through a scheme of quality and one which brings a mix of uses to the area, set against a significant investment in public realm which the existing and growing community will make use of.
- 6.25 The development is of a scale and profile whereby it will have a genuine place making influence on the area, being an anchor in establishing the character and vibrancy of the location as this evolves through other investments. To this end, the development reflects and is very much grounded in the vision for the wider East Village part of Piccadilly, playing a leading role in setting the area up to realise that vision via the quality of design, mix of uses and space for all.
- 6.26 Further, the scheme works with and complements the significant office led regeneration of the former Central Retail Park site, being a key bridge between this site, which sits outside of the ring road, and the core of the city centre, helping to better connect Central Retail Park into the City Centre. This is a strategically important role in the context of the regeneration of this area of Piccadilly and has been a focus of the design process.

Measurable economic and social Benefits

- 6.27 The economic benefits of the proposed development have been quantified through the Economic and Social Benefits Statement. This demonstrates that the development will secure the following economic and social benefits.
- 6.28 Upon completion, the proposed development will generate a range of economic impacts. These impacts will persist over the long-term, and are likely to include the following:
- Accommodating **1,317** residents in 758 new homes. Of the new residents, it is estimated that **854** would be working age, economically active and employed, growing the labour force;

- Creating additional demand in the local economy through supporting annual resident earnings of **£27.9 million**;
- Generating total annual retail and leisure expenditure of **£15.6 million**, which would have the capacity to support up to **112** jobs in these sectors;
- Supporting **130** gross direct FTE jobs on-site within the flexible office space and proposed Café/Bakery;
- Generating a total of **130** direct, indirect and induced net additional FTE jobs in Greater Manchester, including 50 for Manchester residents;
- Contributing **£9.2 million** GVA to Greater Manchester's economy each year of operation, inclusive of **£6.9 million** concentrated in Manchester;
- Creating **co-working spaces** to promote hybrid working that will provide a middle ground between 'home' and 'work'. These 'third places' can provide a boost to the local economy whilst helping to create a vibrant community by bringing neighbours together; and.
- Generating **£2.1 million** Council Tax payments and Business Rate revenue for collection annually by Manchester City Council, contributing to maintaining and enhancing the delivery of local public services and infrastructure.

6.29 The Proposed Development also offers the potential to generate a number of social benefits by:

- **Providing high-quality, healthy housing**, which will meet the housing needs of a range of households, whilst also contributing to the physical and mental wellbeing of residents by providing access to homes that are warm, dry and safe and;
- **Delivering low-carbon, energy efficient homes** that incorporate a range of efficiency-focused design measures in addition to low carbon technologies to reduce energy demand and consumption and lessen the risk of fuel and wider poverty;
- **Facilitating access to services** through the provision of on-site food and beverage space and the site's strong connectivity with other services and facilities in Manchester city centre which interact to meet other health and wellbeing-related needs;
- **Fostering social cohesion** and contributing towards a more animated and vibrant city centre, with enhanced public realm and communal amenity spaces created throughout the buildings for residents and their guests designed to effectively foster social interaction and connections;
- **Supporting active and sustainable lifestyles**, with the integration of walking and cycling into day-to-day lives being promoted and a key means of improving rates of physical activity, a known and significant determinant of health and wellbeing; and

- **Generating social value through creating employment and skills opportunities**, including for unemployed people looking to get back into work and new entrants through construction apprenticeships, where supported. Gaining education and employment can have significant economic and wellbeing benefits for both individuals and society and is a key determinant of physical and mental health.

- 6.30 Further economic benefits will also be temporarily generated through the significant investment in construction. This could be sufficient to create an average of **230 new employment opportunities** for residents of the Greater Manchester, including **90** for those living in Manchester, and add **£160 million in GVA** to Greater Manchester's economy over the 5-year construction period.
- 6.31 They will make a significant beneficial socio-economic contribution during the operational phase, as assessed through Chapter 12 of the ES, due to the provision of housing. This underlines the positive regenerative effect of the development.
- 6.32 The economic and social benefits of the proposed development are important material considerations that align with, CS Strategic Spatial Objective SO2 and policies CC8 and CC10 and national planning policy objectives for socially and economically sustainable development.

Maximising the Use of the Site

- 6.33 Priority is given to the redevelopment of previously developed land through all levels of planning policy. It is a long-standing objective and underpins the regeneration of Manchester City Centre, and its ability to continue to drive the economy of both Greater Manchester and the north-west. NPPF places substantial weight on the re-use of suitable sites within settlements (paragraph 125c).
- 6.34 There is also an expectation through PfE, the CS and NPPF to make efficient use of such sites, with this being explicitly stated to be a key part of the overall strategy of PfE.
- 6.35 The proposed development utilises previously developed land in a highly sustainable location within a part of the city which is a clear priority for growth, in accordance with the adopted development plan. The proposals deliver a significant quantum of development within a relatively small site, with the residential density exceeding that sought through PfE. This maximises the regeneration benefits and the contribution to housing supply but also demonstrates the efficient use of previously developed land.
- 6.36 Multiple beneficial uses are to be provided, with residential and commercial floorspace alongside public realm that will occupy the majority of the site. This is precisely the approach envisaged by NPPF paragraph 125a.
- 6.37 The proposed development is the embodiment of the policy requirements to maximise the use of brownfield land in sustainable locations and therefore complies with PfE policies JP-H4 and JP Strat 2, CS policies SP1, EC1 and CC6 and the NPPF (paragraphs 124, 125a and c).

Conclusion on the Strategic Case for Development

- 6.38 The proposal is a significant mixed-use development on a brownfield site in Manchester City Centre. Not only is it wholly aligned with the spatial strategy of the Development Plan, which directs significant amounts of development towards the centre, but this is the fundamental basis of the development plan strategy. It therefore follows that the proposed development makes a significant contribution to delivery of this strategy.
- 6.39 In doing so it will boost housing supply and the provision of a diverse mix of commercial floorspace but also the direction of housing and economic growth towards the city centre as required by PfE and the CS.
- 6.40 There is also specific support for development of this type through the EVCF and the Piccadilly SRF in order to secure regeneration – a key priority of MCC. By aligning with these documents, the development delivers on MCC’s regeneration aspirations and objectives. The proposed development also significant economic benefits which will support regeneration and economic growth.
- 6.41 Maximising the efficient use of a previously developed site is achieved (as considered above) again complying with PfE, CS and the NPPF, which places substantial weight on maximising the efficient use of brownfield land.
- 6.42 In a more localised context, a key benefit of the proposal lies in its strategic role as a lynchpin in delivering the regeneration of the eastern part of Piccadilly. This reflects the Site’s critical location as a bridge between the commercial core of the City Centre and the strategically important emerging proposals for the former Central Retail Park site, helping to integrate this regeneration site with the City Centre and supporting safe and attractive movement between the two.
- 6.43 It paves the way for a future thoroughfare through the wider East Village Central regeneration area which will further support this. Further it sets the tone for the area, delivering a scheme of the highest design quality, with a striking landmark building at its heart. The scheme has been purposefully designed to embrace its external context, being of a scale that enables it to have a placemaking influence on the area and set the direction as to what this part of Piccadilly will evolve into. The positive regenerative effect of the scheme goes beyond the site boundary and measurable indicators of benefit therefore. The design and approach to the development has focused on this as a strategic objective of the scheme.

7. Environmental and design considerations

- 7.1 This section provides an assessment of the proposed development in relation to non-strategic planning policies contained within the development plan, the NPPF and other material policy documents.
- 7.2 The NPPF, CS, PpE and UDP contain a number of 'development management' policies which relate to technical and environmental considerations. Those of relevance to this application are as set out below.

Access and Transport

- 7.3 The Transport Statement (prepared by SLR) submitted with the application considers the existing highway infrastructure in terms of physical access to the site, connectivity with the surrounding highway network and accessibility by sustainable modes of transport.
- 7.4 It confirms the adequacy of exiting footways (some of which have benefits from significant environmental improvements) and the highly sustainable location of the Site (it achieves the maximum possible in the Greater Manchester Accessibility Level (GMAL) map confirming that it is 'highly accessible from any location in Greater Manchester').
- 7.5 Limited increases in vehicle movements are expected on the local highway network. These movements can be adequately accommodated. Existing levels of on-street parking provision will be maintained.
- 7.6 The proposed development contains over 100% secure cycle parking provision for the apartments and the minimum standards for the office element are achieved. Short-stay visitor cycle parking is also provided within the public realm area.
- 7.7 A dedicated servicing access and a route is to be provided within the site to ensure that all servicing vehicles can access and exit the site safely. The arrangements for waste collection are considered further under the 'Waste Management' heading below.
- 7.8 Overall, the Proposed Development would be highly accessible and is located to ensure good access to the City's main areas of activity within and beyond the City Centre. The Proposed Development does not result in any adverse impacts on the local road network and would not be car dependent thus reducing carbon emissions. The use of sustainable transport modes will be encouraged via a Travel Plan, which will be subject to monitor and review. The Proposed Development therefore accords with the requirements of PpE Policy JP-C8, CS policies CC5, TP1 and TP2, and chapter 9 of the NPPF, notably paragraphs 115 and 116.

Aerodrome Safeguarding

- 7.9 Given the height of the proposed development, a Technical Aerodrome Safeguarding Assessment has been undertaken. It considers the potential impact on radar systems and the flightpath of aircraft approach and departing from Manchester Airport.

- 7.10 It confirms that there will be no conflict with the physical clearance required by the airport (defined by the Obstacle Limitations Surfaces (OLS)). A minimum of 48.98m clearance to the OLS is achieved. No impact on the Instrument Flight Procedures (IFP) is predicted, though a detailed IFP assessment may be requested by Manchester Airport Group.
- 7.11 Lighting will be required on Building A as a mandatory requirement for buildings over 150m in height. Details can be secured by condition.
- 7.12 It is expected that the proposed development will be within the line of sight of the Secondary Surveillance Radar (SSR) at Manchester airport. A technical impact may therefore arise. Further liaison with National Air Traffic Service (NATS) will be required to determine whether there is an impact and, if so, to define the scope of the mitigation required. Such mitigation is commonplace and may involve NATS defining the building as a known reflector. This mitigation can be conditioned.

Air Quality

- 7.13 An air quality assessment (AQA) has been prepared by Hydrock as part of the application. It considers construction and operational phase effects as well as the potential effects of any air quality exceedances in the surrounding area.
- 7.14 Baseline air quality monitoring data confirms exceedances of the annual mean air quality assessment level (AQAL) for NO₂ in recent years, along major roads. There are predicted background concentrations of NO₂, PM₁₀ and PM_{2.5} at the Site and surrounding locale are below the relevant AQALs.
- 7.15 The construction phase assessment confirms that implementation of good practice and implementation of appropriate mitigation measures outlined in the AQA which will be included in a Construction Environmental Management Plan (CEMP), it is expected that the release of dust would be effectively controlled and mitigated, with resulting effects considered to be 'not significant'. All dust impacts are considered to be temporary and short-term in nature.
- 7.16 The operational phase assessment is based on screening criteria in applicable guidance, based on vehicle movements. Movements are below the guidance criteria once dispersal across the surrounding area has been taken into account and therefore is not anticipated that any significant adverse impacts on local air quality will occur.
- 7.17 There will be no emissions from the development, as it utilises an all-electric building services strategy. The ventilation strategy will ensure that heating and cooling can take place without the need for windows to be open (with the exception of purge opening for intermittent rapid cooling or ventilation requirements).
- 7.18 Overall, the Proposed Development is acceptable and in accordance with CS policies DM1 and EN16. It also complies with NPPF paragraph 199.

Archaeology and Heritage

Archaeology

- 7.19 An Archaeological Desk-Based Assessment (DBA) has been undertaken. It has been prepared using information from a variety of sources and has been prepared having regard to the requirements of national and local planning policy and relevant guidance.
- 7.20 It finds that archaeological potential is largely associated with industrial development and the expansion of Manchester in the 18th to 20th Centuries. The DBA assesses that the Site is of medium significance due to the associated with Willaim Fairbairn – notable engineer from the 19th Century - and the standing remains of a former iron works where he began operations, meaning that the site has both historical and archaeological interest.
- 7.21 The presence of a public house, houses and shops at Great Ancoats Street has been identified but is considered to be of low significance.
- 7.22 The potential for prehistoric, Roman or medieval remains to be present is considered to be low due to the presence of previous development across the site.
- 7.23 The nature of the proposed development means that any archaeological remains within the site will be removed. Further archaeological works are deemed likely but the scope will be subject to discussion with the Greater Manchester Archaeological Advisory Service (GMAAS). This will ensure that appropriate recording of any remains takes place.

Heritage

- 7.24 The Heritage Statement (HS) submitted as part of the application identifies the relevant built heritage assets that have the potential to be affected by the proposed development through changes to their setting. These impacts were scoped out of the ES on that basis that they were unlikely to be significant.
- 7.25 The ES Chapter on Heritage assesses the impact on the buildings on the Site as non-designated heritage assets.
- 7.26 The HS assesses the effects of the proposed development on the designated heritage assets locally having regard to the contribution of the setting to significance in each case and the effects of the proposed development on the setting of each in terms of the type and scale of change.
- 7.27 The HS identifies effects ranging between neutral to minor adverse on the heritage assets beyond the Site. This comprise:
- Nine instances of minor adverse impact
 - Seven instances of negligible adverse impact
 - Seven instances of neutral impact
- 7.28 It recognises that there is less than substantial harm to all of the assets assessed; this harm should be weighed against the public benefits of the proposal including, where

appropriate, securing its optimum viable use in accordance with the NPPF (paragraph 208).

7.29 Significant harm to the existing buildings on site as non-designated heritage assets (NDHA) will result from their loss. The relevant policy test for development which impact NDHAs, as per NPPF paragraph 216, is to take a *'balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'*

7.30 As set out elsewhere in this statement, there are substantial public benefits to be weighed against the less than substantial harm to designated heritage assets and substantial harm to the NDHA.

7.31 They comprise:

- Providing high quality residential and office accommodation within the City Centre and the Regional Centre which are the areas that will drive the success of the city and Greater Manchester.
- Contributing to housing supply in light of Government's response to the housing crises and the need to significant boost housing supply, recognised in the NPPF.
- Securing high quality public realm and improvements to the existing public realm.
- Providing a tangible 'first step' of regeneration activity for the East Village Development Framework area, providing a degree of momentum to the regeneration of the wider area. It will also complement recent, ongoing and planned regeneration activity in the Picadilly SRF area, Ancoats and the former Central Retail Park site, leading to a critical mass of regeneration.
- Economic benefits including direct and indirect job creation during both the construction and operational phases, and additional expenditure in the retail and leisure centres from occupants of the building.
- The reuse of an under-utilised city centre site and making highly efficient use of a redevelopment opportunity.
- Climate change benefits associated with the delivery of a building built to high energy performance and sustainability requirements.

7.32 These benefits are cumulatively substantial and will make a very positive contribution to the city. These public benefits are significant and are therefore considered to outweigh the heritage harms identified. They are also sufficient to outweigh the loss of the NDHA. As such, the tests at paragraphs 215 and 216 of the NPPF would be met.

7.33 The Proposed Development satisfies the Core Strategy Policies EN1, EN3, DM1 and Chapter 16 of the NPPF (specifically the paragraphs referenced).

Biodiversity and Arboriculture

- 7.34 Ecological and arboricultural assessments have been undertaken.
- 7.35 A Preliminary Ecological Appraisal confirms that the proposed development will not have any potential impacts on designated sites within the surrounding area due to the distance from these sites. Mitigation to ensure that construction activity does not result in dust or debris pollution. This will be secured in the form of a CEMP.
- 7.36 There is very limited existing habitat on the Site, limited to the trees fronting Great Ancoats Street. The Site comprises less than 25 sqm of non-priority habitat and is therefore exempt from the mandatory requirements to achieve a 10% biodiversity net gain under the de minimis clause in the Biodiversity Gain Requirements (Exemptions) Regulations 2024. The extent of hardstanding / buildings on the Site and the conditions within the surrounding area (with traffic noise and streetlighting) means that there is little connectivity to suitable habitat within the wider area.
- 7.37 A preliminary bat roost assessment survey and a nocturnal emergence survey have been carried out. They identified no evidence that there were bat roosts within the Site. Limited bat activity within and adjacent to the site was identified. No mitigation is required in relation to bats.
- 7.38 Some minor bird roost potential was identified but the high level of disturbance means that nesting would be unlikely. No other protected species were found to be likely to be present.
- 7.39 The trees within the site were surveyed along with off-site trees on Store Street. Three individual trees and five tree groups were assessed as Category 'C' (low quality) – all of the trees within the site fall within this category as part of Groups G7 – G9 - and one individual tree was assessed as Category 'U' (unsuitable for retention). The surveyed trees and tree groups provide little amenity or contribution to the character and appearance of the area due to their location, size and condition.
- 7.40 Pruning of off-site trees (T5 and T6) on Store Street is required to facilitate the development; this can be done without harming their long-term health, appearance or retention value. Measures to protect their root protection areas (RPAs) during demolition and construction are recommended and details are set out in the Arboricultural Impact Assessment. No other off-site trees will be affected.
- 7.41 Given the low quality of the trees to be removed and the conclusions on the limited amenity value they provide, the new planting within the site as part of the landscaping strategy is considered to represent an overall improvement in arboricultural quality.
- 7.42 The proposed development will not result in any harms to ecology or arboriculture. The Proposed Development satisfies the Core Strategy Policies S06, DM1, EN15 and Chapter 15 of the NPPF.

Design Quality

- 7.43 The scheme has been carefully designed by an architect with an extensive track record of high quality high-rise residential and commercial buildings in Manchester to reflect the site's prominent location and opportunity for a landmark building. In particular, the architect has taken account of the site's setting within the Piccadilly SRF area, its prominent location on Great Ancoats Street and the planned comprehensive regeneration of the wider area.
- 7.44 A comprehensive Design and Access Statement (DAS) accompanies the application describing in detail the process of design evolution and engagement including diagrams and images to illustrate this process.
- 7.45 In accordance with the NPPF and adopted Development Plan, the proposed development is of a very high quality architectural standard suitable to its surroundings.
- 7.46 The following section considers different aspects of the design as part of an assessment of the overall design quality.

Elevations Treatment / Façade

- 7.47 As shown in the DAS, the façade treatment of the proposed buildings have taken cues from the industrial heritage of the site and the surrounding area. This unifies the façade strategy across the two buildings.
- 7.48 The elevational treatment for Building A reflects that it is composed from a number of distinct massing elements (e.g. the gable ends, drawers and holding piece) proposing different approaches for each of these components but with consistency, e.g. the use of aluminium cladding and perforated panels. The approach also has a vertical or horizontal emphasis for different elements depending on its role within the wider façade.
- 7.49 The approach to Building B differentiates between the office and residential elements but again has elements of consistency, e.g. a vertical emphasis across both elements.
- 7.50 The overall effect of the façade design is to emphasise the architectural intent and quality of the buildings as a whole but also to tie them to each other and the surrounding area.
- 7.51 The elevations include detailing which add visual interest to the buildings, adding emphasis, shadowing and breaking up the massing.
- 7.52 There are extensive areas of glazing across all elevations to introduce animation and activity, particularly at ground floor where there are extensive areas of active elevations facing outwards but also towards the public realm within the Site.
- 7.53 The proposed materials will be of a high standard and plans included with the application demonstrate that great care has been taken in developing detailed aspects of the façade design. This contributes positively to the façade quality and the overall design quality. It is expected that conditions relating to materials and details such as

interfaces between different parts the buildings will be required and will ensure MCC control over design quality.

Scale and Massing

- 7.54 The massing has been developed following an iterative design process using the parameters of the EVCDF as the starting point.
- 7.55 The approach to Building A was to ensure that an efficient floorplan for apartment layouts could be achieved. This resulted in a reduction in width of the block resulting from the EVCDF parameters which reduced the number of apartments that could be delivered (and therefore did not maximise the use of the site). The height was therefore increased but as part of a more slender building than envisaged in the EVCDF. The reduction in width also contributes to a better internal environment for future residents by maximising the width between the blocks (and therefore the amount of daylight and privacy) and enables a larger area of public realm to be achieved.
- 7.56 The form of Building A, which is broken down into four main volumes (the 'drawers') and the 'holding piece', breaks up the massing and add interest to reduce the perception of the scale of the building. The massing for Building B is broken up with the projecting office element but is otherwise a more rectilinear massing.
- 7.57 The elevational detailing on both buildings also contribute to breaking up the massing.
- 7.58 Fundamentally, there is a need to ensure that tall buildings make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views. It is identified that suitable locations include sites within and immediately adjacent to the City Centre.
- 7.59 The Tall Building Statement (TBS) (provided at Appendix 5) identifies how the Proposed Development accords with the relevant tall buildings guidance. It is evident from the TBS and the DAS that the proposed development is of excellent design quality and is appropriately located in a highly accessible location.

Internal Layout

- 7.60 The DAS contains a number of plans and images to explain how the proposed development will be laid out internally. It demonstrates that the proposed development will:
- Provide a mix of dwelling types, sizes and configurations.
 - Achieve NDSS requirements across all apartments.
 - Meet the accessibility requirements of Building Regulations.
 - Achieves nearly 100% M4(2) accessibility requirements. Further provision is possible with some adaptations.
 - A mix of amenity areas are provided within both buildings.

- The commercial floorspace is flexible and capable of adaptation to meet market demands.
- Other uses are proposed to complement the main uses and add to the vibrancy of the area.
- Ensure access to escape routes and safety measures that accord with all regulations.

7.61 This represents a strong indication that the internal layout is of a suitably high quality.

Public Realm

7.62 The redevelopment of Stocktons will significantly enhance the public realm within the Piccadilly SRF area, supporting the creation of a new neighbourhood that meets the needs of emerging residential and commercial users.

7.63 The proposed public realm with the Site will not only provide existing and future residents, workers and visitors to the city with access to a very standard of multi-functional public realm but it will form part of a network of open spaces and green spaces within this part of the city (as set out in further detail in the Green and Blue Infrastructure Statement and the DAS). It is in line with the requirements set out in the Manchester Piccadilly SRF, the EVCDF and the MCC principles of urban design.

Conclusion on Design Quality

7.64 The overall quality of the design is very high and the resultant built environment created will be offer a very positive contribution this part of the city. A high standard will be set, appropriate to the prominent position of the site and its role as a tall building that form part of the city's skyline. Accordingly, the proposed physical changes and design approach are fully in accordance with CS Policies SP1, CC3, CC8, CC9, EC3, EN1, EN2, EN3 and DM1 (as relevant to design matters) and Chapter 12 of the NPPF.

Flood Risk and Drainage

7.65 The site-specific Flood Risk Assessment (FRA) considers the potential flood risk impacts of the proposed development. A Drainage Strategy has also been prepared.

7.66 The FRA considers the degree of flood risk from all sources. It confirms that:

- The Site is subject to a very low fluvial flood risk and is therefore in Flood Zone 1.
- There is some risk of flooding from surface water (pluvial flooding) within the Site, with an area at high risk within the car park.
- The Manchester, Salford and Trafford Strategic FRA Groundwater flooding map indicates that the site is not located in an area shown to be at risk of groundwater flooding. It is concluded to be at a low risk of flooding.
- There are no records of flooding from sewers and is outside the maximum flood extent of flooding in the event of a reservoir breach.

- 7.67 The proposed development will include surface water drainage which has been developed based on application of the SuDS hierarchy and makes provision for the increase in rainfall intensity associated with climate change. Ground conditions mean that infiltration is not feasible but a connection to the Shooters Brook culvert is possible, subject to agreement with the Lead Local Flood Authority. Surface water run-off rates will be attenuated using oversized pipes and a flow control device and will result in a betterment of 89% compared to existing surface water run-off rates. Whilst greenfield run-off rates cannot be achieved due to the risk of blockage within the drainage system, the run-off rate is consistent with the requirements of the Manchester, Salford and Trafford Strategic FRA.
- 7.68 The Drainage Strategy also sets out a SuDS Maintenance and Management Plan to ensure that that SuDS features are properly maintained.
- 7.69 Foul water connections will be into the public combined sewers within Store Street and Ducie Street.
- 7.70 It is recognised that as NPPF requires development to be directed towards locations subject to the lowest risk of flooding from all sources, the existence of a small area of high risk from surface water a sequential test must be carried out. Where it is not possible to locate development in areas with a lower risk of flooding (taking into account wider sustainable development objectives) the exception test must also be applied.
- 7.71 Assessment against the sequential and exception tests is set out in Appendix 4. This demonstrates that:
- There is strong justification for utilising the Site such that leaving it undeveloped, or making a less efficient use of it would not deliver the strategic benefits envisaged by PfE, the CS or the EVCDF / Piccadilly SRF.
 - There are wide spread drainage issues across Manchester, Salford and Trafford, with the whole of the city centre (and parts of Salford and Trafford) categorised as Critical Drainage Areas in the Manchester – Salford – Trafford SFRA.
 - There are substantial public benefits that support the development of the Site including socio-economic and regeneration effects.
 - The occupiers of the development will be safe from the existing surface water flood risk (which will be removed as part of the drainage strategy of the Site).
- 7.72 The proposed development will comply with Policy JP-S5, which allows for alternative run-off rates where justified, and CS policies EN14 and the part of DM1 relating to flood risk and drainage as well as NPPF paragraphs 170, 173 and 177 - 179.

Ground Conditions

- 7.73 A desktop geo-environmental assessment has been undertaken. It recognises the historic presence of industrial uses within and close to the Site. It categorises the potential risks posed by different sources of contamination as follows:

- The risk from off-site sources of contamination is considered to be very low to moderate / low.
 - The risk from permanent ground gases is considered to be low to moderate.
 - Radon is not considered to pose a risk.
 - The overall risk to controlled waters is considered to be low.
- 7.74 The overall risk to human health from on-site contamination is considered to be moderate/low to moderate overall.
- 7.75 An intrusive site investigation is recommended and an interpretative site investigation report to be prepared. This may identify the need for remediation; if so a remediation strategy will be prepared.
- 7.76 The Phase 1 and Phase 2 Site Investigation, remediation strategy and verification report will be subject to review by MCC Environmental Health Officers and the Environment Agency.
- 7.77 Subject to following this approach, which is reflective of good practice in relation to sites with the potential for contamination to be present, the proposed development will not result in any adverse impacts to the environment or human health as a consequence of the presence of any contamination.
- 7.78 A desktop geo-technical assessment also confirms that whilst the Site is within a Coal Authority Reporting Area, mining related instability is not considered to pose a risk to the site. As the Site is underlain by low permeability clays, it is unlikely that drainage to SuDS such as traditional soakaways will be suitable.
- 7.79 Therefore, it is considered that the Proposed Development is acceptable and accords with the requirements of CS policy EN18 and NPPF paragraph 196.

Residential Amenity

Daylight, Sunlight and Overshadowing

- 7.80 Chapter 10 of the ES assesses the potential effects of the proposed development on the levels of daylight and sunlight experienced by existing receptors. As there are no areas of amenity space which are located within 90 degrees of due north and in close enough proximity to be potentially affected in overshadowing terms not details overshadowing assessment has been undertaken.

7.81 Of 21 properties assessed the effect of the proposed development on the daylight and sunlight amenity is assessed to be negligible in 8 properties³¹. The effects on a further 8 properties³² is assessed to be minor.

7.82 The following effects are identified across the remaining five properties:

- Oxygen, Store Street : no significant daylight or sunlight effects
- Islington Wharf Phase 3 : no significant daylight or sunlight effects
- Islington Wharf Phase 1 Block A : no significant daylight or sunlight effects
- Laystall House : no significant daylight or sunlight effects
- 57 - 59 Ducie Street : no significant daylight or sunlight effects

7.83 No significant effects are identified in any of the assessed properties.

7.84 In arriving at the conclusions for the five properties considered above, whilst there have in some instances been major adverse effects identified (with negligible and minor effects in some cases), they have been considered in the context of the city centre location of these properties. The assessment recognises, inter alia, that it is unreasonable to expect city centre locations to achieve compliance with relevant standards and/or there to be an expectation that existing levels will be maintained given the emphasis and priority of planning policy on urban renewal and regeneration in this location.

Overlooking

7.85 The nearest residential properties are those within the Oxygen development on Store Street. The south-east elevation of Building A will be face these properties with a separation distance of c.22m being achieved. This interface distance is considered acceptable in the context of a part of the city centre which is undergoing renewal and where there are longstanding regeneration objectives. Furthermore, the close alignment of the development to the historic street pattern and the need to make the most efficient use of the Site limits the ability to increase this distance any further.

Noise and Vibration

7.86 Chapter 14 of the ES considers noise and vibration effects. It confirms that noise associated with road traffic from the development will be negligible and vibration levels will be low and not intrusive. No adverse impact on receptors is expected.

7.87 Similarly no adverse impact from existing plant from the Oxygen Building to the south of the Site is expected.

³¹ 47 Ducie Street, Quantum, 5 Wharf Close, Islington Wharf Phase 2, Jutland House, Paradise Mews, Whittle's Croft Wharf, Piccadilly Village

³² William Jessop Court, John Smeaton Court, Thomas Telford Basin, Laystall Street Consented Scheme, Islington Wharf Phase 1 Block B, Islington Wharf Phase 4, 32 – 34 Laystall Street and Store Street Scheme

- 7.88 It goes on to identify potentially significant effects associated with construction noise, construction vibration, road traffic noise (to future occupants) and plant noise from the proposed development. Construction and Operational Phase effects are considered below.

Construction Phase

- 7.89 Demolition and construction noise and vibration effects have been identified and assessed. The effects will be mitigated through the implementation of a series of controls and practices contained within a Construction Environmental Management Plan (CEMP). These measures represent tried and tested mitigation measures and are proven to be effective. The CEMP will be secured by condition and will be subject to approval by MCC's Environmental Protection Team. Implementation of the CEMP will ensure that no significant construction noise or vibration effects will result.

Operational Phase

- 7.90 The operational phase effects are assessed. As the precise plant to be used within the proposed development has not yet been specified, noise from fixed plant is to be controlled to meet acceptable noise limits. Subject to meeting these limits, via an acoustic mitigation scheme to be secured by planning conditions, the proposed development will not result in any significant effects.
- 7.91 The apartments will be mechanically ventilated and will not require opening windows to avoid overheating. However, the effects of road traffic noise on future occupants will require the buildings' envelope to provide appropriate levels of noise mitigation to provide future residents with acceptable internal noise conditions. The acoustic specification of the façade will be subject to a condition requiring full details of the acoustic performance. Subject to doing so, the proposed development will not result in any significant effects in relation to road traffic noise.

Air Quality

- 7.92 As considered above, no unacceptable adverse impact will arise from the development, neither will future occupants be exposed to unacceptable air quality.

Conclusion on residential amenity

- 7.93 Overall, it is considered that development protects residential amenity and complies with CS policies DM1, insofar as it relates to effects on amenity, H1 in respect of privacy and policy and EN16 as well as NPPF paragraph 198 .

Security, Crime Prevention and Fire Safety

- 7.94 The application is supported by a Crime Impact Statement ('CIS', prepared by Greater Manchester Police) which provides an analysis of crime within the area, alongside the security credentials of the Proposed Development and general recommendations with respect to additional measures required to design out crime.
- 7.95 The statement confirms that the proposed features would make a positive contribution to the prevention of crime and fear of crime. The introduction of several active frontages (to Great Ancoats Street and Store Street) is recognised to allow for high levels of natural surveillance. The level of vehicular and pedestrian traffic along Great Ancoats Street will also provide the buildings and external area with high levels of passive surveillance.

- 7.96 Within the site, the landscaped areas are considered to be well overlooked and the presence of offices will introduce activity during the day when many residents may be out. The positioning of the main entrances, parcel stores, reception desks and cycle stores is considered to be appropriate.
- 7.97 A series of recommendations is set out for the apartments, offices and external spaces. They relate to matters such as access control, CCTV and lighting, building alarm systems and operational management. Physical security measures are also recommended.
- 7.98 The CIS concludes that the Proposed Development is capable of achieving Secure by Design accreditation, subject to the inclusion of recommendations set out in the CIS. It is wholly consistent with Policies EC1 and DM1 insofar as they relate to security.
- 7.99 A Gateway One Fire Statement has been submitted with the application in accordance with the Independent Review of Building Regulations and Fire Safety and subsequent changes to the Town and Country Planning (Development Management Procedure) Order³³. The statement demonstrates that fire safety has been considered at the very earliest stage of the design and construction process and is incorporated in the planning application. It will be subject to consultation with the Health and Safety Executive following submission of the planning application.
- 7.100 In summary the proposed development would ensure the safety of future occupiers and local community in accordance with CS policies SP1 and DM1 (as relevant to community safety and crime prevention).

Solar Glare

- 7.101 Chapter 11 of the ES assessment the potential effects of the proposed development in relation to Solar Glare. It scopes out solar glare impacts on occupiers of adjoining buildings in the basis of the ability to manage (e.g. through using blinds) and the limited time period that any glare effects would be experienced for as the sun moves through the sky.
- 7.102 Safety issues arising from glare affecting road users and tram drivers has been assessed across 20 road locations and a single tram track location. Of the road locations, eight would see no reflections within 30° of a driver's line of sight. Negligible effects are identified in relation to these receptors.
- 7.103 Effects have been identified at other assessment locations as below:
- Minor effects at seven locations :
 - BS - Bengal Street junction with Redhill Street;
 - MS1 - Murray Street junction with Jersey Street;
 - MS2 - Murray Street junction with Redhill Street;

³³ Town and Country Planning (Development Management Procedure and Section 62A Applications) (England) (Amendment) Order 2021 ("the 2021 Order")

- HS - Henry Street junction with Redhill Street;
 - SS2 - Store Street junction with Great Ancoats Street;
 - GA2 - Great Ancoats Street junction with Adair Street; and
 - GA3 - Great Ancoats Street junction with Pollard Street.
- Potential for medium to large effects at other locations. Further consideration has been given to each of these locations with professional judgement applied to determine the level of effect that is actually expected to result. Factors such as the direction of the reflection, the time of day that it would occur, the likelihood of the sun shining and the area of reflection visible have been taken into consideration. This identifies the need for Low Visible Light Reflectance (VLR) glazing on specified elevations (or parts of elevations) to reduce the residual effects in four locations. The mitigation reduces the magnitude of effect to minor for two (Woodward Street and Pickford Street) and moderate for two (Old Mill 1 and Old Mill 3). A minor to moderate effect is likely at (Old Mill 2). These effects are deemed to be within acceptable limits

TV Baseline Survey Report and Broadband Connectivity

- 7.104 In line with the Council's validation checklist given the scale and height of the Proposed Development a Terrestrial Television Baseline Survey Report (prepared by Pager Power) has been submitted in support of the application.
- 7.105 The report concludes that the site is within the coverage area for the Winter Hill television transmitter – the main transmitter for the area. Interference with the transmitted signal is possible due to the possible weakening of the signal by the physical presence of buildings.
- 7.106 The average terrestrial signal strength is good in the area affected by the 'development shadow'. Any negative effects upon signal strength are typically limited to within 1km of the development and within its shadow zone (150m to 1km of the development). Within this area a reduction in signal strength is possible, however, effects may not be noticeable due to the attenuation from existing buildings and the baseline signal strength.
- 7.107 Beyond this distance, significant effects are not predicted due to the current signal strength.
- 7.108 No requirement for pre-emptive mitigation has been identified. However, should effects result, a post-construction reception measurement should be undertaken (post-construction) to investigate the likely cause of the interference and identify suitable mitigation measures (which may include some of those set out in the report).
- 7.109 The Council's validation checklist requires a Broadband Connectivity Assessment ('BCA') to be submitted with planning application in supporting the expansion of full fibre broadband connections. A BCA (prepared by Pager Power) has therefore been submitted in support of the application.

7.110 The report identifies existing broadband infrastructure and confirms that superfast broadband is already available at the Site. There is also potential for full-fibre to the property (FFTP), with a FFTP installation planned between now and December 2026.

7.111 The Proposed Development is therefore in accordance with PfE Policy JP-C2 and NPPF policy (paragraph 119).

Waste

7.112 A Waste Management Strategy (prepared by SLR) is provided as part of the planning application.

7.113 It confirms that provision for segregated waste will be made for residents and the office accommodation to encourage recycling.

7.114 Operational waste arising from the proposed development will be managed in accordance with the relevant waste policies and guidance, and a contract with a licensed waste disposal company will be arranged. Adequate waste storage will be provided within a new bin stores and waste management on-site will be overseen by members of staff and on-site management. Refuse vehicles will be able to service the site in a safe and efficient manner utilising the designated internal access link, and a dedicated area bin collection area will be provided within the site, as shown on the landscape plans.

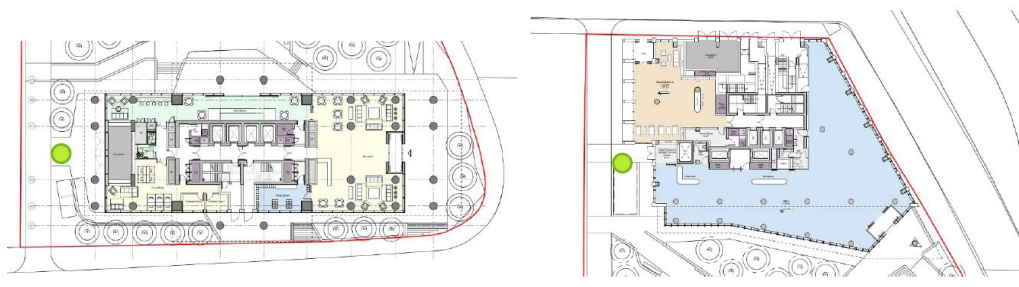


Figure 7.1: Extracts of Plans showing location of bin collection areas (green dot) for Building A (left image) and Building B (right image)

7.115 Suitable provision is made for waste storage and the waste management strategy purposely supports the segregation of waste to encourage recycling and minimise waste arising. The proposed development is in accordance with CS Policy DM1 (as relevant to waste management).

Wind Microclimate

7.116 ES Chapter 9 assesses the effects of the proposed development on Wind.

7.117 The assessment has been carried out of the potential effects of the proposed development in relation to comfort and safety criteria using well-established assessment criteria (the London Docklands Development Corporation variant of the Lawson Comfort Criteria).

7.118 The impact of other developments has also been considered as part of a cumulative assessment, including other consented schemes.

7.119 The report concludes that there are no wind safety risks associated with the Proposed Development. Ground level wind conditions are considered to be acceptable for the intended use.

7.120 The Proposed Development is therefore in accordance with CS Policy DM1

8. The Planning Balance

- 8.1 The preceding sections of this Planning Statement have considered the Proposed Development against the prevailing planning policy framework and other material considerations. This section brings together those findings and considers whether, on balance, planning permission should be approved for the Proposed Development.

The Planning Appraisal

- (a) Having regard to the relevant statutory and policy framework for the determination of the application (see Section 4), the following questions are posed and need to be considered in appraising the development and whether planning permission should be granted:

(a) Is the proposal in accordance with the Development Plan?

(b) Do other material considerations indicate that the application should be determined otherwise than in accordance with the Development Plan;

(c) do they weigh in favour or against the grant of planning permission in the context of the degree of compliance with the Development Plan?

- 8.2 Each is considered in turn below.

Does the Proposed Development accord with the Development Plan?

- 8.3 Sections 6 and 7 consider the extent to which the proposal accords with the Development Plan.

- 8.4 In summary:

- Section 6 demonstrates extensive policy support for the principle of the proposed development through the adopted development plan (as well as other policy considerations). In summary, the proposals will:
 - (i) align closely with the Development Plan's strategy and priorities for the City Centre and its growth which support the regeneration of the Piccadilly area, but also strongly support major development proposals within the city centre;
 - (ii) Deliver much needed housing and modern flexible commercial floorspace, the pressing need for both is made clear;
 - (iii) Contribute towards the improvement of the surrounding public realm and the regeneration of the surrounding area.
- Section 7 considers the suitability of the proposed development and its accordance with other policies of the development plan (as well as other policy considerations). It satisfies the requirements of relevant economic, environmental and social policies of the Development Plan, including those

relating to design, ecological impacts, traffic and transport, flood risk and drainage, noise and air pollution, built heritage, wind conditions, visual impact and amenity. No unacceptable impacts as measured against the requirements of relevant Development Plan policies will arise from the Proposed Development.

- 8.5 The Proposed Development therefore satisfies relevant policies of the Development Plan and is in accordance with it.

Do other material considerations indicate that the application should be determined otherwise than in accordance with the Development Plan?

- 8.6 Sections 6 and 7 consider the extent to which the other material considerations indicate that the application should be determined otherwise than in accordance with the development plan:

- Section 5 demonstrates that the principle of the proposed development aligns with the adopted Development Plan, the NPPF and other material considerations.
- Section 7 considers the suitability of the proposed development against relevant policies of the NPPF and concludes that there is no conflict in this regard and no material harm arising from the Proposed Development.

- 8.7 These sections identify material considerations that weigh strongly in favour of the principle of the proposed development. These comprise:

- The delivery of modern and high quality housing to meet an identified need in the context of the *'most acute housing crisis in living memory'*³⁴.
- Contributing to addressing inequalities and deprivation in Manchester and Greater Manchester by providing high quality and flexible modern employment space in a highly accessible location.
- Significant direct and indirect job creation.
- Delivery of the first scheme within the EVCDF area, representing tangible progress of the regeneration envisaged through the Piccadilly SRF / EVCDF and supporting MCC's regeneration priorities.
- The scheme's strategic role in setting a positive and catalytic foundation for the regeneration of this area of Piccadilly and the tone for how the area will evolve as a place in the context of future investments.
- The scheme's complementary role to other major investments in the area, including the redevelopment of the former Central Retail Park in integrating this somewhat forgotten part of the city into the commercial core of the city centre

³⁴ <https://questions-statements.parliament.uk/written-statements/detail/2024-07-30/hcws48>

- The delivery of new public realm within the Site, with 55% of the Site area given over to public realm, and improvements to the public highway.
- The delivery of a landmark building which is of a high design quality.

8.8 The Proposed Development is in accordance with policies of the NPPF when considered as a whole and contributes positively to its key sustainability objectives. In respect of the presumption in favour of sustainable development as set out at paragraph 11c of the NPPF, it has been demonstrated that the Proposed Development is in accordance with relevant Development Plan policies and that material considerations weigh further in favour of grant of planning permission. The NPPF directs that in such circumstances, in accordance with section 38(6) of the Planning and Compulsory Purchase Act 2004, that permission should be granted.

8.9 The NPPF is a material consideration to be afforded significant weight in the determination of the applications. Material considerations lend further support to the grant of planning permission.

Overall conclusion on planning balance

8.10 In light of the above, it evident that the applicant has demonstrated:

- the development proposals accord with the vision, objectives and policies within the Development Plan;
- There are a series of material considerations which weigh strongly in favour of the Proposed Development.

8.11 Therefore, the applicant respectfully requests that the Council grants planning permission without delay.

Appendix 1: Green and Blue Infrastructure Statement

Introduction

This Green and Blue Infrastructure Statement has been prepared by Turley on behalf of Liquid Business (Manchester) Ltd (“the Applicant”). It is submitted in respect of a full application for a new mixed use development at the Stocktons Furniture Store site, 140 Great Ancoats Street (“the Site”).

The Manchester City Council (“MCC”) Validation Checklist (2020) requires that full and outline applications are supported by a Green and Blue Infrastructure Statement. With regards to this, the Checklist states:

“Manchester’s Great Outdoors – A Green and Blue Infrastructure Strategy for Manchester 2015-2025’ (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development and there is a need to explore opportunities for such improvements as part of this proposal and how it seeks to respond to the Vision and Objectives of the plan with reference in particular to pages 12, 16, 20, 31 and 39.”

Manchester’s Greet Outdoors: A Green Infrastructure Strategy for Manchester (“MGO”), was approved by MCC in 2015. The strategy consisted of three documents: an overarching strategic narrative; a detailed technical report providing a baseline assessment and evidence base; and a ten-year Implementation Plan, identifying specific headline actions to realise the Strategy’s objectives.

The Implementation Plan has been refreshed to respond to significant changes, challenges and opportunities that emerged since publication. The 2022 Implementation Plan refresh highlights key projects and approaches that reinforce the city’s commitment to put Green Infrastructure and Nature Based Solutions at the heart of decision-making. The overall vision and objectives set out in the MGO remain the same.

This report provides an assessment of the proposed development in relation to the vision and objectives set out within the MGO.

Assessment

The overarching vision of the MGO is:

“By 2025, climate-resilient well-maintained green and blue spaces remains an integral part of all neighbourhoods. The city’s communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces, and safe green routes for walking, cycling and exercise throughout the city. Green and blue infrastructure will be supporting Manchester’s growth.”

The supporting key objectives are as follows:

1. Improve the quality and function of existing green and blue infrastructure.
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city’s growth.

3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond.
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides for residentials, the economy and the local environment.

The East Village Central Development Framework (“EVCDF”) was adopted by MCC in 2023 for the regeneration of the Site at Stocktons Furniture and Presbar Diecasting. The framework aims to turn 30-40% of the combined area of both sites into public space in the form of green spaces, enhanced animated frontages and publicly open accessible routes through the site linking Store Street, Ducie street, Store Street Aqueduct and Ashton Canal Tow Path. An extract from the EVCDF is included below at Figure 1.1 and illustrates how the public realm could be laid out within the EVCDF area boundary.

PARAMETER 1: MOVEMENT, NODES, CONNECTIONS & PUBLIC REALM

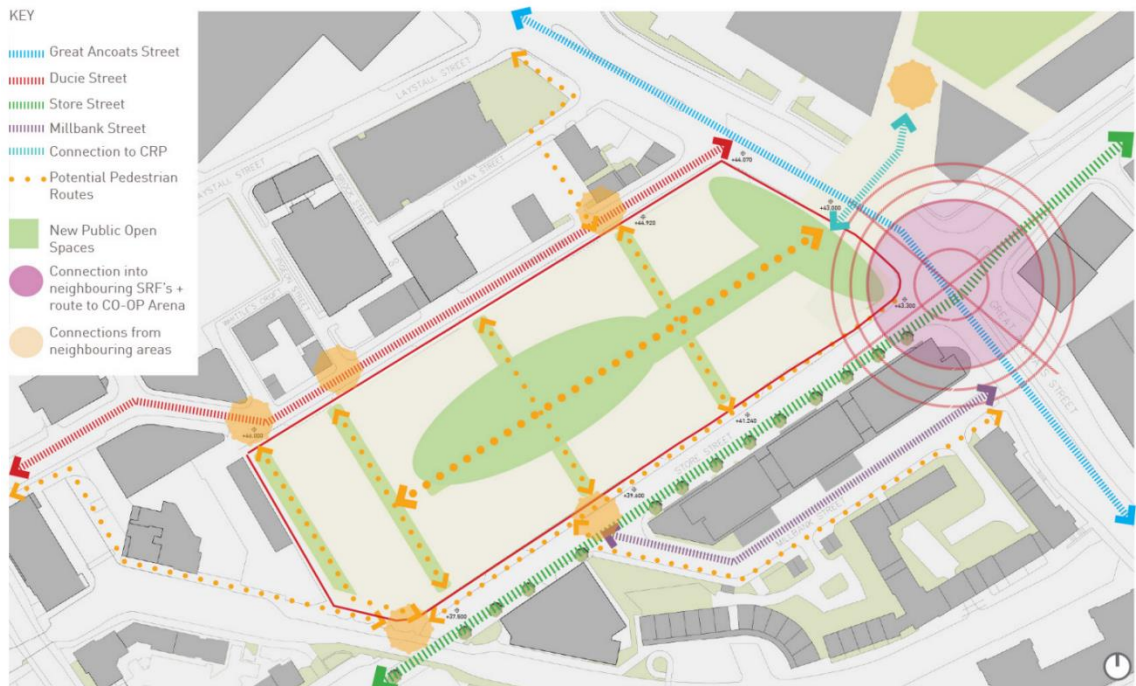


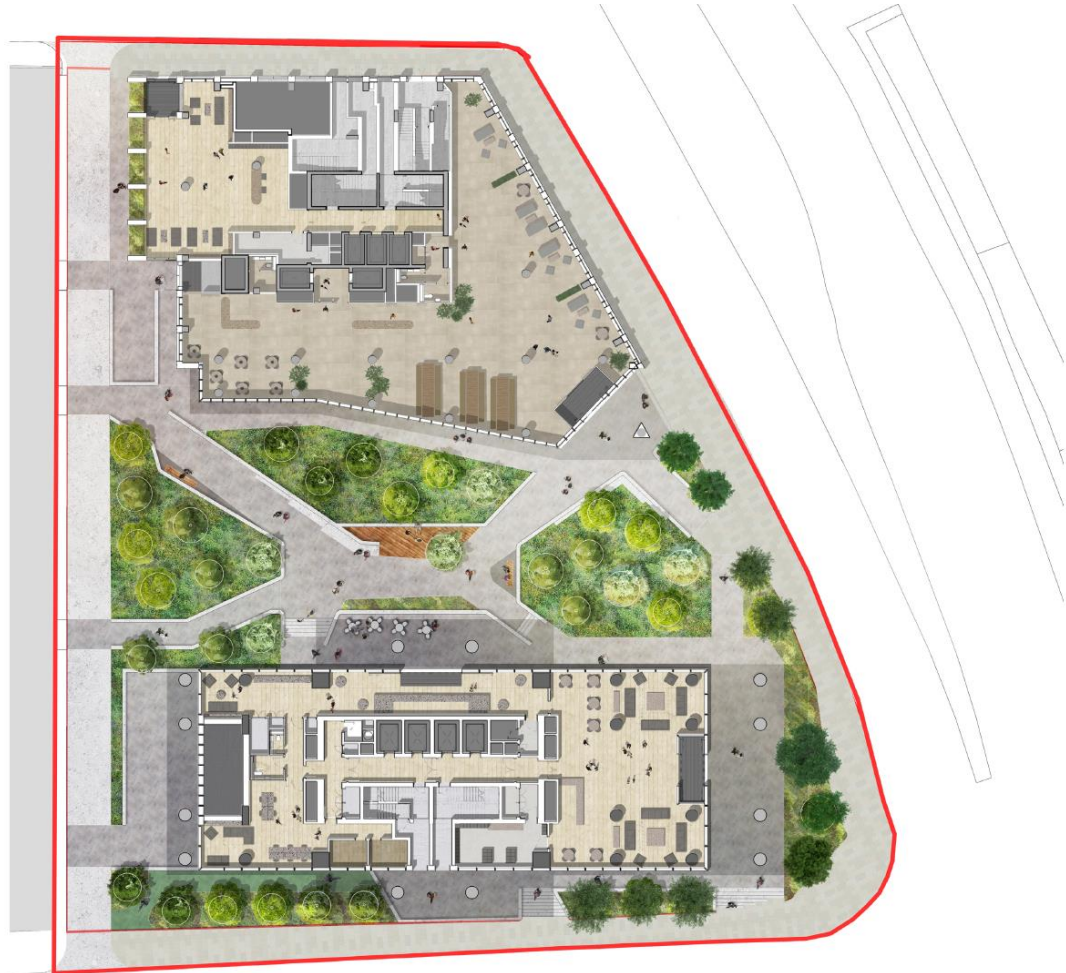
Figure 1: Extract from East Village Central Development Framework

The proposals have been developed in accordance with the EVCDF and a main driver for the development has been to contribute positively to the attractiveness, quality and usability of the surrounding area by providing a meaningful area of public realm for new and existing residents. Over 55% of the Site area has been given to a new public space, pavement enhancements and a new shared surface route connecting Ducie Street and Store Street. These areas will be accessible and landscaped with a diversity of tree species and planted areas to provide a strong relationship with nature.

A central east-west spine of public open space will be provided in accordance with the parameters set out in the SRF, as demonstrated at Figure 1.2 below. The proposals allow for a

future connection of public open space through the Presbar and Diecast site to the west and beyond.

Figure 2: Ground Floor Plan of Proposed Development



In addition to the central area of open space, the proposals include public realm enhancements to Store Street and Great Ancoats Street in the form new hard landscaping using materials that tie into those used within the Site and also complement improvements to Great Ancoats Street including the planting of new trees, improved pedestrian footways and new and improved pedestrian and cycle crossings.

The site also benefits from proximity to a number of existing green and blue infrastructure, as well as emerging infrastructure proposals.

New Islington Green and Cotton Field Park / New Islington Marina are located c. 150m south east and 175m north east of the Site, respectively. They provide access to areas of open space including waterfront environments.

There are also a number of proposed developments in the immediate vicinity of the Site that will contribute positively to the improvement of the public realm. Of particular relevance, are the proposals for the redevelopment of the former Central Retail Park, Great Ancoats Street. These

have been subject to public consultation and there are two applications for planning permission, which are currently pending consideration at the time of writing:

- Application ref. 141607/FO/2024 for the creation of a new office campus comprising two office buildings with associated landscaping; and
- Application ref. 141625/VO/2024 for the creation of a new public park and associated works.

The new public park will deliver 659sqm of new lawn space, alongside the planting of 96 new trees to increase biodiversity within the area. The proposal also seeks to enhance active use in the space by providing an array of furniture items to accommodate 435 people, which allows users to interact through play, seating, socialising and recreation. The play offer for the site aims to provide a mix of play equipment, outdoor exercise equipment, and a climbing wall.

Furthermore, the office campus proposals seek to rejuvenate the existing canal network by introducing a new high-quality Canal Plaza to the Rochdale Canal, and include the removal of the boundary to the existing towpath to ensure that the public realm links directly to this space. Street trees also form part of the landscaping proposals, with the intention of greening Great Ancoats Street.

The proposals at the Site will, therefore, provide an important and continuous connection between these areas to the north east, Great Ancoats Street and balance of the East Village Central Area. This is illustrated at Figure 1.3 below.

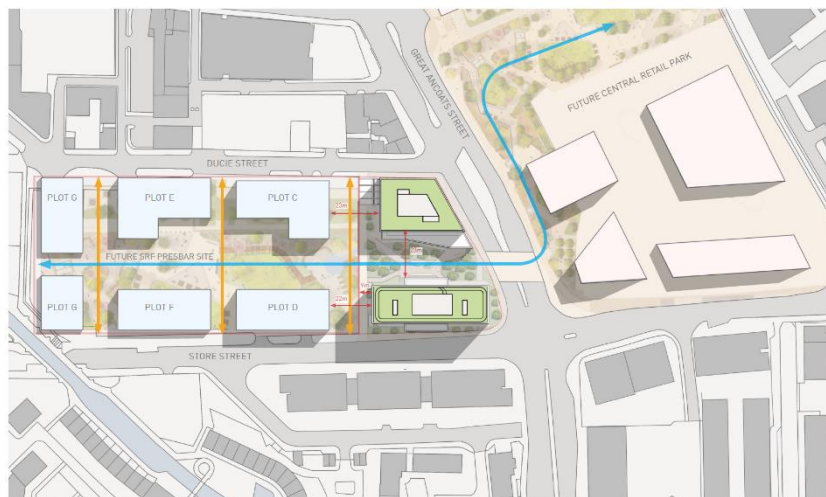


Figure 3: Site Plan illustrating the connectivity of the East Central Village with the emerging development at the former Central Retail Park.

The Site also benefits from close proximity to both the Ashton Canal (c. 110m) and Rochdale Canal (c. 250m) which provide car-free community and leisure routes. Planned improvements, such as the upgrading of the Rochdale Canal Towpath towards Newton Heath, as an improved walking and cycling corridor, will provide a stronger network of safe routes in and around the area. Mayfield Park is within walking distance of the Site (c. 650m), and provides 6.5 acres of green space alongside the River Medlock.

It is also noted that the wider Piccadilly SRF includes aspirations for a new station forecourt on London Road, as well as a major new park at the eastern end of Piccadilly Station (to complement the adjacent Mayfield Park) and a sequence of pocket parks within the Piccadilly area.

The existing and proposed green and blue infrastructure assets fulfil an important role in this part of the city to enhance the environmental quality as part of the wider regeneration but also to and ensure that existing and future resident and workers have access to the types of spaces integral to the Green and Blue Infrastructure Strategy's vision.

Conclusion

The site is sustainably located to make best use of existing surrounding green and blue infrastructure.

The proposed development includes a central east-west spine of public open space which will provide connections to the green and blue infrastructure to the northeast, including a new public park on the former Central Retail Park site, as well as to the wider SRF area and the city centre. Soft landscaping is also used to improve the public realm along Store Street and Great Ancoats Street and will complement previous improvements to Great Ancoats Street.

The proposals therefore support the vision and objectives of the MGO and will provide a valuable contribution to the existing and emerging green and blue infrastructure network through the delivery of public open space in accordance with the parameters set out within the East Village Central Development Framework.

Appendix 2: Planning History

Application Reference	Address	Proposal	Decision
F00755	Land bounded by - Great Ancoats Street/ Store Street/Ducie Street & Existing Warehouse, City.	Use of vacant land as a car park.	Approved – 17 th February 1975
F01829	Part of 53 Store Street, City.	Use of vehicle repair premises for die casting and pressure die casting purposes.	Approved – 20 th December 1975
063991/FO/CITY3/02	Furniture Showroom, 140 Great Ancoats St/Ducie St Ancoats	External alterations including opening and glazing of existing bricked-up window arches, new entrance and external works	Approved – 18 th February 2002
091806/FO/2009/C2	140 Great Ancoats Street Manchester M4 6DU	Removal of non original profile metal cladding and other non original finishes to expose original brickwork to Store Street and Great Ancoats Street elevations. Renovation of both elevations.	Approved – 19 th January 2010
133523/FO/2022	Presbar Foundry Store Street Manchester M1 2JP	Change of use (for a temporary period of three years only) from an industrial foundry (Class B2) to a mixed-use development with retail, leisure and office uses (Use Class E and Sui Generis (drinking establishment)), external alterations including creation of new entrances and over-cladding of the roof, temporary installation of new structures within the forecourt and associated	Temporarily Approved – 31 st May 2022

		works including cycle parking and new electric vehicle charge points, the erection of external pergolas	
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Appendix 3: Places for Everyone and Manchester Core Strategy Development Management Policies

- PfE Policy JP-S3 (Heat and Energy Networks) acknowledges that decentralised energy infrastructure is essential for low carbon growth and local energy generation. In identified "Heat and Energy Network Opportunity Areas," Policy JP-S3 requires new residential developments of 10 or more dwellings, or those over 1,000 m², to connect to existing or planned heat/energy networks, or be designed for future connection. Developments should install site-wide energy solutions, with the potential for future expansion to adjoining properties.
- PfE Policy JP-S4 (Flood Risk and Water Management) adopts an integrated catchment-based approach to safeguard water quality and manage flood risk, in accordance with the North West River Basin Management Plan. Developments are required to manage surface water runoff using sustainable drainage systems (SuDS), aiming to achieve greenfield runoff rates where possible.
- Policy JP-S4 acknowledges that SuDS will deliver multifunctional benefits and should be appropriately maintained. Residential developments must meet the water efficiency standard of 125 litres per person per day, or 110 litres per person per day where local need justifies a stricter standard.
- Policy EN14 Flood Risk - Requires development to be directed away from high flood-risk areas and towards sites with minimal or no flooding risk, in line with the Manchester-Salford-Trafford SFRA. New developments should minimise surface water runoff, incorporating Sustainable Drainage Systems (SUDS) and green infrastructure where appropriate
- Policy EN15 Biodiversity and Geological Conservation - Aims to protect and enhance sites of biodiversity and geological value across the city. Developers are expected to identify opportunities to enhance, restore, or create new biodiversity on-site or nearby, fostering links between valuable habitats. Any adverse impacts on biodiversity must be justified in relation to the wider benefits of the proposal, and appropriate mitigation or compensation will be required where impacts are unavoidable.
- Policy EN16 Air Quality - Focuses on improving air quality in Manchester. Developers must take steps to reduce emissions from both traffic generated by the development and the development's own operations, including from Combined Heat and Power and biomass systems. The Council will assess the impact of new developments on air quality, particularly in Air Quality Management Areas, alongside other planning objectives.
- Policy EN17 Water Quality - Requires developments to avoid negatively impacting water quality, both during construction and post-development. Where possible, developments should enhance water quality, reduce surface water runoff, use sustainable drainage systems, and prevent pollutants from reaching watercourses. Developments near

watercourses must ensure waste or litter does not enter, and should consider opening culverted watercourses to improve ecological status.

- Policy EN19 Waste - Mandates new developments to demonstrate alignment with the waste hierarchy (prevention, reduction, reuse, recycling/composting, energy recovery, and disposal) and submit a waste management plan detailing how construction and demolition waste will be minimised and recycled on-site. The plan should also address the sustainable waste management needs of the end user.
- Policy DM1 Development Management – requires developments to consider several key factors, including:
 - Appropriate siting, design, scale, and materials;
 - Impact on the surrounding area’s character, amenity (privacy, light, noise, traffic, etc.), and environmental conditions;
 - Accessibility for disabled people and sustainable transport access;
 - Community safety and crime prevention;
 - Adequate internal accommodation, external amenity space, refuse storage, and car parking;
 - Biodiversity, heritage, and landscape effects;
 - Green Infrastructure, including public and private open space;
 - Use of peat alternatives in landscaping;
 - Flood risk, drainage, and hazardous installations;
 - Sustainable construction techniques, subject to scheme viability.

Appendix 4: Sequential and Exception Test

1. The NPPF requires development to be directed towards locations subject to the lowest risk of flooding from all sources, the existence of a small area of high risk from surface water means that a sequential test must be carried out.
2. Where it is not possible to locate development in areas with a lower risk of flooding (taking into account wider sustainable development objectives) the exception test must also be applied. Compliance with both tests is demonstrated below.

Sequential Test

3. It is important to recognise that the site is located within a priority regeneration area of the City Centre, as expressed within the Piccadilly SRF and EVCDF, where significant levels of new development are needed to realise aspirations for this location. The redevelopment of under-utilised sites within the city centre is a key part of the strategy expressed through these documents and also PfE (Policies Strat 2 and CS Policies SP1 and EC1).
4. Delivering development that aligns with these priorities will enable the overarching objectives of the Council to be realised, with significant economic, social and environmental benefits arising. This represents sustainable development and is an important starting point for the consideration of the sequential test.
5. There are therefore overriding public benefits which will be realised through bringing the site forward for development and indeed there are no suitable alternatives available to this given the extent of development need in the city centre, as prescribed through the development, and limited supply of development sites.
6. It is notable that MCC has consistently recognised the importance of delivering sustainable development, particularly in other regeneration priorities, in applying the sequential test. The table below provides details of planning applications where a case has been made that development needs to be located to release regeneration ambitions (in the Oxford Road Corridor Strategic Spatial Framework in the case of the applications below). The table includes details of the case made, and the City Council's response in the planning committee report for the relevant planning application.

Development scheme	Flood zone	Sequential test case	Council's position
1 – 5 New Wakefield Street	Flood Zone 3	There are overriding public benefits which will be realised through bringing the site forward for development as part of the Corridor masterplan and indeed there are no suitable	A sequential approach has been adopted in designing the development to ensure the vulnerable accommodation would not be at risk in a flooding event. As such, although the development is

Development scheme	Flood zone	Sequential test case	Council's position
		alternatives available to this given the extent of development need within the Corridor. This would mean the scheme <u>fully satisfies the sequential and exception tests</u> embedded in NPPF.	classified as a vulnerable development due to its end user within flood zone 3, it would be 600 mm above the 1 in 100 year plus climate change flood event and the <u>exception test is not required</u> .
Maldron Hotel	The majority of the Site falls within Flood Zone 2 with a small part of the northeast corner within Flood Zone 3A.	The Site is an ideal location for this type of development and that other Sites that may be available within Manchester City Centre would not support these wider regeneration, urban design, and economic objectives, therefore it is considered it <u>passes the sequential test</u> . It is considered that the scheme provides wider sustainability benefits by virtue of its well thought out design and will be managed and maintained effectively to be safe for its lifetime, taking into account the need of potentially vulnerable users.	The <u>flood risk is considered to be acceptable. The proposal is safe, does not increase flood risk elsewhere</u> and would therefore meet the Exception Test.
Circle Square Plot 14	Flood Zones 1, 2 and 3A	There are no sequentially <u>preferable sites with the locational qualities and size requirements to accommodate a development of this nature and therefore passes</u> .	A Flood Risk and Drainage Statement accompanies the application which includes a sequential test as defined in the NPPF. The EIA includes a chapter on Flood Risk, Water Resources and Drainage, and a Flood Risk Assessment has been submitted with the application. These documents demonstrate that the development

Development scheme	Flood zone	Sequential test case	Council's position
			would have <u>no significant adverse impact on flood risk</u> .
Great Marlborough Street	Flood Zone 2	It is considered that there were not likely to be any other 'reasonably available' sites within the search area. It is concluded that the Site therefore <u>passes the sequential test</u> .	As the upper floors of the building are intended to be occupied by students, the development is classified as 'vulnerable'. As such, the <u>sequential and exception test is required</u> . A flood risk assessment has concluded that the site is at risk of fluvial flooding from the River Medlock. The sequential test requires consideration to be given to alternative, less vulnerable sites. There were no other reasonably available sites identified locally.
Charles St	Flood Zone 3	The site is in the Core Critical Drainage Area in the Council Strategic Flood Risk <u>Sites are not precluded from development purely based on risk where that risk can be appropriately managed</u> . Therefore, the City Council do not require a sequential test as set out in the NPPF, but rather, require that at any development classed as 'vulnerable' is situated in the least vulnerable areas.	More vulnerable development is located at the required minimum levels above the 1 in 100 year plus climate change event flood level and therefore the exception test is not required.

7. In light of the above, it is considered that the location of the Site is well suited for the proposed development. The benefits of achieving the regeneration aspirations of the Piccadilly SRF / EVCDF, PfE and CS means that the proposed development cannot reasonably be located elsewhere, subject to a lower risk of flooding, and the sequential test is therefore passed.

Exception Test

8. NPPF Paragraph 159 highlights that if it is not possible for development to be located in zones with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test **may** have to be applied. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification set out in national planning guidance.
9. Residential use is classified as a More Vulnerable use and commercial uses are classified as Less Vulnerable in Annex 3 of the NPPF. In accordance with Table 2 of paragraph 7-079-20220825 of the PPG an exception test is **not** required as the development is located within Flood Zone 1.

Sequential and Exception Test Summary

10. The proposals passes the sequential test. The development plan directs growth, particularly residential and commercial development, to the city centre as a priority. The Council's regeneration priorities, as expressed through the Piccadilly SRF and EVCDF addendum. Furthermore, the development plan strategy is predicated on maximising the use of previously developed sites such as the application site and the NPPF elevates the importance placed on using such sites³⁵. The proposed development cannot reasonably be located elsewhere; doing so would undermine the development plan strategy and the SRF.

³⁵ NPPF, paragraph 125c

Appendix 5: Tall Building Statement

Introduction

This Tall Building Statement (“TBS”) has been prepared by Turley on behalf of Liquid Business (Manchester) Ltd (“the Applicant”) to support the full planning application for a new mixed use development at the Stocktons Furniture Store site at 140 Great Ancoats Street, Manchester (“the Site”).

The full description of development is:

‘Full planning application for the demolition of existing buildings and erection of 2no. new buildings providing up to 758 apartments (Use Class C3), Class E floorspace (comprising flexible office accommodation (Use Class Eg(i)) and Class Ea and b) and associated hard and soft landscaping (including works within the public highway), formation of vehicle accesses and servicing access together with associated works’

Building A will comprise a ground floor and 49 storeys; Building B will be ground floor and 24 storeys. They rise to 157.71m and 129.21m, respectively.

This TBS will follow the structure set out in the Historic England Advice Note 4, with reference to the guidance contained in the CABE “Guidance on Tall Buildings”, which was published in 2007, and the Manchester City Council (“MCC”) Core Strategy (2012) and Addendum (2024).

This TBS forms part of a suite of application documents and should be read in conjunction with relevant documents, notably the Planning Statement, Design and Access Statement, and Heritage Statement. Reference is made to other material as relevant.

Relevant Planning Policy and Guidance

Places for Everyone Joint Development Plan Document (2024)

The Places for Everyone Joint Development Plan Document (“PfE”) sets out the strategic approach to housing and employment development for nine of the ten Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan).

The site is located within the Core Growth Area (Policy JP-Strat1) and the City Centre (Policy JP-Strat2). Whilst PfE does not provide specific guidance on the development of tall buildings, it does confirm that the Site is suitable for high-density development.

Chapter 7 of the PFE outlines housing needs, desired densities, and the distribution of new homes across the region. In accordance with **Policy JP-H1** over 60,000 new homes are to be delivered in Manchester over the plan period. The same policy requires that they are of good quality and design, adaptable, supported by the necessary infrastructure and amenities.

Chapter 7 also recognises that:

- There is expected to be a strengthening in demand for apartments.
- Increasing density and the use of brownfield sites in the most accessible locations is ‘a key part of the overall strategy’.

PFE Policy JP-H4 requires that new developments be delivered at densities appropriate to their location, considering accessibility via walking, cycling, and public transport, in line with minimum density standards of 200 dwellings per hectare in the city centre.

MCC Core Strategy (2012)

Policy EN2 of the Core Strategy defines tall buildings as *“Substantially taller than their neighbours and / or which significantly change the skyline.”*

Whilst there are other tall buildings within the surrounding area, it is acknowledged that the proposed development, at ground plus 49 storeys at its highest point, will be taller than some of its surroundings.

As set out above, the site is located in an area which has undergone and will continue to undergo transformational change as the objectives set out within the East Village Central Development Framework (“EVCDF”) are realised. This part of the city centre has seen considerable densification in recent years, notably the adjacent Oxygen building, which extends to 25 storeys in height (planning permission ref. 122000/FO/2018, as amended); and the Islington Wharf building, which extends to 16 storeys (planning permission ref. 126660/FO/2020, as amended).

It is therefore important that the appropriateness of the proposed development, in terms of its scale and height, is judged on the basis of how well it will assimilate into both the existing cityscape and the cityscape that will emerge in the short to medium term.

Policy EN2 sets out criteria for tall buildings proposals to satisfy in order to warrant support:

- It is demonstrated they are of excellent design quality;
- They are appropriately located;
- They contribute positively to sustainability;
- They contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance; and
- They will bring significant regeneration benefits

EN2 notes that suitable locations include sites within and immediately adjacent to the City Centre, with particular encouragement given to non-conservation areas and locations easily served by public transport nodes.

Policy CC9 of the Core Strategy confirms that *“The Council will support high density and mixed-use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment”*.

This TBS, as well as the accompanying Planning Statement, Design and Access Statement (“DAS”) and Heritage Statement demonstrates that the proposed development accords with the criteria above, and as such is compliant with Policy EN2 and Policy CC9.

Manchester Residential Quality Guidance (2017)

MCC’s Residential Quality Guidance SPD provides further guidance on the density and scale of residential development. In relation to tall buildings, the SPD highlights that developing an appropriate density is imperative to shaping Manchester’s future, ensuring more sustainable patterns of development and reducing the need to travel. An increase in density is encouraged in those part of the cities that are well connected to public transport, providing this is fully justified to the satisfaction of the LPA.

The SPD notes that achieving an appropriate scale for new residential development is a delicate balance, and should be based on an understanding of the Site and its context, the city’s desire to see sound place making and a clear understanding of how scale can be used positively as a means of driving high quality buildings that provide attractive places in which to live.

East Village Central Development Framework

The EVCDF was produced as an addendum to the Manchester Picadilly Strategic Regeneration Framework to elaborate and update the approach taken to the East Village Neighbourhood area. The EVCDF sets parameters to guide future development in the area.

The following parameter confirms the appropriate approach to massing and height:

“Massing & height will be designed to make an appropriate urban design response, stepping up to an upper limit of between 40-45 storeys.”

EVCDF Parameter 2: Illustrative Building Forms, Heights and Street Frontages indicates the appropriate height of development in the area. An extract of this is included at Figure 1.1 below.

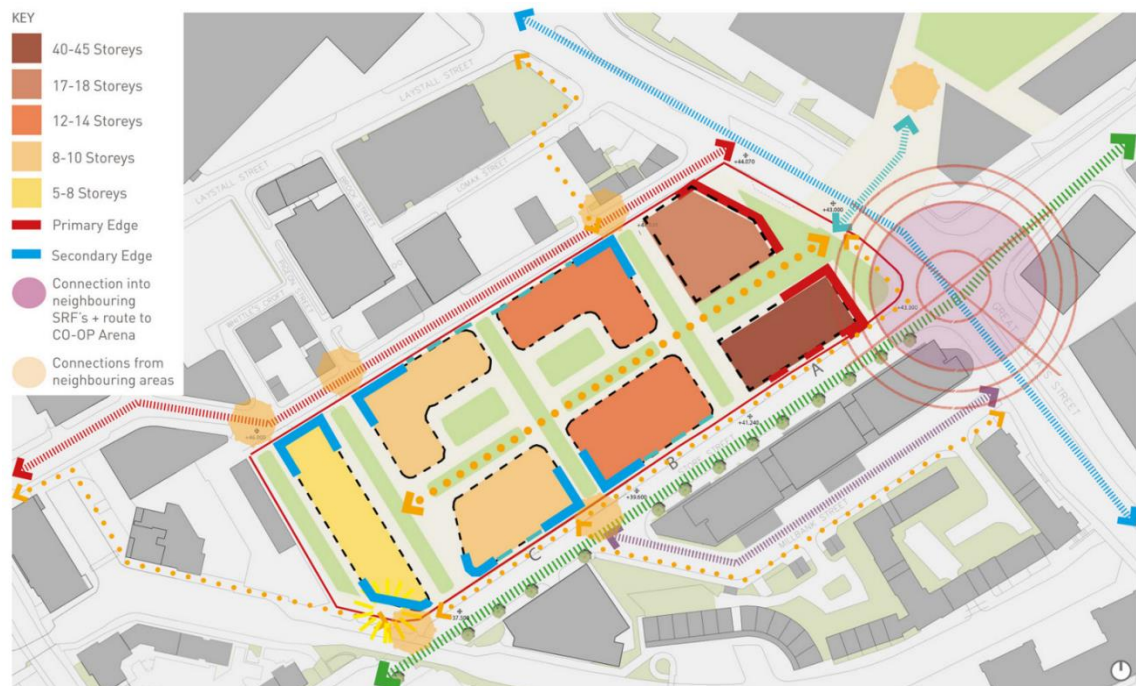


Figure 1: Parameter 2: Illustrative Building Forms, Heights and Street Frontages (EVCDF extract – Figure 5.3)

As demonstrated above, the EVCDF seeks to ensure that the scale of buildings step up from the southwest to a highpoint around the new nodal point at the junction of Great Ancoats Street and Store Street / New Mill Road. Whilst Parameter 2 sets out that the upper limits will not exceed 45 storeys, the Executive Committee Report recognises the need to apply this part of the document flexibly, and have regard to detailed consideration through the planning application. This is discussed in further detail below.

Guidance on Tall Buildings

Historic England produced the Historic England Advice Note 4: Tall Buildings (“HEAN4”) in 2015. The advice note updated and superseded the joint advice published by the Design Council and CABE in 2007. HEAN4 was revised in 2022 in light of changes to national planning policy and guidance.

Paragraph 3.1 of HEAN4 sets out that: *“In the right locations, tall buildings can support major change or regeneration while positively influencing place-shaping and conserving the historic environment.”* Conversely: *“If a tall building is not in the right place, by virtue of its size and widespread visibility, it can seriously harm the qualities that people value about a place.”*

HEAN4 sets out good practice for planning applications, and recommends early design discussions with the local planning authority and key consultees, including Historic England. This process will guide the understanding of the character of areas potentially affected, identify heritage assets likely to be affected, enable design to evolve and ascertain the information required as part of the application to enable proper assessment.

The Advice Note sets out that, when submitting a planning application for a tall building, proportionate supporting information is required to describe the impacts on the heritage

environment. Checklist 2 sets out the supporting information for tall buildings applications which have a potential impact on the historic environment, including:

- Statement of Heritage Significance
- Heritage Statement
- Heritage Impact Assessment
- Character/Landscape Assessment or Townscape and Visual Impact Assessment
- Planning and Tall Building Statement
- Design and Access Statement
- Environmental Impact Assessment
- Accurate Technical Drawings.

HEAN4 goes on to set out that an understanding of the historic environment to inform the approach to tall building design can be achieved by:

- The response to local context;
- The impact on the local environment;
- Architectural quality;
- Functional design;
- Sustainable design and construction; and
- A well-designed inclusive environment.

Assessment

This Section of this Statement will assess the proposed development against the criteria set out in Policy EN2 and HEAN4 and makes reference to other relevant policies and guidance contained in the development plan and EVCDF.

Location and Relationship to Context

This criterion requires applicants to consider the relationship of the building to its surrounding context. Including natural topography, scale, height, urban grain, streetscape and built form, open spaces, rivers and waterways, important views, prospects and panoramas and the effect upon the skyline.

The design of the proposed development has had full regard to the Site context. This is demonstrated through analysis presented in Section 2 of the DAS as well as baseline assessments undertaken in respect of the environmental context. This has enabled a thorough understanding of the Site context to ensure that the design takes advantage of the opportunities

presented. The result is a high quality design which has limited impacts and delivers numerous socio-economic and environmental benefits.

The Proposed Development has carefully considered the relationship of the surrounding existing buildings, particularly those with heritage significance. The application is supported by a Heritage Statement to assess the impact of the proposals on any nearby heritage assets.

The Heritage Statement confirms that the Site does not contain any listed buildings and is not located within a designated Conservation Area. The boundary of the Site, however, is situated in close proximity to a number of designated heritage assets, including the Store Street Aqueduct (Grade II*) and Paradise Wharf (Grade II) and as such there is a requirement to assess any potential impact upon their setting. There are also buildings contained within the Site are identified 'non-designated heritage assets'.

The Heritage Statement concludes that, due to the nature of the development, the proposals will give rise to some adverse direct impact to the non-designated heritage asset on the Site, with further adverse impact to the settings of designated heritage assets closer to the Site. However, it is noted that the form, mass and scale of the proposals have been a result of numerous pre-application discussions with the LPA, with input from wind mitigation and daylight/sunlight surveys.

As aforementioned, the Site is located within an area that is undergoing and will continue to undergo transformational change. As set out at Section 4.3 of the Design and Access Statement, initial studies were conducted by the project team to establish the appropriate distribution of mass on the Site in accordance with the EVCDF.

Impact on Local Environment

This criteria highlights the impacts that tall buildings may have on factors such as wind and other microclimate changes, overshadowing and light pollution.

The Environmental Statement submitted in support of the application includes a chapter on Wind.

The assessment has been carried out of the potential effects of the proposed development in relation to comfort and safety criteria using well-established assessment criteria (the London Docklands Development Corporation variant of the Lawson Comfort Criteria).

The impact of other developments has also been considered as part of a cumulative assessment, including other consented schemes.

The report concludes that there are no wind safety risks associated with the Proposed Development. Ground level wind conditions are considered to be acceptable for the intended use.

Chapter 10 of the ES assesses the potential effects of the proposed development on the levels of daylight and sunlight experienced by existing receptors. As there are no areas of amenity space which are located within 90 degrees of due north and in close enough proximity to be potentially affected in overshadowing terms no details overshadowing assessment has been undertaken.

Of 21 properties assessed the effect of the proposed development on the daylight and sunlight amenity is assessed to be negligible in 8 properties³⁶. The effects on a further 8 properties³⁷ is assessed to be minor.

The following effects are identified across the remaining five properties:

- Oxygen, Store Street : no significant daylight or sunlight effects
- Islington Wharf Phase 3 : no significant daylight or sunlight effects
- Islington Wharf Phase 1 Block A : no significant daylight or sunlight effects
- Laystall House : no significant daylight or sunlight effects
- 57 - 59 Ducie Street : no significant daylight or sunlight effects

No significant effects are identified in any of the assessed properties.

In arriving at the conclusions for the five properties considered above, whilst there have in some instances been major adverse effects identified (with negligible and minor effects in some cases), they have been considered in the context of the city centre location of these properties. The assessment recognises, inter alia, that it is unreasonable to expect city centre locations to achieve compliance with relevant standards and/or there to be an expectation that existing levels will be maintained given the emphasis and priority of planning policy on urban renewal and regeneration in this location.

Design / Architectural Quality

The ambition for the development of the Site has evolved through an understanding of the EVCDF objectives and how they would fit into MCC's wider vision for the Piccadilly Ward area. Design principles and a Developed Brief were developed from initial studies and used to guide the development.

The Developed Brief is set out at Section 4.2 of the Design and Access Statement, and confirms that, in addition to the SRF requirements:

- The development should be well designed and deliverable.
- Create a new benchmark for residential development on Great Ancoats Street.
- Encourage a sense of community.
- Create a meaningful sense of place.

³⁶ 47 Ducie Street, Quantum, 5 Wharf Close, Islington Wharf Phase 2, Jutland House, Paradise Mews, Whittle's Croft Wharf, Piccadilly Village

³⁷ William Jessop Court, John Smeaton Court, Thomas Telford Basin, Laystall Street Consented Scheme, Islington Wharf Phase 1 Block B, Islington Wharf Phase 4, 32 – 34 Laystall Street and Store Street Scheme

- Enhance the experience through Store Street.
- Homes should be spacious, light and have ample storage.
- Deliver a generous and well planned public realm that can in the future connect to new routes and pathways as the Picadilly SRF vision is realised.

As set out at Section 5.1 of the DAS, the scale of the building and prominence of the Site is such that the development will be seen from a distance in the skyline. The form and scale of the proposed buildings have been considered against a number of committed developments.

The proposal has evolved from the Picadilly and East Village SRF's desire to reinstate the 'city block' and break down the large industrial and commercial warehouses into smaller plots. Building A is located on the corner of Great Ancoats Street and Store Street and as such has been designed to react in both a vertical and horizontal direction.

The approach to Building A was ensure that an efficient floorplan for apartment layouts could be achieved. This resulted in a reduction in width of the block resulting from the EVCDF parameters which reduced the number of apartments that could be delivered (and therefore did not maximise the use of the site). The height was therefore increased but as part of a more slender building than envisaged in the EVCDF. The reduction in width also contributes to a better internal environment for future residents by maximising the width between the blocks (and therefore the amount of daylight and privacy) and enables a larger area of public realm to be achieved.

The materials used at the Site refer to the industrial heritage of the Site and the buildings will be distinctively different in material and form. Building A will be a modern, smooth, lightweight and bold collage of subtle shades of grey anodised aluminium that will vary in expression depending on the façade. Building B will be a strong form further emphasised by its corner location and reinforced by a supergrip composed of light coloured concrete with infill lightweight glazing and aluminium. The office component of the building will create a focal point for the new park, and will use a lightweight glass façade with rhythmic vertical fins.

Sustainable Design and Construction

This criterion requires tall buildings to set exemplary standards in design because of their high profile and local impact.

The proposed development sets high standards for design, which are set out in the Design and Access Statement that accompanies the planning application. A range of positive measures have been incorporated into the development proposals to ensure high levels of environmental sustainability performance, in accordance with national and local policy objectives. These are set out in full within the accompanying Environmental Standards Statement, but for reference are summarised below.

The proposed development has adopted a 'fabric first' approach in order to reduce the primary energy demand of the buildings. Material specifications have been carefully considered and incorporated into the design of the building to limit heat loss and ensure efficient operation of the proposed development. Furthermore, high levels of airtightness have been targeted to minimise uncontrolled ventilation, therefore reducing heating and cooling energy demand. As a

result of this, the design of the proposed development exceeds the requirements of the Part L 2021.

The proposed energy strategy is future proofed by being 'all electric' and incorporating renewable energy generation using a roof mounted solar PV array. This strategy will benefit from the significant further decarbonisation of the UK electricity grid forecast by the UK, and contribute to MCC's ambition to be carbon neutral by 2038. Furthermore, the commercial element of the development seeks to achieve a BREEAM 'Very Good' rating, as demonstrated by the pre-assessment provided at Appendix 1 of the Environmental Standards Statement.

With regards to the construction phase of the development, a pre-demolition audit will be undertaken to ascertain whether any materials from the furniture store and warehouse can be re-used on Site. Where this is not possible, the waste hierarchy will be followed to re-use those materials off-site and recycled before going to landfill. On-site waste storage will help to ensure the development contributes to waste recycling targets and minimises landfill.

Placemaking and Inclusive Environment

The scheme has been carefully designed by an architect with an extensive track record of high quality high-rise residential and commercial buildings in Manchester to reflect the site's prominent location and opportunity for a landmark building.

The proposal has been developed with the intention of providing a richly landscaped and meaningful public realm to enhance the local area. Over 55% of the site area has been given to new public space, pavement enhancements and a new shared surface route connecting Ducie Street and Store Street. These areas will also be landscaped to provide a strong relationship with nature.

The active ground floor uses and presence of windows serving amenity and accommodation areas above will bring enhanced natural surveillance and activation to the area. Pedestrian routes within the Site will be designed to accessibility standards, with all pedestrian routes connecting to entrance points to buildings with flush level access. Section 7.1 of the Design and Access Statement provides further information on inclusive design.

All external lighting will be developed to ensure entrance areas are adequately lit during daylight hours and after dark.

Furthermore, the enhancements to the public realm together with the scale and architectural quality of the building will encourage greater pedestrian movement between the East Village and Great Ancoats Street in line with the objectives of the SRF.

Regeneration Benefits

As set out above and within the Planning Statement, the Site is located within the East Village Central area of the Piccadilly SRF. The Piccadilly SRF was developed as an opportunity to capitalise on the once in a generation opportunity that exists for transformation aligned to major infrastructure delivery through HS2 and associated expansion / improvements to Piccadilly Station. Whilst it is noted that HS2 Phase 2a and 2b proposals were cancelled by Central Government on 4th October 2023, the proposals were replaced by an ambition to deliver

“Network North”, which seeks to ensure that rail, roads and buses benefit from investment in transport improvements and connectivity.

As such, sites within the Piccadilly SRF are still expected to come forward, in line with principles set out in that document.

As set out above, the proposals represent a slight increase on building heights when compared to the parameters set out within the EVCDF. The Executive Committee Report, however, recognises the need to apply this part of the document flexibly, and have regard to detailed consideration through the planning application. It is considered that a slight exceedance of the 45 storey parameter can be justified in this case on the following basis:

- **Maximising density** : the adoption of PfE after the ECVDF being adopted changes the level of priority that the development plan places on maximising density, particularly within the city centre. Doing so also aligns with the emphasis in the NPPF and WMS on making the best use of previously developed sites in sustainable locations. This matter is considered further below but is an important part of the justification for the height of the development.
- **Architectural response** : the architectural intent of the proposed development seeks to achieve buildings of the highest quality. In the case of Building A the DAS demonstrates how the height contributes to the proportion and slender profile of the building. Reducing the height to 45 storeys would detract from this effect. The height can therefore be justified on design grounds.
- **Absence of unacceptable adverse impacts** : the environmental effects of the proposed development has been subject to a robust and comprehensive assessment, as presented in the ES and the application documentation. This work collectively demonstrates that there are no significant effects resulting as a consequence of the building’s height.

The quality of the buildings within the framework area will be to the highest standards characterised by high density and designed to optimise the strategic opportunity of the site for the delivery of much-needed new homes and high quality flexible commercial floorspace alongside adaptable complementary uses and high-quality public realm.

It is also highly relevant that the proposed development will represent the first, and significant, part of the redevelopment of the East Village Central area. Delivering tangible and visible progress on regeneration in this area will not only deliver the benefits of the scheme itself in terms of housing delivery, improving the quality of, and access to, flexible modern commercial floorspace (which are regenerative benefits in their own right) but can also give impetus and momentum to the regeneration of the East Village Central area and the wider area, including areas subject to SRFs.

Conclusion

This Tall Building Statement has taken into consideration all the criteria set out within Core Strategy Policy EN2 and Historic England Advice Note 4: Tall Buildings. It has been concluded that the proposed development has taken account of each criteria through the various reports included within the planning application.

In summary, the assessment concludes that the proposed development achieves the following:

- The development is **sustainably located** within close proximity transport infrastructure. The design of the proposed development has had **full regard to Site context**, including designated and non-designated heritage assets, to ensure that the design makes best use of the opportunities presented.
- The development will not have a negative impact on the **local environment**, as demonstrated within the accompanying ES.
- The development is of an **excellent design quality**, which is consistent with and reflects the locality, providing a modern interpretation of the industrial character of the surrounding area.
- The development will achieve the requisite **sustainability standards** required by Manchester City Council as well as national policy and guidance.
- The proposals embrace the opportunity to contribute positively to **placemaking by providing a new landmark** along Great Ancoats Street. The proposals are accompanied by high-quality and **inclusive** public spaces.
- The development will significantly contribute to the regeneration of the area in accordance with the Piccadilly SRF and the EVCDF.

The application is accompanied by a suite of technical documents to support the proposed development. As required by HEAN4, a Heritage Statement, Townscape and Visual Impact Assessment, Planning and Tall Building Statement, Design and Access Statement, Environmental Statement, as well as accurate technical drawings, have all been submitted for MCC's consideration.

Overall, the proposed development would deliver a high-quality addition to the City and achieves full compliance with respect to the local and national policies on the development of tall buildings.