



Mayfield Phase 1b

Planning and Tall Building Statement

January 2025

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1. Introduction

Introduction

- 1.1. This Planning and Tall Building Statement (the 'Statement') accompanies an application for Full Planning Permission submitted by Mayfield Medlock Limited (the 'Applicant') to Manchester City Council ('MCC') as Local Planning Authority ('LPA').
- 1.2. This Statement considers the Proposed Development in its strategic and local urban context. It assesses its acceptability in the context of the Development Plan and other material considerations such as the National Planning Policy Framework ('NPPF') and relevant guidance including Historic England's Tall Buildings Advice Note 4 (2022), which provides recommended criteria for assessing tall buildings.

The Site

- 1.3. This planning application relates to land (the 'Site') within the Mayfield Strategic Regeneration Framework area of Manchester City Centre, as shown in the Site Location Plan below.

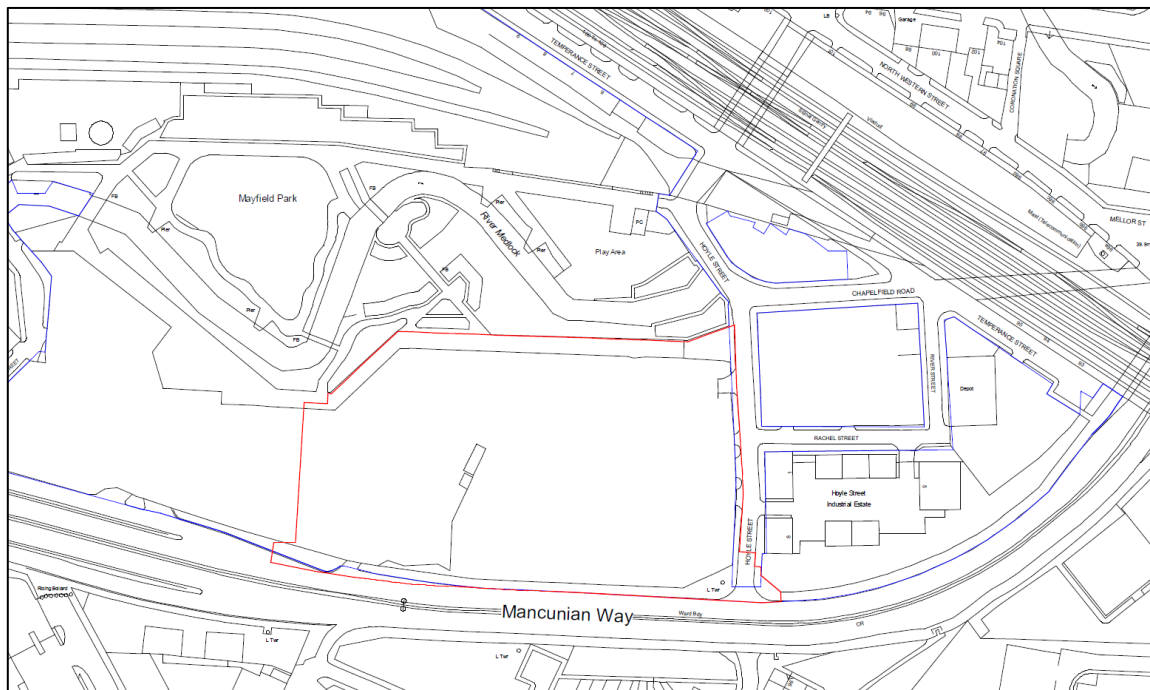


Figure 1.1 - Site Location Plan (Source: Studio Egret West)

- 1.4. The Site is located entirely in the Mayfield Strategic Regeneration Framework (SRF) area, which lies to the south of Fairfield Street in Manchester City Centre, in close proximity to Manchester Piccadilly railway station. The Mayfield SRF area is bound by Fairfield Street to the north, Temperance Street to the north-east, the Mancunian Way Ring Road (A635) to the south and Baring Street / London Road (A6) to the west.
- 1.5. The wider SRF regeneration Site extends to approximately 12.14 hectares overall, of which 8.5 hectares is to be subject to either permanent or temporary redevelopment, enabling or highway works.
- 1.6. A large section of the northern side of the Mayfield SRF area is occupied by the Manchester Depot building and former railway infrastructure, which was formerly in use as a passenger railway station and subsequently as a Royal Mail depot, before being converted into an events space and playing host to Warehouse Project and a range of other events.
- 1.7. The western end of the Mayfield SRF area is bordered by London Road, and is characterised by more recent development, including the Macdonald Hotel and purpose-built student accommodation.

- 1.8. A full description of the Site is provided within Section 3 of this Statement.

The Applicant

- 1.9. The Applicant, Mayfield Medlock Limited, is a delivery vehicle set up by LandsecU+I to help support the ambitions of The Mayfield Development Partnership LP.
- 1.10. The Mayfield Development Partnership LP is a joint venture and Public Private Partnership (PPP) formed by Manchester City Council (MCC), Transport for Greater Manchester (TfGM), London and Continental Railways (LCR) and U+I Group. Since the formation of the Partnership, u+i now forms part of Landsec to become LandsecU+I, who are the new development managers for the regeneration area. The Partnership is the majority landowner for the Site and is committed to delivering transformational change in Mayfield and Manchester City Centre.
- 1.11. To date, the Partnership has delivered the award-winning Mayfield Park; Manchester's first new public park in over 100 years. The Park covers 2.6 hectares and provides space for visitors to relax and play.
- 1.12. The Partnership has also brought Mayfield Depot back into meaningful use through the success of meanwhile strategies such as Escape to Freight Island, Warehouse Project and regularly hosting a range of events within the Depot. The Depot and Park represented the first phase of regeneration across the Mayfield, with Phase 1a, comprising the Poulton, Republic and transport hub. Construction is expected to continue in 2025.

The Proposed Development

- 1.13. The proposals are for a new residential-led development, providing 879 high quality apartments set across two development podiums that support four residential blocks, with two blocks on each podium.
- 1.14. In summary, the application for Full Planning Permission includes:
- Remediation and reprofiling works for the Site to allow for the phased erection of two residential Plots (J and K) comprising Phase 1b.
 - The development plots comprise two podium levels to address the Site level changes and provide a generous amount of ground floor frontage, comprising commercial space, supporting residential amenity areas that are accessible to the public, and various back of house storage spaces, surrounded by new high quality public realm.
 - Above the two storey podium levels, residential blocks will provide accommodation in four buildings providing a mix of 1-, 2- and 3-bedroom units in each. The total number of residential units is 879.
 - Plot J comprises two buildings on top of a two-storey podium level, with J1 being part 7 and part 18 storeys and J2 being part 10 and part 23 storeys.
 - Plot K comprises two buildings on top of a podium level, with K1 being part 9, part 28 storeys and K2 being part 11 and part 21 storeys.
 - Creation of an at-grade multi-modal access route to the south of the residential blocks that will be traffic calmed to encourage pedestrian flows whilst allowing for a service road to be created, with a buffer zone between this route and the Mancunian Way.
- 1.15. The description of the Proposed Development is set out below:

"Phased redevelopment of Mayfield Phase 1b comprising site remediation and reprofiling followed by the erection of two residential plots of development comprising 879 no. new homes (Use Class C3) contained within four buildings ranging from 7 storeys to 23 storeys in height (Plot J) and 9 to 28 storeys in height (Plot K), with upper and lower ground floor commercial spaces comprising restaurant and / or retail units (Use Class E(b) and/or E(a)), and / or indoor sports facilities (Use Class F2) together with highways works, access, servicing, rooftop plant, cycle parking and back of house, along with delivery of associated public realm and other associated works for each relevant phase."

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

Pre-Application Consultation

- 1.17. The application proposals have been submitted following pre-application consultation with Officers at MCC, local Ward Councillors, the local community, and a wide range of statutory consultees.
- 1.18. Further details of the pre-application consultations and discussions, together with a summary of how any comments have been considered in the design development as relevant, are contained within the supporting Statement of Consultation prepared by Influential.

Application Documentation

- 1.19. The Application is supported by the following documents in **Table 1.1** below, which can be cross referenced to the information provided in this Statement.

Table 1.1 – Application Documentation

Document	Responsibility
Application Forms and Certificates	Deloitte
Planning and Tall Building Statement	Deloitte
Accommodation Schedule	ShedKM & Studio Egret West
Site Location Plan and Existing Site Plan	ShedKM & Studio Egret West
Proposed Plans, Sections and Elevations	ShedKM & Studio Egret West
Landscape Plans	Studio Egret West
Design and Access Statements (Masterplan and Landscaping, Plot J and Plot K)	ShedKM & Studio Egret West
Planning and Tall Building Statement	Deloitte
Statement of Consultation	Influential
Archaeological Desk Based Assessment	Civic Archaeology
Environmental Standards Statement*	WSP
Energy Statement*	WSP
Ecological Assessment and Biodiversity Net Gain Assessment*	Buro Happold
Crime Impact Statement	GMP: Secure by Design
TV Reception Survey	Pager Power
Broadband Connectivity Assessment	Pager Power
Viability Assessment	Gerald Eve
Ventilation Strategy	WSP
Safety Assessment (Manchester Airport)	Pager Power
Residential Management Strategy	Landsec U&I
Fire Statement	Jensen Hughes
UXO Survey	PlanitUXB
Green and Blue Infrastructure Statement	Deloitte

Document	Responsibility
Waste Management and Servicing Strategy*	SLR
Heritage Assessment*	Stephen Levrant Heritage Architecture Ltd (SLHA)
Acoustic Assessment*	WSP
Air Quality Assessment*	WSP
Transport Assessment*	Civic Engineers
Wind Microclimate Assessment*	Buro Happold
Flood Risk Assessment*	Buro Happold
Drainage Strategy*	Civic Engineers
Phase 1 and Phase 2 Ground Conditions Assessment and Remediation Strategy*	Civic Earth
Townscape Views and ZVI*	Chris Burnett and OurStudio
Daylight and Sunlight Analysis*	GIA
Environmental Statement	
Volume 1: Environmental Statement Technical Chapters, including: - Construction Management and Phasing - Climate Change Resilience and GHG Emissions - Daylight, Sunlight and Overshadowing - Townscape and Visual Impact - Wind Microclimate - Human Health - Socio-Economic - Ecology - Ground Conditions - Water Resources - Air Quality - Noise and Vibration - Heritage - Transport and Access Volume 2: Technical Appendices (marked by * in list above) Volume 3: Non-Technical Summary	

Structure of the Planning and Tall Building Statement

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

- **Section 2** – outlines the strategic context and highlights the opportunity for the Proposed Development;
- **Section 3** – provides a description of the Site and surrounding area;
- **Section 4** – describes the form of the application and Proposed Development;
- **Section 5** – details the relevant documents that make up the Development Plan and material considerations;
- **Section 6** – provides a broader planning assessment of the Site-specific planning issues;

- **Section 7** – presents a detailed evaluation of the proposed tall building and public benefits of the Proposed Development; and
- **Section 8** – concludes by summarising the case for the grant of Planning Permission.

2. The Opportunity and Strategic Context

- 2.1. This Chapter details the socio-economic context of Manchester City Centre as a whole and sets out the key drivers of change and development within the City.

Application Context

- 2.2. This application comprises the second of a multi-phased plan for the reconfiguration and redevelopment of Mayfield, pursuant to the 2018 SRF. The Application relates to the 'Hoyle Street West' area, as identified in Figure 2.1 below.

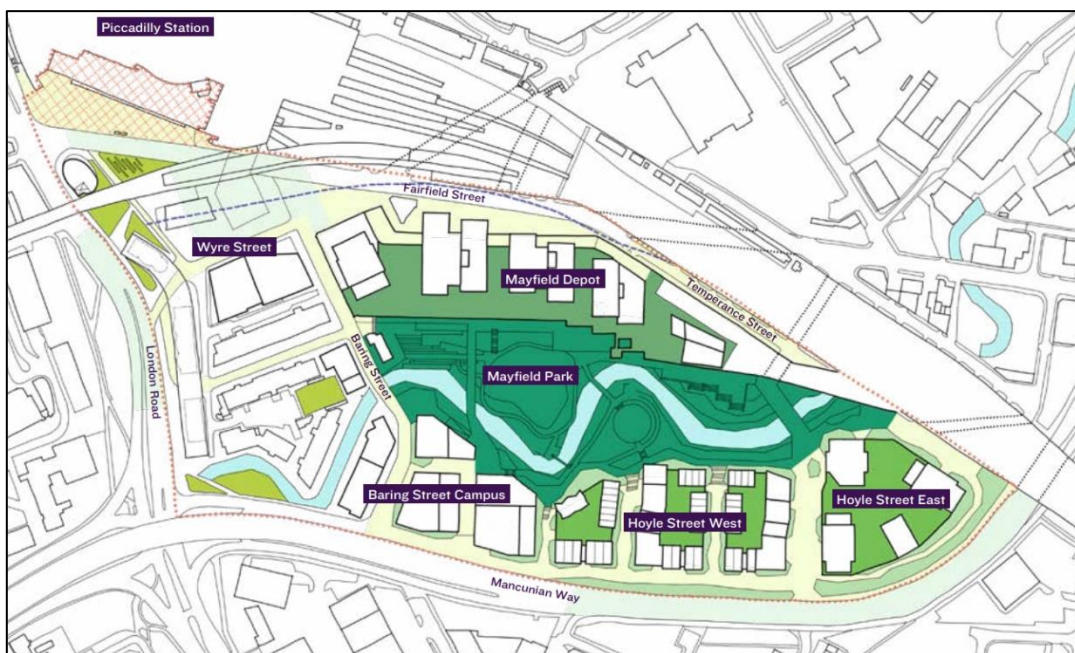


Figure 2.1 – Indicative park and public realm diagram – Mayfield SRF (MCC, 2018)

- 2.3. Mayfield is a key mixed use regeneration area within Manchester City Centre, centred around a significant outdoor public amenity space in the form of Mayfield Park – a 2.6-hectare open space centred on a revitalised River Medlock. Mayfield Park was successfully completed in 2022 and went on to be awarded the Planning for the Natural Environment Award and the Jubilee Cup (best project nationally) at the RTPI Awards for Planning Excellence in 2023.
- 2.4. The proposals for Phase 1b follow the approval in February 2020 of Phase 1a under planning permission references 124972/FO/2019 (Application 1) and 125248/FO/2019 (Application 2), which have since been amended as set out below.
- 2.5. Application 1 comprised enabling works, provision of a public park, including hard and soft landscaping to be delivered in phases with new bridges across the River Medlock, a 9 storey office development (the Poulton), a 10 storey multi storey car park ('MSCP'), highways and infrastructure works. Application 2 also was approved on 14 February 2020 and comprised a 13-storey office development.
- 2.6. Following formal discharge of all relevant planning conditions for Phase 1a, construction commenced in March 2021, comprising the enabling works for the development including the removal of onsite structures, reprofiling of the Site, works to the River Medlock, infrastructure delivery and remediation works.

- 2.7. Design changes to the park, driven by further investigatory and modelling works, were incorporated as part of 132255/JO/2021 (a variation of condition planning permission for 124972/FO/2019). This permission confirmed the amendments to the profile of the park, river strategy, ecological planting, landscaping design and approach to drainage and other civil engineering elements.
- 2.8. This helped to significantly improve the sustainability of the design through reuse of materials and construction approach, which in turn added authenticity to the delivered scheme. The opening of the park in September 2022 represented a landmark moment for the city through the creation of a new verdant greenspace that sits at the heart of the emerging neighbourhood.
- 2.9. Since the approval of Phase 1a, the applicant has had several applications consented to which seek amends to building designs and layouts (ref: 134743/NMC/2022, ref: 137219/NMC/2023, ref: 138008/NMC/2023 and ref: 137350/JO/2023). Furthermore, a new application was submitted in relation to the Poulton in June 2023 (ref: 137263/FO/2023) deemed to be required by the LPA due to the proposed extent of the building changes, which was approved in September 2023 alongside the amendments to the MSCP and Republic. This application reflected changes to the height and massing, external appearance, and internal configuration.
- 2.10. In addition to the office and placemaking development described above, residential development is a key part of the commercially-led mixed use vision for Mayfield. The Proposed Development underlines the ambition and economic role of Mayfield as it will, in turn, support Landsec's commitments to move forward with the Phase 1a office buildings set out above. As alluded to in this Section, all major office developments in Manchester outside of the central business district have relied upon a significant element of residential development to support their delivery and achieve core place making objectives by creating activity throughout the day and night. This approach is also consistent with the policies of the Core Strategy that are discussed further Section 6
- 2.11. The proposals for Phase 1b therefore support the vision for Mayfield to cultivate a world-class, transformative neighbourhood, distinguished by its imaginative approach and commercial dynamism, that acts as a powerhouse of socio-economic productivity.

Economic and Market Context

- 2.12. Manchester has seen unprecedented growth over the past two decades, with growth concentrated in the City Centre and surrounding wards. With a diverse population of 623,000 people, the City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London. Manchester City Council predicts that the city will be home to 671,000 residents by 2028¹.
- 2.13. Over a thirty-year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. Manchester City Council has driven the physical and economic renewal of the City Centre through the development and implementation of strategic frameworks for sustained regeneration, investment, and service improvement to ensure that Manchester maintains its position as the nation's leading City Centre location. The success of this approach sees Manchester successfully compete as one of the top places to live in the UK and create an international investment location and visitor destination.
- 2.14. Population growth in recent years has been particularly evident in a younger 20-24- and 25-39-years demographic, which is attracted to Manchester's lifestyle and increasing employment opportunities, and this in turn is driving further economic growth and enhanced productivity. However, the city centre market is also increasingly catering for young families and those who are older and looking to downsize in a vibrant city centre location. The latest demographic and population data is shown below in Figure 2.2.

¹ MCC (2023) State of the City Report 2023

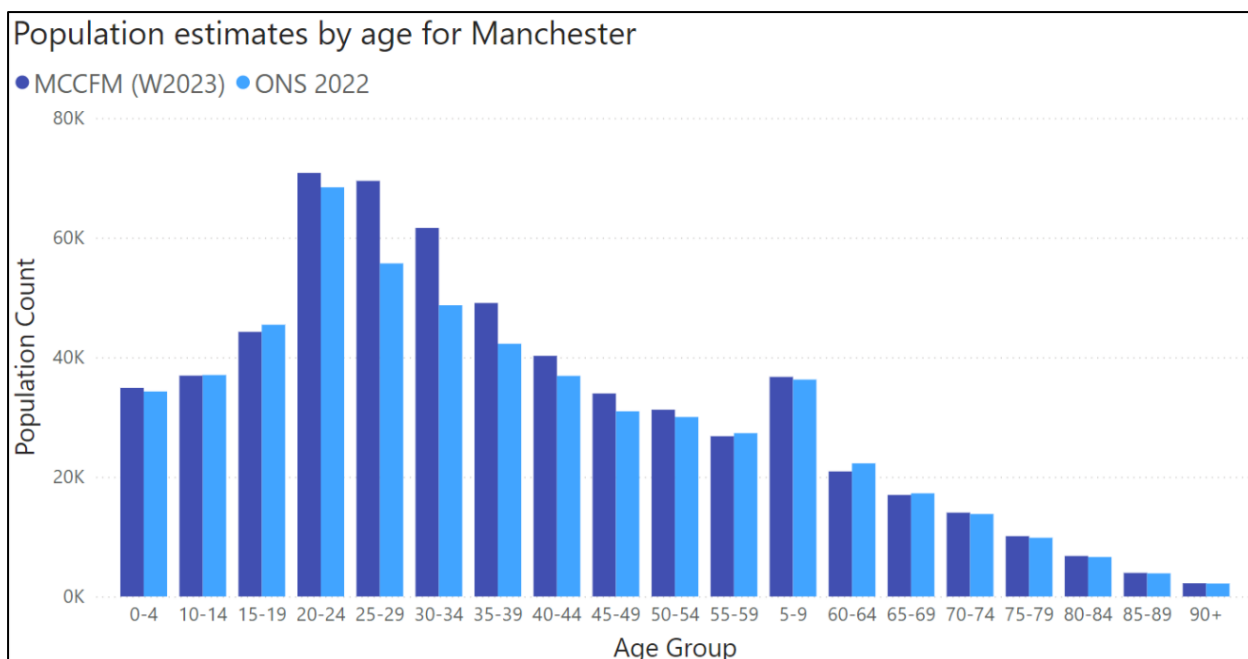


Figure 2.2 – City Population by Age and Gender – State of the State 2023 (MCC, 2023)

- 2.15. The Greater Manchester sub-region, which has a resident population of over 2.83 million and a combined Gross Value Added (GVA) of approximately £90 billion, accounts for around two fifths of the North West’s economic output². In 2022, over one third of the £90 billion of GVA generated in Greater Manchester was produced in the City of Manchester.³
- 2.16. Manchester’s economy continues to grow at a faster rate than the UK, with the City Centre as the economic growth engine for both Manchester and the wider region. It has seen a significant increase in development over the past year, building on an international reputation as a leading place to live, visit and do business. Recent forecasts have shown when measured by Gross Value Added (GVA), Manchester’s economy is expected to see annual average growth of 2.5% between 2024 and 2026, comfortably outpacing the national growth rate (2.1%)⁴. Manchester’s positive outlook is supported by the strength of the city’s professional, scientific, and technical, and financial and insurance activities sectors.
- 2.17. Finally, the Our Manchester Strategy: Forward to 2025 document identifies a clear vision for Manchester’s future, where all residents can access and benefit from the opportunities created by the city’s competitive, dynamic, sustainable, and fair economy. This draws on its distinctive strengths in science, advanced manufacturing, and culture, creative and digital businesses – cultivating and encouraging new ideas.

Connectivity

- 2.18. Manchester has continued to invest significantly in its transport infrastructure, delivering major improvements in terms of accessibility to and within the Regional Centre. This increases the City’s travel to work area capacity (and therefore its pool of labour) and enhances connectivity between businesses. It also makes the City Centre easier to get around and a better place to live.
- 2.19. Substantial investments in the Metrolink offering have delivered substantial coverage across the Greater Manchester conurbation. There is also strong access to mainline rail services from Manchester Piccadilly Station, Oxford Road Station and Deansgate Station.
- 2.20. In addition, accessibility improvements in terms of enhanced infrastructure to promote walking and cycling, continue to be delivered as part of major regeneration programmes across the City Centre. This is also in part

² Office for National Statistics, *Regional Gross Value Added (balanced) per head and income components tables (released 25 April 2024)*, - Accessed [here](#).

³ Office for National Statistics, *ibid*.

⁴ Greater Manchester Local Enterprise Partnership, (2023). Manchester’s Economy Predicted to Be the UK’s Third-Fastest Growing Between 2024 and 2026 – Accessed [here](#).

due to the restrictions on private car trips within the city centre, which has led to a reduction in traffic and improved walkability. This creates a better environment for residents and businesses as well as enhancing connectivity to jobs, education and recreational opportunities for the local workforce and residents in a healthier and car-free approach.

Residential Supply and Demand

- 2.21. Manchester's ongoing economic and population growth will continue to drive the need for new high-quality residential accommodation across a range of tenures. Indeed, the provision of new housing, which supports the attraction and retention of talent, which has helped fuel that growth, as well as supporting the inclusive growth of the city for all of Manchester's current residents.
- 2.22. As reported in Deloitte's 2024 Manchester Crane Survey, housing delivery continues to hold up with a total of 2,402 new homes across ten schemes completed during 2023. This figure is largely consistent with the number of homes delivered in 2022 albeit under half the peak number of 5,549 homes delivered in 2021, which was the culmination of a delivery 'boom' period for housing in the Crane Survey area between 2019 and 2021.
- 2.23. The residential development pipeline remains strong with 16 new starts in 2022, 7 new starts in 2023 and 14 new starts in 2024. This level of investment is testament to the demand of new residential accommodation in the City Centre. The total of 12,941 homes under construction at 2024 year end is well above the average of 6,349 units since the Crane Survey records began in 2007.
- 2.24. The strength of the residential market is underpinned by the City's resilient economic growth, as detailed above. Retail, leisure, and world-class institutions based in the City Centre support the lifestyle aspirations and further underpins its strength as a place to live⁵. Businesses need staff to support continual growth and there needs to be confidence that future employees can continue to access a ready supply of well-located residential accommodation in proximity to employment activity.
- 2.25. Manchester therefore must continue to provide quality accommodation to support the talent pool that is attracted to the city, including graduates and young professionals. Increasingly, single person households and retirees downsizing and moving back from the suburbs are also fuelling demand⁶. However, the desire to buy or rent city centre apartments is not limited to young professionals migrating to the city and aims to support the aspirations of those currently living in Manchester who want better access to the City Centre offering. Increasingly across the UK, central urban areas are seeking to deliver residential development to cater for more people opting to live closer to where they work and socialise.
- 2.26. Given the Site's strategic location, it is geographically well-placed to play a significant role in sustainably satisfying the demand for new homes to support population and economic growth. Only through supply meeting demand can rental and price growth for housing be managed to sustainable levels. The location offers factors that are typically sought by residents located in the city centre, including accessibility to public transport and employment opportunities. The residential development also brings about significant wider public placemaking benefits to nearby communities by extending the internationally recognised urban park at Mayfield. The Proposed Development delivers over 10,000 sq. m. of new high-quality pedestrian only public realm. It also provides over 3,500 sq. m. of new retail and leisure space, including indoor fitness facilities such as a gym and swimming pool that the community can use, much like the baths that used to exist on site.
- 2.27. Overall, there is a very clear need for high quality new homes in Manchester city centre, which is underpinned by planning policy and the Strategic Regeneration Framework, as discussed below. This is evidenced through continued delivery of high-density schemes and high levels of occupancy across an increasingly broadening range of demographics. There are a variety of environmental, social, and economic drivers that are evidenced and articulated from a strategic policy perspective, highlighting why this type of development should be supported within the city centre.
- 2.28. Building on the success of recently approved applications for the first phase of regeneration across Mayfield, with Phase 1a, including the Poulton and the Republic, Phase 1b will further the area's development as a new and vibrant neighbourhood. Like other successful regeneration areas in the City, it will help to create a more evenly spread amount of activity throughout the day and night by blending together a high quality residential offering with employment uses.

⁵ Ibid.

⁶ JLL, How new high-rise apartments are transforming Manchester (2019), [How new high-rise apartments are transforming Manchester \(jll.co.uk\)](https://www.jll.co.uk/insights/property/how-new-high-rise-apartments-are-transforming-manchester)

Strategic Context

The Greater Manchester Strategy 2021 – 2031: Good lives for all

2.29. The Greater Manchester Strategy sets a vision “that Greater Manchester is a great place to grow up, get on and grow old; a great place to invest, do business, visit and study.” The strategy sets out priorities to achieve the vision for Greater Manchester:

- Priority 1: Responding to the Climate Emergency
- Priority 2: Addressing inequalities and improving wellbeing for all
- Priority 3: Driving local and UK growth

Our Manchester Strategy – Forward to 2025

2.30. The Our Manchester Strategy 2016-25 was published by MCC in January 2016 and sets the ambitions for the City for the next decade. It was refreshed in March 2021 following a review of its first five years. The Strategy sets out a vision for Manchester to be in the top-flight of world-class cities by 2025, when the City will:

- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
- Possess highly skilled, enterprising and industrious people;
- Be connected, internationally and within the UK;
- Play its full part in limiting the impacts of climate change;
- Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
- Be clean, attractive, culturally rich, outward-looking and welcoming.

2.31. The Our Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement.

2.32. The ‘Our Manchester’ approach seeks to build a different relationship with residents and communities, recognising that this also means undertaking a different approach to engagement; engagement that is sustainable and driven by the City’s communities.

2.33. The latest iteration of the Our Manchester Strategy (March 2021) captured the views of people from across the city with over 3,800 residents, businesses, voluntary and community sector, public sector partners and wider stakeholders providing their views on what Manchester’s priorities should be. As such, the draft Strategy fully reflects the priorities of residents, businesses, organisations, and partners.

2.34. The refreshed Strategy incorporates feedback received from Our Manchester Forum and Executive Members but retained the original Strategy’s five themes (A Thriving and Sustainable City; A Highly Skilled City; A Progressive and Equitable City; A Liveable and Zero Carbon City; and A Connected City).

2.35. Manchester City Council initiated consultation on the first phase of the ‘Our Manchester 2025—2035 Strategy’ in Spring 2024, inviting communities to share what mattered to them and what they want Manchester development to focus on for the next ten years. An updated draft strategy is expected to be released in 2025 for further consultation.

Manchester Housing Strategy – 2022 – 2032 (2022)

2.36. Manchester’s Housing Strategy defines the long-term vision to deliver the homes that people want and need. It is built around the following four principles:

1. Increase affordable housing supply and build more new homes for all residents.
2. Work to end homelessness and ensure housing is affordable and accessible to all.
3. Address inequalities and create neighbourhoods where people want to live.
4. Address the sustainability and zero-carbon challenges in new and existing housing.

- 2.37. With respect to the first principle, the strategy identifies a minimum undersupply of 500 new homes per annum, leading to prices and rents increasing across the city, exacerbating affordability issues for many residents. As Manchester grows, the city must continue to work harder towards meeting exceptionally high demand for housing across all tenures.
- 2.38. The strategy therefore sets a target of delivering 36,000 new homes between 2022 and 2032, including 10,000 new affordable homes:
- “Out of the 10,000 new affordable homes, 3,000 will be delivered in the city centre, and over a third of these will be shared ownership or rent to buy to help first-time buyers get a foothold on the ladder. This will be crucial if we are to increase the number of owner-occupiers in Manchester by 15,000 by 2032.”*
- 2.39. The strategy seeks to ensure that more than 80% of all homes are built by 2032 are on brownfield Sites close to public transport.

Investing in Success: An Economic Strategy for Manchester (November 2023)

- 2.40. On 15th November 2023, Manchester City Council’s refreshed economic strategy for Manchester was adopted by the Council’s Executive. The updated economic strategy, Investing in Success, aims to expand on the successes of the past 25 years. During this time, Manchester has undergone a remarkable transformation - from a city in post-industrial decline to a thriving hub with a rapidly growing population, a larger and more skilled workforce, and a diverse economy. This has made the city an attractive destination for international talent, investment, and visitors.
- 2.41. The strategy is fundamentally structured under five key themes for growth:
1. Use investment and development to drive inclusive growth
 2. Nurture thriving, productive and innovative sectors;
 3. Develop world class infrastructure, places and talent;
 4. Transition to a zero carbon and resilient economy; and
 5. Include more people in economic opportunity
- 2.42. With regards to housing, the Strategy highlights how Manchester is already making use of development frameworks such as Strategic Regeneration Frameworks to guide the overall direction of development in the city, and also demonstrates that they will commit to the following to help this growth:
- Expanding the city centre and adding high density commercial and residential space in appropriate locations.
 - Ensuring that new developments adjacent to the city centre maximise their economic potential in terms of scale, quality and density.

Regeneration Context

- 2.43. The vision for the City Centre is well developed through several Strategic Regeneration Frameworks (‘SRF’). Phase 1b is in the Mayfield SRF area, which sets a comprehensive strategy that will guide the future reconfiguration and redevelopment of five distinct neighbourhoods: Wyre Street, Baring Street Campus, Hoyle Street West, Hoyle Street East and the Mayfield Depot in order to develop their own sense of place and character.

Mayfield SRF (2018)

- 2.44. Manchester City Council (MCC) first endorsed a SRF for Mayfield in 2010, envisioning a mixed-use neighbourhood. This framework was updated in 2014 to complement Network Rail’s Northern Hub programme. The Mayfield area formed part of the Piccadilly Masterplan and subsequently part of the HS2 Manchester Piccadilly SRF (2014).
- 2.45. Following a competitive tender process in 2016, MCC appointed U+I as development partner, leading to a further refined SRF in 2018. This latest iteration reflected an evolved vision, market changes, and greater alignment with MCC’s overarching strategic objectives.

- 2.46. The SRF was developed in response to the neglected and underutilised Site and its highly sustainable location for regeneration, due to its proximity to the city centre and the transport links offered by Piccadilly Station.
- 2.47. The vision of the latest Mayfield SRF is to create a vibrant, mixed-use development that will transform the area into a thriving new neighbourhood, centred on the retention of the Mayfield Depot and the creation of Mayfield Park.
- 2.48. The SRF outlines an appropriate mix of uses, including 1.5m sq. ft. of high-quality office floorspace, 1,500 homes across a mix of types and tenure, retail, and leisure facilities, meanwhile uses, and public spaces formed primarily around a new park. The aim is to create a sustainable, high-quality environment that will attract businesses, residents, and visitors to the area.
- 2.49. The regeneration of Mayfield is focused on achieving several key objectives designed to stimulate economic growth and deliver transformative change. These objectives include the delivery of:
- 4,800-7,800 new office jobs, plus retail and leisure positions.
 - Up to 1,330 new homes.
 - A 350-bedroom hotel.
 - High-quality public realm, including a six-acre city park.
 - Additional parking.
 - Transformational change in East Manchester.
 - Regeneration benefits for surrounding communities.
 - Maximising opportunities from Piccadilly Station rail investments.
- 2.50. The SRF establishes key development principles intended to guide the evolution of Mayfield. These principles ensure that proposals are rigorously assessed, refined, and ultimately deliver maximum regeneration outcomes in alignment with Manchester City Council's strategic objectives and the prevailing urban context. Adherence to these principles is essential throughout the development process.
- 2.51. It is important to note that the proposals in the SRF should be interpreted as a framework for development, offering guidance rather than definitive solutions. While key principles are established, individual plots should naturally evolve during the detailed design process and in response to changing market contexts.
- 2.52. The Site forms the Hoyle Street West area, as identified in Figure 2.1, which is envisioned to be residential area with buildings that gradually step down in height towards the park to optimise sunlight and daylight into the park throughout the year. The SRF states that any development perimeter must create a protective yet permeable built edge along the Mancunian Way that helps mitigate noise and pollution generated by the traffic.
- 2.53. The SRF includes reference to a strategy for buildings to the south of the park that promotes medium to low rise residential development with a diverse mix of house types and apartments, which may be more suited to families. Indicative heights suggested ranged between 2 storeys adjacent to the park and 14 storeys adjacent to the Mancunian Way and a target of 450 residential units is referenced.
- 2.54. The stepped profile was, in part, advocated in the SRF as a means of ensuring sunlight and daylight penetration in the park. It is important to note that these heights were reflective of a different market context when the SRF was prepared and the proposals were not subject to detailed design process, viability appraisals or technical planning assessments associated with the planning process.
- 2.55. Whilst the SRF is a helpful reference point for developing the proposals, the height of the proposals has been carefully and robustly tested as part of this planning application. As set out in later Sections of this Statement, regard has been given to Core Strategy Policy EN2 that specifically sets criteria for assessing tall buildings and also Tall Building Guidance (Historic England Advice Note 4.⁷), which is often referenced as a material

⁷ <https://historicengland.org.uk/images-books/publications/tall-buildings-advice-note-4/>

consideration in the consideration of tall building applications. Key considerations in relation to tall buildings and with reference to this Site, include:

- Townscape and visual impact, including an analysis and demonstrable architectural quality and impact on heritage locally;
- Effect on the local environment/microclimate, including effects on existing residential amenity (noting existing residential development on adjoining Sites) e.g. sunlight and daylight, noise, wind and privacy, amongst others; and
- Contribution to public space, including the building's relationship to Store Street, as well as delivering the necessary private amenity space for new residents.

2.56. Amongst other factors, the above criteria has been analysed and addressed during the design development process to allow that to form part of the robust planning submission.

Manchester Piccadilly (HS2) Strategic Regeneration Framework (2018)

2.57. Mayfield features heavily within the Manchester Piccadilly Strategic Regeneration Framework, which was endorsed by Manchester City Council in June 2018. The SRF provides guidance for development proposals around Manchester Piccadilly Station and seeks to maximise the “regenerative and growth potential” around a multi-modal transport interchange.

2.58. Despite the cancellation of HS2, Manchester Piccadilly represents one of the biggest, commercially-led, mixed-use development opportunities in the UK, and has the potential to make a significant impact on the national economy. Manchester Piccadilly remains one of the best connected and thus most productive locations in the North of England, providing major opportunities for economic and jobs growth, and the potential for large strategic investment opportunities.

2.59. It is estimated that at least 40,000 additional jobs could be created in the area as a result of the investment brought about by the SRF proposals, along with an extensive amount of new public realm, placemaking activity and residential development. Much of this is starting to take shape following the commencement of 8 development proposals here in the last 5 years, much of which has been residential development to date.

Strategic Context Summary

2.60. This Chapter establishes the strategic context of the Site, showcasing the significant opportunity presented by Phase 1b. The proposals will contribute to the wider Mayfield regeneration objectives, transforming a strategically important but underutilised area into a thriving new neighbourhood.

2.61. The Site's prime location, directly adjacent to Piccadilly Station and well-connected to the city centre, promotes sustainable transport and easy access to key services and amenities. This accessibility is crucial for fostering inclusive growth, ensuring residents from all walks of life can benefit from the development.

2.62. Building on the momentum created by LandsecU+I, this development will act as a catalyst for further regeneration at Mayfield. It signifies a commitment to the long-term vision of the area, attracting further investment and establishing Mayfield as a key part of the city centre.

2.63. The Proposed Development aligns with Manchester City Council's economic, regeneration, and strategic objectives, delivering a multitude of benefits:

- **Placemaking:** The creation of a vibrant new neighbourhood goes beyond simply providing homes. The development will feature well-designed public spaces, including a new frontage along Mayfield Park, fostering a strong sense of community and belonging.
- **Urban Design:** High-quality, modern architecture will enhance Mayfield's character while respecting its heritage and surrounding context. This thoughtful approach to design ensures the development integrates seamlessly with the existing urban fabric.
- **Diverse Community:** Offering a range of 1-, 2-, and 3-bed apartments ensures a diverse and inclusive community can thrive at Mayfield. This mix of housing options caters to a variety of needs and incomes, promoting social cohesion.

- **Housing for Talent:** The provision of 879 high-quality residences directly addresses the increasing demand for housing in the city centre. This is essential for attracting and retaining a skilled workforce, driving economic growth and ensuring Manchester remains competitive.
- **Green Living:** Integrating green spaces and public realm, including podium gardens and green roofs, enhances residents' well-being and promotes biodiversity. This commitment to sustainability creates a healthier and more attractive living environment for all.
- **Economic Boost:** Ground-level commercial units will provide essential amenities for residents while attracting visitors and stimulating the local economy. The creation of both temporary (177 FTE) and permanent (123 FTE) jobs during the construction and operational phases, respectively, provides employment opportunities for the local workforce.

- 2.64. The positive feedback received during pre-application discussions highlights the widespread support for the proposals. This development is recognised as a key driver of inclusive growth, delivering tangible benefits for both the local community and the wider city.
- 2.65. In conclusion, the proposed development at Mayfield represents a significant opportunity to deliver inclusive growth in Manchester city centre. By creating a vibrant, mixed-use neighbourhood with a focus on high-quality design, sustainability, and community, the development will bring about a range of social, economic, and environmental benefits for all..

3. Site and Surroundings

- 3.1. This Chapter includes a description of the Site, its context in relation to the surrounding area, and the Site's suitability for the Proposed Development.

The Site

- 3.2. The Site (Figure 3.1) to which this Application relates is 1.66 ha and benefits from a highly accessible location in Manchester City Centre, adjacent to Piccadilly Station and within proximity to the Oxford Road Corridor and the wider area of Manchester City Centre, which is the main driver of the regional economy.

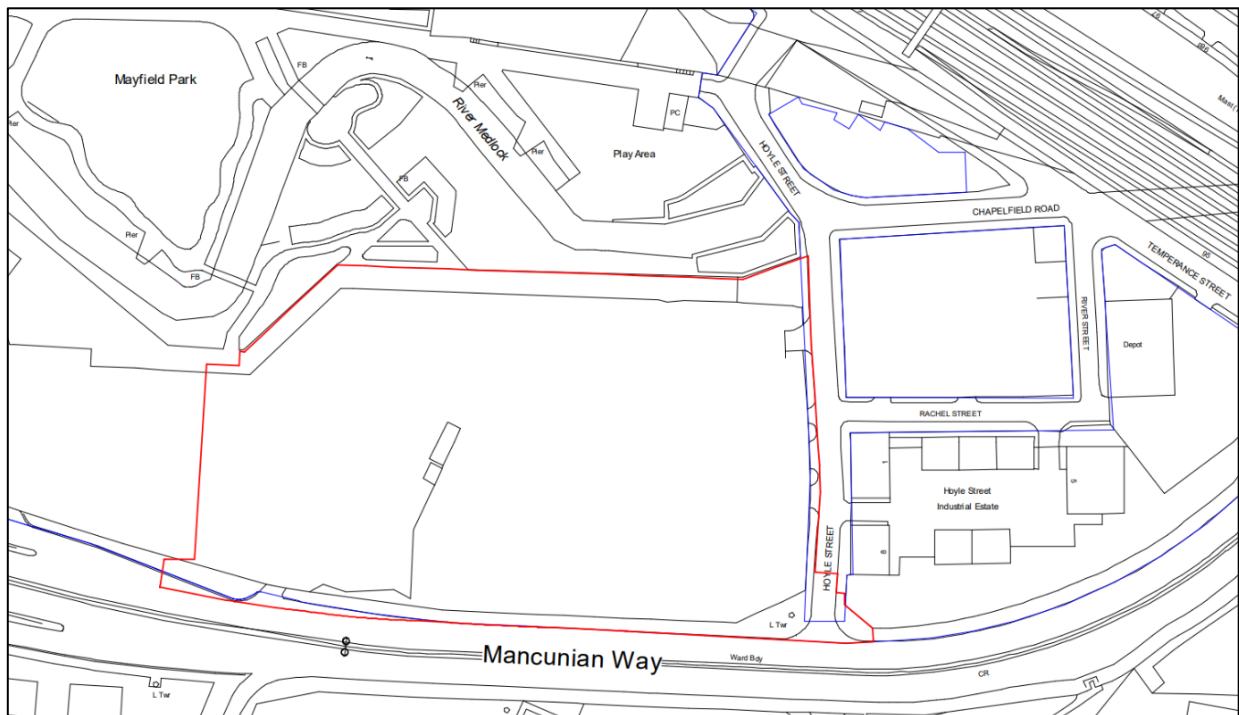


Figure 3.1 - The Site (red boundary) plan and part of the ownership (blue boundary) plan

- 3.3. The Site is bounded by Mancunian Way to the south, Mayfield Park to the north, Hoyle Street to the east and Phase 1a to the west, with the Republic (Plot M) being the most immediately adjacent building.
- 3.4. The Site comprises previously developed land, which was cleared following the demolition of the former logistics warehouse and vehicular compound in 2019. Following the demolition of those structures, the Site was used as a Site compound for materials during the construction of Mayfield Park. Since the completion of the park, the Site has remained vacant and comprises hard landscaping alongside areas of made ground and Site won material. There are limited areas of low-quality scrubland and self-seeded vegetation around the perimeter of the Site.
- 3.5. The Site is accessible to vehicles from Hoyle Street and Baring Street (via the Phase 1a Sites). The Site is currently surrounded by hoardings to provide physical security and to improve the visual qualities of the Site, screening the vacant land from the park and from residents of Ardwick.

Site Surroundings

- 3.6. To the immediate north of the Site is Mayfield Park, Manchester City Centre's first new public park in over 100 years. It was delivered by the Mayfield Partnership as part of the first phase of development. Mayfield Depot is located to the north of the park, accommodating 'Escape to Freight Island' and live entertainment space, Depot Mayfield, operated by Broadwick.

- 3.7. To the west of the Site lies a mix of late 20th century buildings, including student accommodation operated by United Students and Liberty Point on Buxton Street, which range from nine to eighteen storeys, and the ten storey MacDonald Hotel on London Road, which was built in 1972 and converted into a hotel in 2006.
- 3.8. To the south of the Mancunian Way lies the Ardwick neighbourhood, a largely low-rise residential area with pockets of commercial estates, including the Downing Street Industrial Estate immediately to the south of the Site, educational facilities, and other supporting facilities. The Mancunian Way currently forms a hard boundary between Ardwick and the City Centre.
- 3.9. Recent development in the wider area has been focused on The Corridor and Universities to the west, most notably including Circle Square and the University of Manchester Engineering Campus. This is located beyond the area known as ID Manchester, described below.
- 3.10. To the southwest, the Brunswick neighbourhood has been subjected to a Private Finance Initiative that has sought to improve the quality of the existing residential stock since 2013. Other nearby developments to the west include London Road Fire Station and IQ Echo Street to the northwest of the Site.

Regeneration Context

- 3.11. The Site sits close to several strategic regeneration areas, including Manchester Piccadilly (including the HS2 Masterplan and Piccadilly East), ID Manchester, and The Corridor that is centred on Oxford Road. The Ardwick Green Neighbourhood Development Framework also exists to the south of Mayfield and proposes a residential-led neighbourhood with a mix of local amenity and commercial opportunities at ground level. To varying degrees, these frameworks have been the subject of significant levels of investment and will continue to present strategic opportunities for Manchester into the future.
- 3.12. As outlined in Chapter 2 of this Statement, the Site is located within the Mayfield SRF. The SRF was developed in response to the neglected and underutilised Site and its highly sustainable location for regeneration, due to its proximity to the city centre and the transport links offered by Piccadilly Station.
- 3.13. The vision of the Mayfield SRF is to create a vibrant, mixed-use development that will transform the area into a thriving new neighbourhood, centred on the retention of the Mayfield Depot and the creation of a new park.

Site Accessibility

- 3.14. The Site benefits from excellent public transport connections via Piccadilly Station, which is located directly north of the Site and comprises one of the city's principal transport nodes offering train and Metrolink services.
- 3.15. Contributors to the Site's connectivity are described below:
- **Pedestrian Access:** The Site benefits from excellent pedestrian access to the immediate city centre. However, due to the Site's previous use as industrial and warehousing units, existing pedestrian infrastructure requires investment to create a high-quality pedestrian experience and improve connections to surrounding neighbourhoods. Manchester Piccadilly Station, a major transport hub, is within close proximity, accessible via pedestrian crossings on Fairfield Street.
 - **Cycling Provisions:** Cycling, a rapidly growing mode of transport, is well-catered for in the vicinity. The Greater Manchester cycle map highlights several designated cycle routes near the Site, including one along Fairfield Street. The ongoing expansion of the Bee Network (Beryl) Bikes scheme, with docking stations located around the city centre and south of the city adjacent to main cycle routes, further enhances cycling infrastructure and encourages uptake.
 - **Bus Connectivity:** All three free bus services operating within the city commence and terminate at Piccadilly Rail Station, situated approximately 0.3 miles from the Site, providing convenient access to major activity centres at a 15-minute frequency. Additionally, a comprehensive network of bus services operates from Piccadilly Gardens and along London Road (routes 192, 201, 202, 203, and 205 running every 10 minutes) and Fairfield Street (routes 147, 219, 220, and 221 running every 10 minutes), ensuring convenient access to the Site.
 - **Rail Connectivity:** Piccadilly Rail Station, a 4-minute walk from the Site, provides frequent rail services to local, regional, and national destinations, ensuring excellent connectivity for commuters and visitors alike.

- **Metrolink Access:** The Manchester Metrolink network provides extensive coverage of the city and its surrounding areas. Piccadilly Station, a 5-minute walk from the Site, serves as a central hub for all Metrolink lines, offering convenient access to the wider region.
- 3.16. In the local context, there are several emerging development projects that propose to integrate with some of the transport initiatives set out above, including the continued rollout of the Bee Network and forthcoming multi-storey car park and cycle hub at Mayfield, located in Phase 1a.
- 3.17. Significant public realm improvements are also to be proposed between the Mayfield Site and Piccadilly rail station. As outlined in the Mayfield SRF, there is an ambition to better link the Mayfield area to the access points and taxi rank at Piccadilly on Fairfield Street. The 'Threshold' will deliver a safer, higher quality, and legible route between the nearby transport nodes and Mayfield. This will be partially delivered under the Phase 1a planning permissions.
- 3.18. A full account of the Site's accessibility by different modes of transport is provided in the Transport Statement, prepared by Civic Engineers and submitted with this Application (Chapter 18 of the ES). These locational benefits help to support the case for higher density development.

Site Specific Environmental Designations

Heritage

- 3.19. The Site forms part of the former Mayfield station Site, and prior to this was used as the Mayfield printworks in the 19th Century. In 1910 Mayfield station opened as an overflow station until 1960 when additional capacity at Piccadilly rendered Mayfield redundant. The building remained unused until it was converted into a parcels Depot with a Royal Mail sorting office in 1970 prior to its eventual closer in 1986.
- 3.20. The Site is not within a Conservation Area and does not contain any listed buildings or structures.
- 3.21. The nearest designated heritage asset is located 200m to the northwest, the Star and Garter Public House (Grade II listed), however it will not be affected by the proposals. Other nearby designated heritage assets include Piccadilly Station (Grade II), the Manchester-Altrincham Railway Viaduct (Grade II), and the London Road Fire Station (Grade II*). The Site is not located within or adjacent to any designated Conservation Areas (CA). The closest Conservation Areas are the Whitworth Street CA that is 300m to the southwest and Stevenson Square CA located 1km to the northwest.
- 3.22. There are no World Heritage Sites, Scheduled Ancient Monuments, Registered Parks and Gardens, Registered Battlefields or Protected Wrecks identified on the Site or within its immediate vicinity. The Site is therefore not located within or adjacent to a sensitive area.

Flood Risk and Drainage

- 3.23. The UK Government's long term flood risk map in the context of the Site shows it located within predominantly within Flood Zone 1 and is therefore at low risk of flooding, which has been assessed as part of the Flood Risk Assessment prepared by Buro Happold and the Drainage Strategy prepared by Civic (Chapter 14 of the ES). In summary:
- Accounting for the recent development of Mayfield Park and naturalisation of the River Medlock, the risk of flooding is assessed to be low for all sources of flooding.
 - The Proposed Development is assessed to have no adverse impacts to flood risk in the surrounding area.
 - The Proposed Development has also been designed to provide Low Vulnerability land uses at the ground floor level, with dwellings provided from the 1st storey to reduce the risk to residents.
 - The baseline risk of surface water flooding is considered to be very low, with a small area at medium risk adjacent to the River Medlock. It is proposed that surface water runoff is managed through a combination of blue-green infrastructure, including tree pits, rain gardens and larger attenuation basins.
 - The Site is at low risk of groundwater sources of flooding as investigations have indicated the ground is dry up to 10m deep at least.

- The Site is at low risk of being affected by sources of flooding associated with public sewers or highway drainage flooding.
- 3.24. Considering the above information, the risk of surface water flooding to the Site is generally considered to be low. Residual risk is to be managed through a Flood Warning and Evacuation Plan. The Proposed Development has no material impact on the flow or floodplain of the River Medlock, and is therefore considered to have no impact on offsite fluvial flood risk, and a positive impact to offsite surface water flood risk.

Ground Conditions

- 3.25. The Site has a long industrial and residential history which has resulted in the presence of Made Ground over the majority of the Site. This industrial legacy is likely to have resulted in contamination of shallow soils and groundwater to some extent. A ground investigation has been undertaken to define the extent of contamination and determine the need for remedial measures as part of the development work (Chapter 14 of the ES).
- 3.26. Generally, the Site is at a Low Risk of contamination or pollutant pathways and the identified potential risks above 'Low' are summarised below:
- There is a Moderate risk to construction workers due to potential for exposure to contaminated soils and groundwater during remediation, enabling works, earthworks and other below ground construction activities. This risk will be mitigated through the implementation of a Construction and Environmental Management Plan (CEMP) which will set out the appropriate investigation, health and safety and hygiene regime, and adoption of good construction practice.
 - There is a Moderate/Low risk to future Site users due to potential for exposure to contaminated soils. This risk will be mitigated through a programme of remediation and capping of the existing Made Ground.
- 3.27. A Remediation Method Statement (Appendix 13.3) has been produced to identify potential ways in which to manage the construction risk associated with contamination. Furthermore, standard good practice as outlined within the contractors CEMP and Code of Construction Practice including appropriate health, safety and hygiene regime to include PPE and welfare provisions will reduce the effect significance to negligible.
- 3.28. On completion of the Proposed Development, all potential residual operational effects are assessed to be negligible, and no supplementary measures are therefore considered necessary.

Ecology

- 3.29. This Site has been subject to ecological surveys in 2017, 2019, 2023 and 2024. The Site was cleared and remediated in 2019 as part of the works associated with Mayfield Park and Phase 1a. This has resulted in the removal of vegetation across the Site. The Site is now dominated by hardstanding and artificial unvegetated/unsealed surfaces, scattered scrub with areas of ruderal/ephemeral vegetation, young trees, and small areas of other neutral grassland.
- 3.30. No statutory designated Sites are located within or adjacent to the Site. However, the Rochdale Canal, which is designated as a Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI), is located within 1km to the north of the Site. The closest designated stretch is approximately 4km downstream from the closest point of the canal to the Site.
- 3.31. There are two non-statutory designated Sites located within 1km of the Site. Both are Grade A Sites of Biological Interest (SBI). The Sites are: The Rochdale Canal, Stotts Lane – Ducie Street Basin and the Ashton Canal (West). The Rochdale Canal supports regionally important aquatic habitat and species while the Ashton Canal is recognised as important for its submerged aquatic flora.
- 3.32. The River Medlock, which is a UK and Manchester priority habitat, is located immediately north of the Site. The river has recently been subject to enhancement works as part of the creation of Mayfield Park.
- 3.33. A full description of the species identified during the ecological surveys and the nature conservation importance of the populations of these species within the Site is provided in Chapter 12 of the ES, alongside supporting Ecological Assessment and Biodiversity Net Gain Assessment (Appendix 12.1 and 12.2 of the ES).

Planning History

3.34. The approved planning permissions of most relevance on Site are set out in Table 3.1 below.

Table 3.1 Planning History

PP Reference	Description	Status
137072/FO/2023	Erection of a temporary construction compound and logistical hub (Sui Generis) to facilitate the construction of Mayfield Phase 1 (approved under application ref no 132255/JO/2021 and 125248/FO/2019 as amended) and neighbouring infrastructure developments until July 2030.	13 December 2023
137349/JO/2023	Variation of condition 2 (approved Dwgs) attached to planning permission 125248/FO/2019 with amendments to include alterations to massing on southern elevation terrace areas, changes to external facade design and changes in entrance and internal layout and to amend the wording of conditions 3 (Materials), 4 (Contaminated Land), 5 (CMP), 6 (Archaeology), 7 (EA contamination), 8 (Piling), 10 (SUDS 1), 13 (Circular Economy Statement), 14 (Local Labour Agreement), 17 (Noise commercial), 23 (Surface Water Drainage), 30 (Landscaping), 34 (Noise External Areas), 36 (Management of Commercial units) and 38 (UXB Mitigation) to align with condition discharges for application ref no 125248/FO/2019 as amended by 134907/NMC/2022 and 135956/NMC/2023.	Approved 15 September 2023
137263/FO/2023	Erection of 9 storey office development with mezzanine and plant level (Class E) with ground and basement floor retail, cafe and / or restaurant and / or gym (Use Class E) uses, rooftop amenity spaces and terrace levels, associated public realm and riverside walkway and associated works.	Approved June 2023
132255/JO/2021	S73 application to vary conditions 2 (Approved Dwgs), 3 (Highways Works), 5 (Wayfinding), 6a (UXB), 7 (Contam), 8 (Archaeology), 9 (Coach drop off), 10 (Programme and Phasing), 11 (Park Levels), 12 (Japanese Knotweed), 13 (Remediation EA), 16 (SUDS 1), 18 (Local Economic and Social Benefit Plan), 21 (Phase A CMP), 22 (Phase A Hydrological Modelling), 23 (Bat Licence), 65 (a and b) (Materials Phases F, G, H and I), 66 (Phase F Medlock re-sectioning), 67 (Phase F Landscape and Ecology Management Plan), 71 (Phase F Circularity Management), 72 (Phase F Bird Nesting), 73 (Phase F Lighting), 74a-h (Phase F Landscape Programme and Details), 75 (Phase F Lighting Levels), 77(a and b) (Phase H Circularity Management), 78 (Phase H Lighting), 79 (a-h) (Phase H Landscape Programme and Details), 80 (Phase H Lighting Levels), 81 (Phase H Glare), 82 (Phase I Circularity Management), 83(a-i) (Phase I Landscape Programme and Details), 84 (Phase I Lighting), 85 (Phase I Glare), 86 (Safeguarding Bat Roost) attached to application ref no 124972 /FO/2019 and to discharge conditions 8 (Archaeology) and 19 (Flood Evacuation) (approval for Public Park, 9 storey office development above basement with mezzanine and plant level and 11 storey Multi-Storey Car Park with associated landscaping; highways and infrastructure works alongside enabling works) to agree changes to the final design of the park, including changes to park levels, flood compensation areas, tree planting, drainage, remediation and phasing of the development, to reflect the information discharged against 124972/FO/2019 between October 2020 and October 2021 and to add new conditions to allow for the timely submission of further details where areas are being retained on a temporary basis, such as Freight Island (Phase X) and to allow for the submission of detailed information relating to an Art Strategy for the Park.z	Approved 29 July 2022
124972/FO/2019	Creation of a new 2.6-hectare public park with bridges, a nine-storey office building with ground floor retail and commercial spaces, and an eleven-storey car park with 581 spaces. The development also includes significant infrastructure improvements, such as a new junction from London Road, alterations to existing streets, and the closure of	Approved February 2020

Bond Street and Nether Street. Enabling works will involve demolition, Site clearance, earthworks, and retaining wall construction.

4. Proposed Development

- 4.1. This Section provides a summary of the key elements of the Proposed Development and should be read in conjunction with the submitted application drawings and Design and Access Statements, prepared by ShedKM for Plot J and Studio Egret West for Plot K. Additionally, there is a separate Design and Access Statement for the Phase 1b Masterplan prepared by SEW as Masterplan and Landscape architects, which sets out the reasoning behind the masterplan layout, public realm, and overarching design for the Phase 1b Site.
- 4.2. The description of the Proposed Development is set out below:

“Phased redevelopment of Mayfield Phase 1b comprising site remediation and reprofiling followed by the erection of two residential plots of development comprising 879 no. new homes (Use Class C3) contained within four buildings ranging from 7 storeys to 23 storeys in height (Plot J) and 9 to 28 storeys in height (Plot K), with upper and lower ground floor commercial spaces comprising restaurant and / or retail units (Use Class E(b) and/or E(a)), and / or indoor sports facilities (Use Class F2) together with highways works, access, servicing, rooftop plant, cycle parking and back of house, along with delivery of associated public realm and other associated works for each relevant phase.”

Use, Quantum, and Internal Accommodation

- 4.3. The Proposed Development will see the introduction of 879 new homes in a combination of 1, 2 and 3 bedroom Build-To-Rent apartments. The homes will be complemented with a variety of amenity offerings across the development, including a gym, cafés and private terrace space.
- 4.4. The Site area is 1.66 hectares The proposed overall quantum of development is set out below.

Table 4.1 – Development Parameters

	Residential Units	Commercial	Back of House	Height
Plot J	385 (1, 2 and 3 bed types)	1,175 sq. m. (GIA)	1,405 sq. m. (GIA)	Plot J1 – part 7, part 17 storeys Plot J2 – part 10, part 23 storeys
Plot K	494 (1, 2 and 3 bed types)	2,436 sq. m. (GIA)	2,118 sq. m. (GIA)	Plot K1 – part 9, part 28 storeys Plot K2 – part 11, part 20 storeys
Plot J + Plot K	879	3,611 sq. m. (GIA)	3,523 sq. m. (GIA)	Maximum height of 28 storeys

Table 4.2 – Residential Quantum

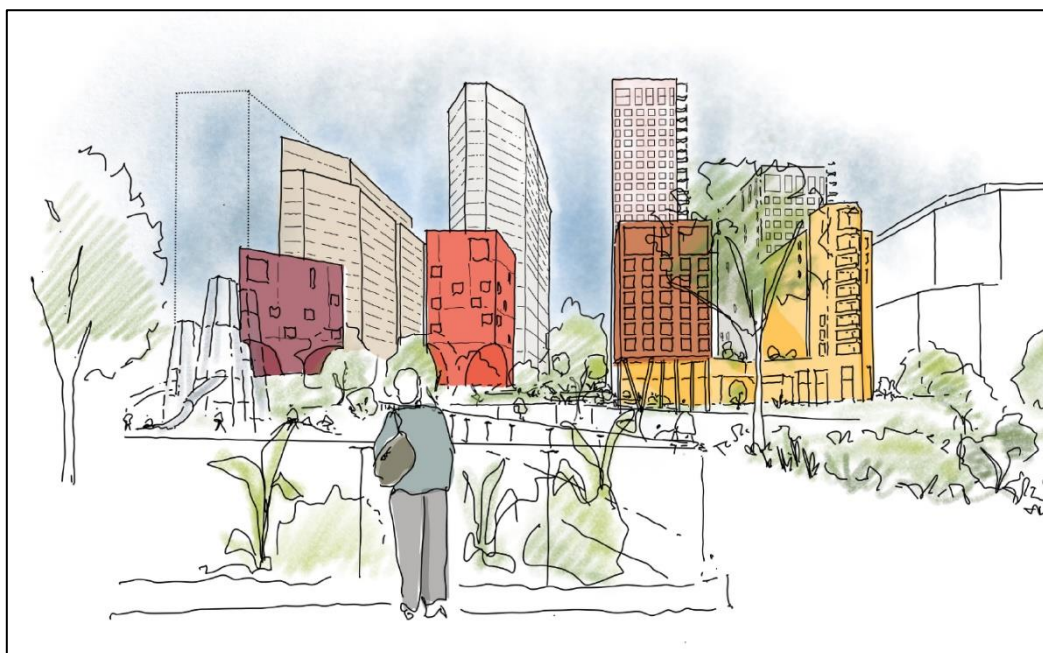
	1 bed	2 bed	3 bed	Total
Building J1	55 no. (37%)	84 no. (56%)	11 no. (7%)	150
Building J2	68 no. (29%)	159 no. (68%)	8 no. (3%)	235

	1 bed	2 bed	3 bed	Total
Plot J	123 no. (32%)	243 no. (63%)	19 no. (5%)	385
Building K1	78 no. (28%)	181 no. (65%)	19 no. (7%)	278
Building K2	86 no. (40%)	121 no. (56%)	9 no. (4%)	216
Plot K	164 no. (33%)	302 no. (61%)	28 no. (6%)	494
Overall	287 no. (33%)	545 no. (62%)	47 no. (5%)	879

Design Evolution

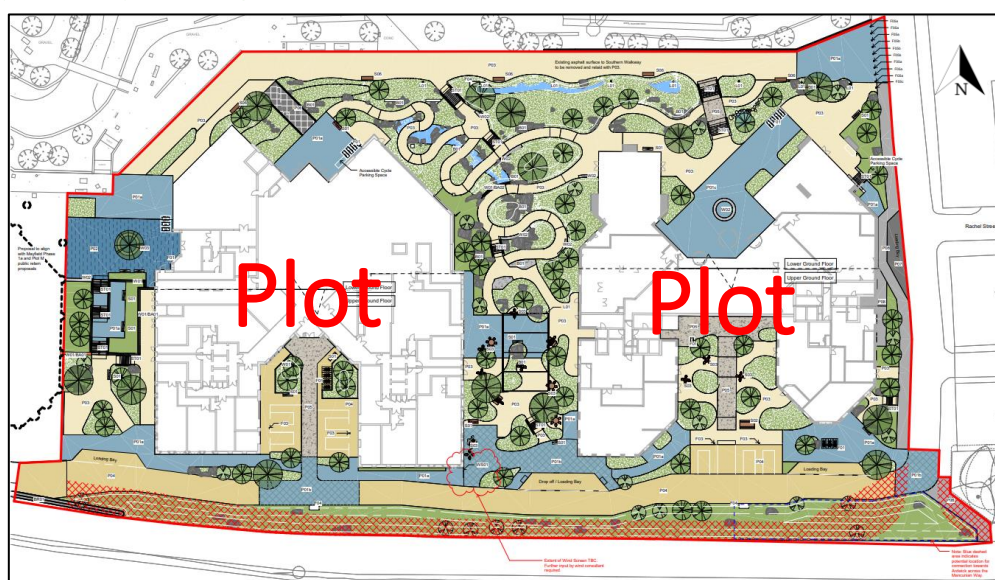
- 4.5. The Proposed Development is a result of a detailed design evolution process. The design has developed as part of detailed analysis of the Site's immediate physical context and Mayfield strategic regeneration drivers, technical assessments and input from specialist consultants, and feedback received from a range of stakeholders during design development.
- 4.6. Through a process of rigorous design interrogation, ShedKM and Studio Egret West established several placemaking principles to guide development at the Site. This includes:
- **An intention to grow Mayfield Park:** The ambition of the Mayfield SRF is to create a neighbourhood that is anchored by Mayfield Park. It is imperative the neighbourhood sits within the extension of the park, promoting a sense of connectivity and emphasis on health and well-being.
 - **Establish the character of the Southern Park Area:** Phase 1b has a prominent location within the Mayfield Masterplan, and will need to complement four key surrounding areas: Mayfield Park Phase 1A, Phase 3 and Ardwick.
 - **Integration with the Mancunian Way:** The need to establish a generous Mancunian Way frontage that is set back, to create an improved street environment.
 - **Two land plots, four linear blocks:** Linear views maximise views towards the park, and buildings are oriented on a north-south axis to maximise daylight and views into the park, with generous building offsets.
 - **Creating accessible routes:** Providing an environment that welcomes and is accessible to all.
 - **Activating the park frontage:** The proposals seek to provide a sequence of activating cultural and social spaces along the park intersection, this will include public and private amenity space.
 - **Defining park drop offs and arrival areas:** Providing a clearly marked location to encourage a focal and welcoming point of arrival.
 - **Creating controlled access along the Estate Road:** A one way road through the Site ensures the plots can be accessed and serviced efficiently, with minimum disruption to the pedestrian experience.
- 4.7. Dating back to 11 December 2023, there have been 12 no. pre-application meetings with MCC, to present a series of development options. Through this optioneering, as a collective, it was decided that a four bar scheme was most appropriate and could be supported in principle by MCC. The principle of this design has since undergone design scrutiny, public consultation and evolution to arrive at the final proposals.

Figure 4.1 – Initial sketch of the building layout, presented at the 7th pre-application meeting on 22 August 2024.



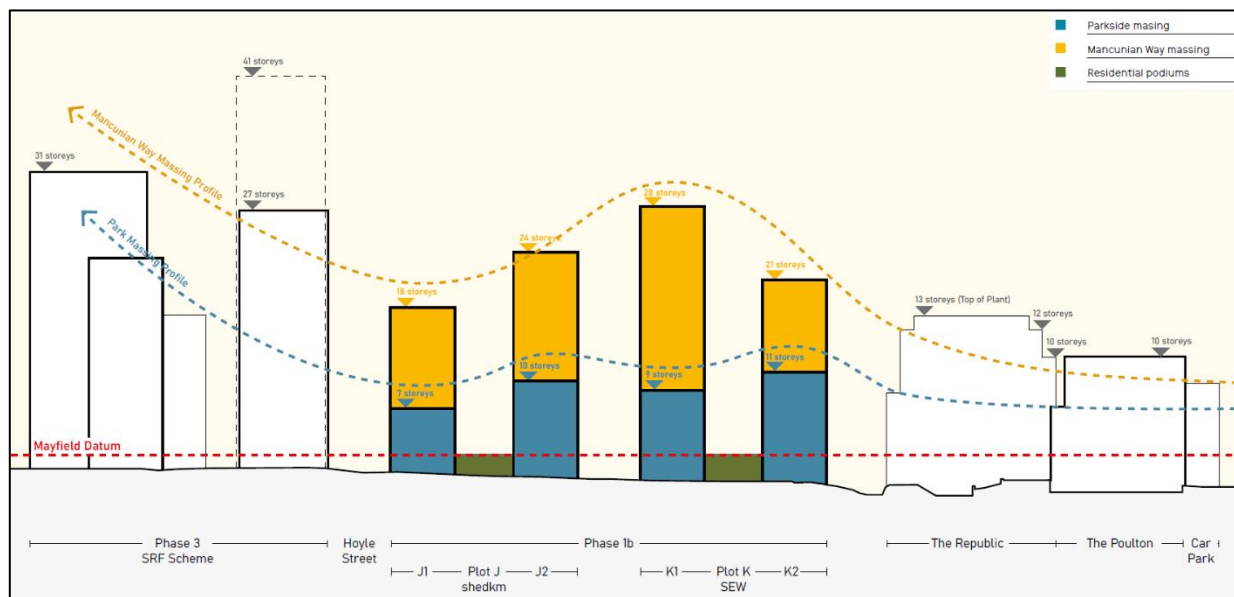
- 4.8. As part of the Mayfield Phase 1b public consultation, four ‘in person’ public engagement events were held during late October and November 2024. These invited the public into a physical space and allowed key members of the design team to talk through the emerging Phase 1b principles and scheme with local residents, the public, neighbouring businesses and other key stakeholders.
- 4.9. The Site’s surrounding regeneration context has also provided an important guide to development, which has underpinned the aspiration to deliver a new high-quality neighbourhood that provides homes, supports Manchester’s economy and further enhances Mayfield Park. In particular, the Site’s location within the Mayfield SRF and contextual has influenced the Proposed Development’s use and materiality, by seeking to deliver a residential-led scheme with a ground level commercial offering.
- 4.10. The Proposed Development comprises two plots, Plot K and Plot J. Plot K comprises two buildings on top of a podium level, with K1 being part 9 part 28 storeys and K2 being part 11 and part 20 storeys including lower ground and upper ground. Plot J comprises two buildings on top of a two-storey podium level, with J1 being part 7 and part 17 storeys and J2 being part 10 and part 23 storeys, with lower ground and upper ground spaces. The Site layout within the red line boundary is shown below, labelling Plot K and Plot J.

Figure 4.2 – Proposed Site Layout, showing the location of Plot K and Plot J.



- 4.11. The unique contextual elements of the existing neighbouring buildings and the future development to the west of the Site, as informed by the Mayfield SRF, have informed the Proposed Development's massing profile. This is intended to create a clear distinction between parkside and Mancunian Way massing.
- 4.12. Moving east through the Mayfield area, the massing profile seeks to align with the design principles contained in the Mayfield SRF by having an increase in height along Mancunian Way, serving to maximise the extent of the regeneration benefits without compromising the quality of the new and existing public realm and built environment. Figure 4.3 shows the proposed massing profile in the Mayfield context.

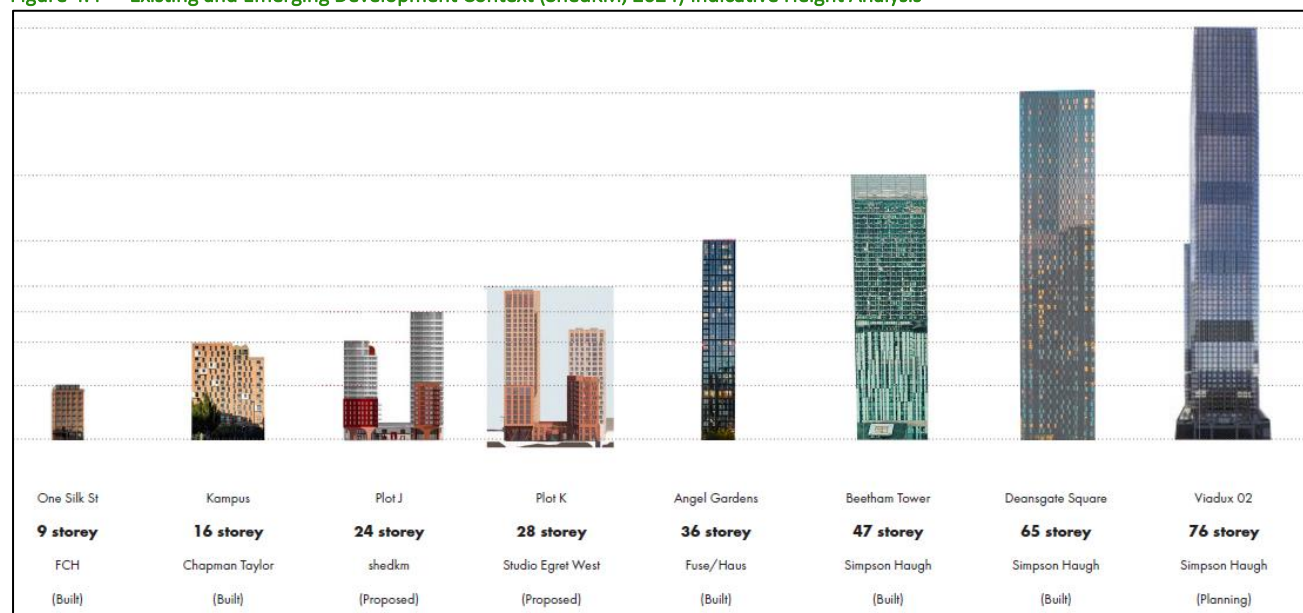
Figure 4.3 – Proposed massing profile in the Mayfield Context



Scale and Massing

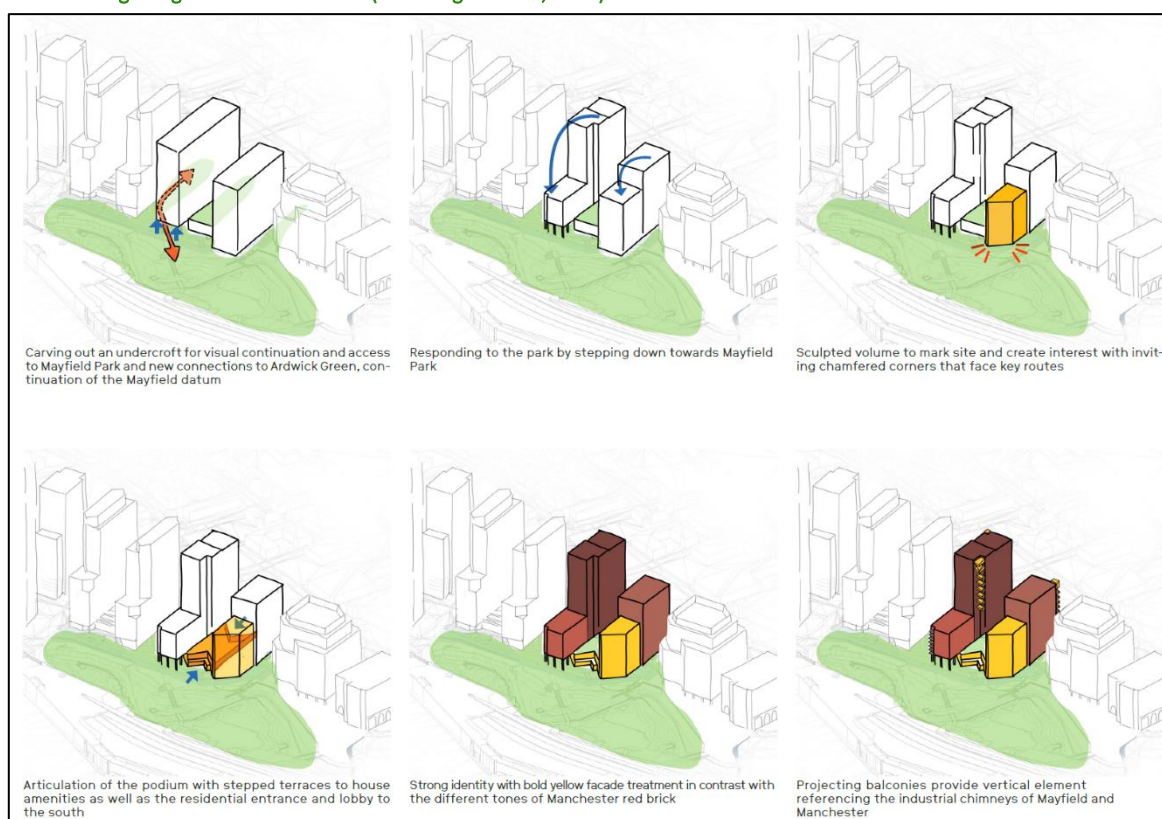
- 4.13. The tallest building is 28 residential storeys tall at its highest point; with all plots stepping down to a lower rise height towards Mayfield Park.
- 4.14. The Mayfield SRF supports a decreased building scale and massing towards Mayfield Park, with a step-up towards Mancunian Way. This design proposal seeks to protect the sunlight received Mayfield Park, whilst also increasing the residential density and achieving an optimisation of the development potential for the Site.
- 4.15. A robust and comprehensive design exercise was undertaken early on to establish comparative residential heights for buildings in Manchester City Centre. Figure 4.4 presents the proposed heights for Plot J and Plot K alongside recent residential-led development schemes within the City Centre. This was benchmarked against 6 residential buildings that have been approved or built within Manchester City Centre over the last 5 years, which is reflective of modern standards of high-quality development and resembles the evolving skyline of Manchester.

Figure 4.4 — Existing and Emerging Development Context (ShedKM, 2024) Indicative Height Analysis



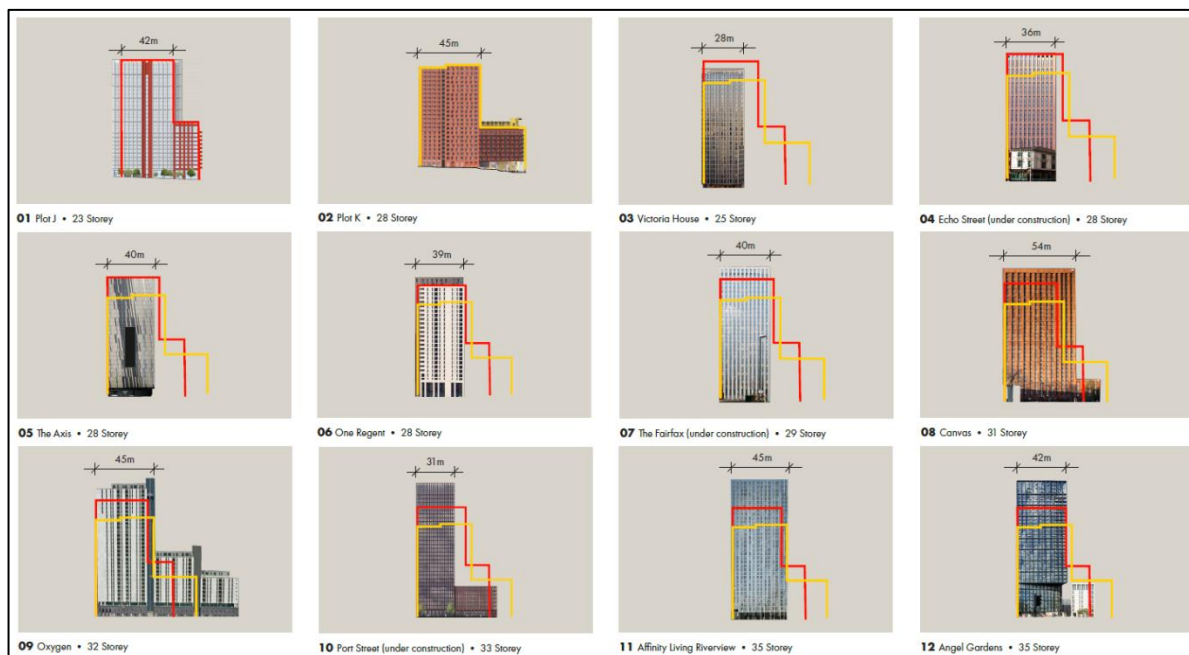
- 4.16. The building massing of the Proposed Development has been strategically designed to promote sitewide legibility with lower buildings towards the park; and taller towers behind, with feature balconies. The buildings seek to provide a positive townscape effect and provide a step down towards the park to minimise impact on daylight and sunlight. The proposed massing seeks to create an appropriate human scale to the development adjacent to it.
- 4.17. Figure 4.5 demonstrates the design evolution of Plot K, to achieve the final massing approach. The step-down in height facing Mayfield Park invites visitors and residents to enjoy the active uses and commercial offering at ground level.

Figure 4.5 – Massing design evolution of Plot K (Studio Egret West, 2024)



- 4.18. Furthermore, a comparative analysis of recent and forthcoming Manchester developments of similar scale and massing informs the dimensional parameters for the Proposed Development. The selected precedents, while diverse in materiality and articulation, demonstrate contextual appropriateness within their respective settings. The largest elevation of each building is highlighted for comparison in Figure 4.6 below.

Figure 4.6 – Recent built comparisons in Manchester City Centre (ShedKM, 2024)



- 4.19. The form creates an opportunity to establish the scale of opportunity which can be achieved at Mayfield. It is considered that the Proposed Development also reflects the sense of scale and opportunity presented by the Site's proximity to a major public transport node and point of entry into the city centre.

Layout

- 4.20. Plot K and Plot J have adopted specific layout design principles which serve to ensure the delivery of a high-quality development which aligns with the objectives of the Mayfield SRF. This includes:

- **Buildings to become part of the park:** The layout of both plots have been designed with careful consideration of both the existing local context and the emerging development of the Mayfield masterplan. This design ensures that the first homes at Mayfield are seamlessly integrated into the park, with the layout facilitating a blending of the surrounding landscape, allowing the park's greenery to filter through the plots and between the buildings.
- **Creating neighbourhoods where people want to live:** The Proposed Development has been thoughtfully designed to create a vibrant and welcoming first impression, inviting curiosity and celebrating Manchester's legacy of innovation, creativity, and hard work.
- **Considered views and aspects:** The residential layout seeks to capitalise on its proximity to the park by maximising the amount of residential units which have a view of the park. This has been achieved by placing the cores in the centre of the buildings, thereby maximising the number of living spaces overlooking the park environment to the north.
- **Encouraging a diverse mix of residents:** A range of 1, 2 and 3-bed apartments have been incorporated throughout each plot, delivering each type on all storeys throughout the Proposed Development.

- 4.21. Figure 4.7 presents an indicative upper ground floor layout which maximises the building's active frontages and connection to the public realm through a combination of commercial uses and amenity areas for the residential units. Additional residential entrances are provided from the north at the lower ground floor level.

Figure 4.7 – Upper Ground Floor Indicative Layout (ShedKM, 2024)



- 4.22. In Plot K, the 'X' layout connects the residential cores, creating an effortless way finding system and guiding residents to the core entrances. These activate the streets, fostering vibrancy and engagement along the 'X'-shaped pathways whilst supporting the larger ground level floorspace when compared to Plot J.
- 4.23. At the ground floor, internal uses have been arranged to have a strong relationship with the public realm and key frontages, with the building entrances located strategically to accommodate the residential units as well as the commercial ones. It benefits from a dedicated concierge, post boxes, a parcel store, and other back of house areas at ground floor.

To demonstrate the ground level activation, Figure 4.8 shows the a visual interpretation of how the Proposed Development will be utilised by visitors and residents, making clear the extent of the activation across the Site.

Figure 4.8 – Visual interpretation of the Upper Ground Floor Layout (Studio Egret West, 2024)



4.24. Figure 4.9 presents an indicative upper floor plan which shows the typical apartment orientation and residential quality achieved across both blocks. The orientation and shape of the proposed building ensures that solely north facing apartments are removed from the scheme, with apartments located on the corners of the building benefitting from being dual aspect.

Figure 4.9 – Upper Floor Indicative Layout (ShedKM, 2024)



4.25. Private resident's gardens are also proposed to be accessed at the podium levels within both plots. These will provide residents access to private amenity on generous, green, landscaped podiums. These private amenity

spaces provide a quantum of internal and external space for residents and are explained in greater detail within the Design and Access Statements prepared by ShedKM and Egret Studio West.

Appearance and Materiality

- 4.26. The Proposed Development has been carefully crafted to take cues from the existing and emerging surroundings and use these to create contemporary, high-quality architectural design for this part of Manchester City Centre.
- 4.27. Splitting the Site into two separate plots, with different architects, allows the Proposed Development to consist of different but complementary architectural styles that each respond to the existing local context in a unique manner. Bringing forwards both plots within one phased full planning application ensure that the regular frontage onto Mayfield Park is maintained and that the public realm and amenity offer is joined up.
- 4.28. The overarching aim for all parkside buildings to the north is to continue contributing to the collection of varied, dynamic buildings that will animate the park and contribute to a vibrant new area of the city. Each plot is described below.

Plot K

- 4.29. The prevailing material for Plot K is a light red brick, with varying shades of red, orange, and whitewashed finishes. The irregularity of the colours is intended to introduce a weathered appearance which adds warmth, depth, textures, and natural patina which in turn enhances the overall high quality appearance and contextual relevance to the historical settings. Darker bricks with deeper, more consistent red and brown tones are proposed for accentuating specific parts of the towers.
- 4.30. The tower design principles are rooted in rhythm, proportion and materiality:
- Hierarchy: A strong base datum reflecting the adjacent consented scheme, and a distinct top “crown”.
 - Vertical emphasis: Providing the building a sense of height and slenderness.
 - Rhythm: The windows are arranged in a regular grid-like fashion, creating a consistent rhythm across the façades.
 - Texture & Detail: The windows have deep reveals within the brick façade to create shadow and texture, enhancing the distinctive features on the building façade.
 - Reflectivity: This is applied to materials and the contrast between generally matt appearance of brickwork, and complementary metallic reflection of perforated panels, window frames and other details.

Figure 4.10 – 3D Render of Plot K from Mayfield Park (Studio Egret West, 2024)



Plot J

- 4.31. Plot J also seeks to incorporate red tones into the Proposed Development, in recognition of its fabrications of itself in the identify of Manchester, in both new and old character areas of the city. To maximise the visual interest from the red, Plot J proposes a simple, modest and clean palette of reds, greys and anodised effect metal, which will reflect light, create a more lightweight appearance and brighten the Site's context.
- 4.32. Red materials have been incorporated into the parkside buildings within the two smaller building elements. Then, to create a striking contrast with the red brickwork grey anodised metal cladding is proposed for the taller buildings in Plot J.

4.11 – 3D Render of Plot J from Mayfield Park (Studio Egret West, 2024)



Landscape and Public Realm

- 4.33. The landscaping strategy, designed by Studio Egret West, has sought to create a cohesive setting for the buildings by incorporating them into Mayfield Park, allowing the park to extend south towards Mancunian Way.
- 4.34. The Proposed Development seeks to offer its own unique sequence of spaces which provide a variety of planning character and public realm activation. The landscaping proposals have also been designed to integrate with the surrounding context and buildings as they are brought forward within the Mayfield SRF area. This has been achieved by incorporating the following principles into the public realm:
- Blurring the boundary, by taking the park through the into the ground floor lobby spaces.
 - Establishing a new park square and arrival point.
 - Stitching the Proposed Development into the wider pedestrian network.
 - Installing gravity fed nature-based systems connected to the park.
 - Introducing a welcoming entrance experience from the South for buildings and park.
 - Enhancement to the Mancunian Way by prioritising pedestrians and cyclists.
- 4.35. The landscaping works use the level changes to introduce linked but varied planting characters as one moves through the space and climbs up away from the river corridor. As shown in Figure 4.12, the Proposed Development features several unique and carefully considered character areas across the Site.

Figure 4.12 – Illustrative Landscaping Character Plan (Studio Egret West, 2024)



- 4.36. Please refer to Studio Egret West's Masterplan and Landscape Design and Access Statement for full details of the Landscape and Public Realm proposals.

Waste and Servicing Strategy

- 4.37. The refuse storage space assigned for waste management within each plot aligns with or exceeds the Waste Officer anticipated requirements and MCC waste management design guidance documents.
- 4.38. To accommodate the expected waste, the MCC waste management design guide and Waste Officer feedback were utilised to calculate the number of bins required to comply with the MCC waste requirements. A summary of the storage volumes is provided below.

Plot J:

	Residual Waste	Pulpable Recycling	Comingled Waste	Food Waste
Frequency of Collection	Fortnightly	Fortnightly	Fortnightly	Fortnightly
Container Size (litres)	1100	1100	1100	240
Number of Containers Required	39	20	20	17

Plot K:

	Residual Waste	Pulpable Recycling	Comingled Waste	Food Waste
Frequency of Collection	Fortnightly	Fortnightly	Fortnightly	Fortnightly
Container Size (litres)	1100	1100	1100	240
Number of Containers Required	50	25	25	21

- 4.39. Plot J and Plot K both have layouts that provide a residential refuse chute for each residential building, providing a convenient waste management solution for residents. The chutes lead to the lower ground refuse store room in each building. Full bins may also be stored in upper ground level refuse rooms if needed. Combined, these refuse stores ensure that the volume requirements of MCC for the standard fortnightly waste collection service are achieved. Although, it should be noted that the Applicant intends to implement more frequent waste collections to improve the operability of the Proposed Development.
- 4.40. To minimise impact on the public realm and pedestrian enjoyment of the area, waste is stored in the designated refuse store rooms until the fortnightly waste collection service occurs. The bin storage areas have been designed to accommodate the correct number of bins for the municipal collection service. At this time, the building management team will transport the full bins to temporary holding areas adjacent to the loading bays to await collection and emptying by MCC refuse crews. Additionally, the Applicant intends to implement more frequent waste collections in order to improve the operability of the buildings and reduce the impact of waste collection today's.
- 4.41. Commercial refuse storage is provided at lower ground floor level but is positioned away from the key pedestrian areas of the southern walkway and Mayfield Park. In both plots, designated commercial bin stores are provided within the buildings to obscure this type of activity from taking place in areas where it would affect residential amenity.
- 4.42. Commercial units are situated along the Southern Walkway, creating active frontages that enhance engagement with the park. To maintain the pedestrian-friendly nature of the walkway, the servicing strategy for Plot K is via the Estate Road and a proposed layby. For Plot J, the commercial units are serviced via Hoyle Street and a new proposed lay-by. This servicing approach seeks to restrict the available parking locations for servicing vehicles to areas which mitigates the impact on public realm enjoyment and function.

4.43. Please refer to the Operational Waste Management Strategy prepared by SLR Consulting Ltd for additional information.

4.44.

Parking

4.45. At completion, the proposals will provide 80% secure cycle parking for residents at Plot K and 50% for Plot J. There is opportunity to create additional secure cycle parking spaces if demand requires it. Additional Sheffield stands will be provided at the cycle store to cater for alternative bikes, for instance those suitable for use by disabled people. This equates to over 580 cycle spaces.

4.46. In Plot J, the cycle store is accessed externally with a platform lift to the mezzanine level. In Plot K, cycle stores can be accessed externally and via the main entrance and internal streets. A platform lift is proposed to link the two levels and access from the cycle stores link directly to the residential cores.

4.47. As a reflection of the highly accessible nature of the Site and its location within the city centre, it is proposed that no on-Site car parking will be provided. As part of the proposals, three servicing/loading bays, seven accessible bays, will be provided within the Site. It is expected that the Proposed Development will benefit from the multi-storey car park proposed in Phase 1a, which could support general residential parking.

4.48. Please refer to the Transport Statement prepared by Civic Engineers for additional information on parking arrangements.

Accessibility

4.49. The design of the development has been developed with an inclusive approach to allow easy, safe, and secure access to all areas of the landscape and building. As part of the process the design team has given due regard to Building Regulations (Part M), and MCC's Design for Access 2.

4.50. In terms of the communal areas and apartment layouts the buildings have been designed to ensure that the Proposed Development is accessible and useable by all. All apartments have been designed to align with Category 2 – accessible and adaptable dwellings under approved document M, otherwise known as M4 (2) housing. This design ensures that all residential and communal areas are useable and enjoyable by a diverse range of people.

4.51. To support accessibility for residents and visitors, all horizontal circulation routes are 1500mm wide, exceeding the minimum width requirements for M4(2) dwellings. All doors exceed the minimum 850mm effective clear width within the approach corridors and have a clear 300mm leading edge to the pull side. Lobbies have a clear 1500mm between doors on approach.

4.52. The commercial units have only been designed as shell scheme as part of the Proposed Development, with the final design to be developed by the tenant, so that it can be fit out to their specification. All units have been designed in a manner that would not preclude them from being accessible to a wide range of people, once the interior fit out has been completed.

4.53. Further details of the accessibility of the building can be found within the Design and Access Statements prepared by ShedKM and Studio Egret West.

5. Development Plan and Material Considerations

- 5.1. This section of the Statement outlines the planning policy framework which forms the basis for the consideration of the development proposals. This will be examined at a national, regional, and local level. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”.

- 5.2. Accordingly, where relevant to determination of the planning application, Sections 5 and 6 of this Statement considers the Proposed Development against the policies and guidance set out in the documents detailed below.

Planning Framework

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

DEVELOPMENT PLAN			
REGIONAL	GM Places for Everyone (2024)	GM Joint Waste Development Plan (2012)	GM Joint Minerals Plan (2013)
LOCAL	Manchester Core Strategy (2012)	Manchester Proposals Map (2012)	Saved Unitary Development Plan Policies (1995)
MATERIAL CONSIDERATIONS			
NATIONAL		National Planning Policy Framework (2024)	Historic England’s Guidance Note 4 Tall Buildings (2022)
Local Supplementary Planning Documents			
Guide to Development in Manchester (2007)			
Provision for Housing Choice (2008)			
Manchester’s Green and Blue Infrastructure Strategy (2022)			
Supplementary Planning Guidance			
Design for Access (2003)			
Manchester Residential Quality Guidance (2017)			
Providing for Housing Choice (2008)			
Manchester Green and Blue Infrastructure Strategy			
Manchester Climate Change Framework 2020-25 (2022)			
GD03 Environmental Protection			
GD04 Waste Storage and Collection Guidance for New Developments			
GD05 Planning and Noise			

Manchester Climate Change Framework 2020-25 (2022) Roadmap to net zero carbon for new buildings within Manchester (2021) Greater Manchester Clean Air Plan (GM CAP) City Centre Transport Strategy (2021)	
Strategic Regeneration Framework	Mayfield Strategic Regeneration Framework (2018)
Other Guidance Documents Pollution Prevention Guidelines Code of Construction Practice CIBSE TM59 Overheating modelling	

Development Plan

Adopted Manchester Local Development Plan

- 5.4. The Local Development Framework is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. Within this context the adopted Local Plan for Manchester comprises:
- Saved Policies of the Manchester Unitary Development Plan (2005) (“the UDP”);
 - Manchester Core Strategy (2012);
 - Addendum to Manchester Core Strategy (2024);
 - Manchester Proposals Map (2012);
 - Greater Manchester Joint Waste Development Plan Document (2012); and,
 - Greater Manchester Joint Minerals Plan (2013).

Manchester Core Strategy (2012)

- 5.5. The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be located to benefit from sustainable connections, meet local needs and take full advantage of opportunities. This must be read alongside the Addendum to Manchester Core Strategy 2024.
- 5.6. Relevant policies from Manchester Core Strategy have been set out in the Section 6 of this Statement.

Saved Policies of the Unitary Development Plan (1995)

- 5.7. The Unitary Development Plan (‘UDP’) was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012, significant proportions of the UDP have been replaced; however, some policies were saved on 11 July 2012 and remain extant.

Greater Manchester Policy

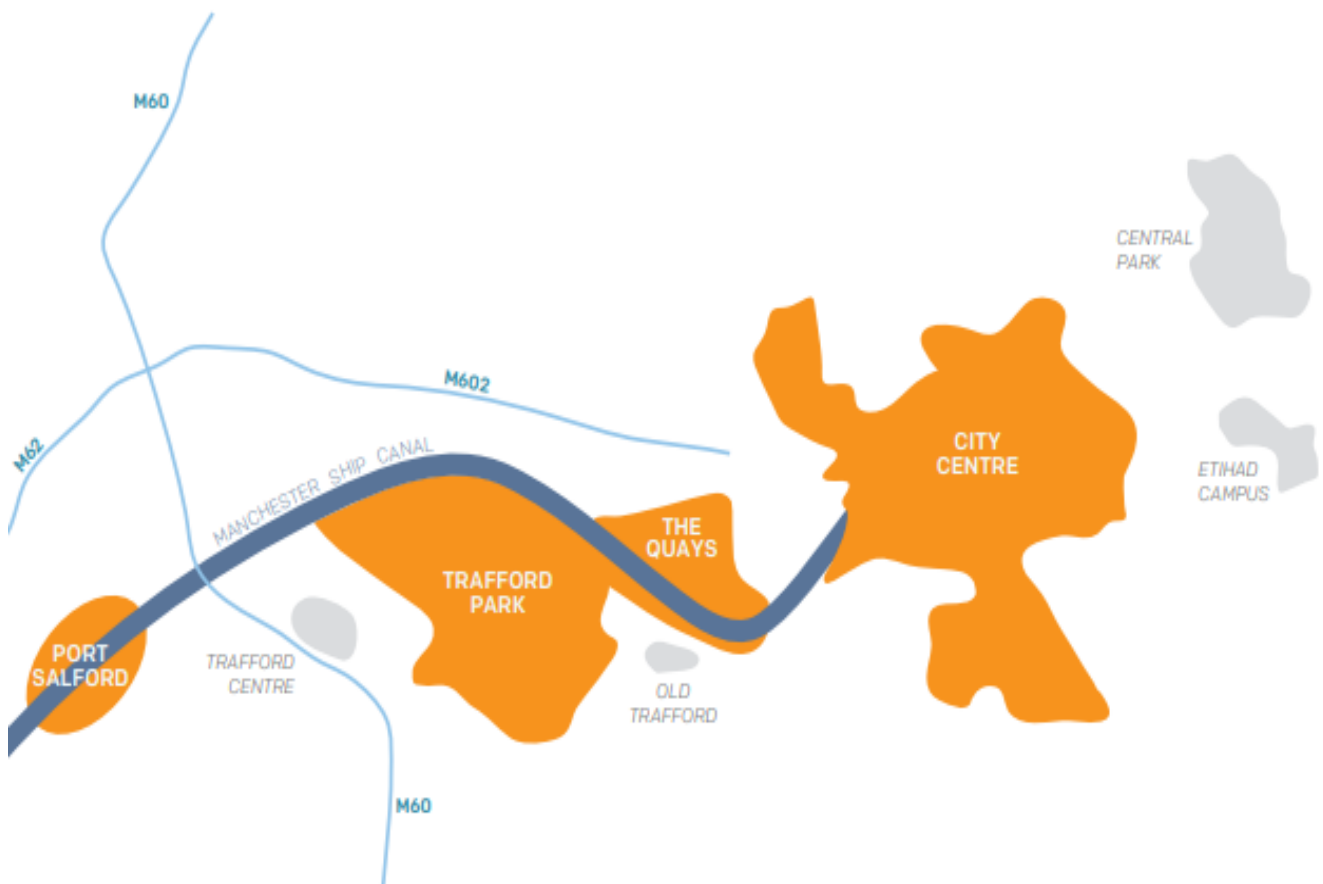
Places For Everyone (2024)

- 5.8. Places for Everyone is a long-term plan of nine (2022-2039) Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan) for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts.
- 5.9. The plan is a joint development plan of the nine districts which determines the kind of development that takes place in their boroughs, maximising the use of brownfield land and urban spaces while protecting Green Belt

land from the risk of unplanned development. It seeks to ensure all new developments are sustainably integrated into Greater Manchester's transport network or supported by new infrastructure.

- 5.10. The Plan identifies the City Centre, The Quays, Trafford Park and Port Salford as being within the 'Core Growth Area (CGA, see Figure 5.1) which as defined by Policy JP-Strat 1, the economic role of the CGA will be protected and enhanced, with sustainable development supporting major growth in the number of jobs provided across the area providing opportunities to create jobs for local communities. Complementary to, but not at the expense of, its economic function it will see a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities.
- 5.11. As defined by Policy JP-Strat2: City Centre the role of the City Centre as the most significant economic location in the country outside London will be strengthened considerably. The City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, but the increasingly important residential role of the City Centre will be expanded. Development will generally be high density. It will enable people to take advantage of the access to education and training and the extensive public transport offer, reducing the need to travel to work whilst supporting economic growth and reducing levels of poverty. Over the period 2022-2039, land to accommodate around 1,700,000 sqm of office floorspace, around 54,000 new dwellings and minimal industry and warehousing (just under 38,000 sqm) has been identified within the City Centre
- 5.12. The City Centre, as defined by JP-Strat 2 City Centre this area is identified to accommodate c. 1,700,000 sqm of office floorspace and c. 54,000 new dwellings over the plan period.

Figure 5.1 – Core Growth Area (Greater Manchester Combined Authority, 2024)



National Planning Policy and Guidance

National Planning Policy Framework

- 5.13. The NPPF (revised version published December 2024), sets out the government's planning policies for England and how these are expected to be applied.
- 5.14. At the heart of the NPPF lies the 'presumption' in favour of sustainable development (paragraph 11). The NPPF notes there are three dimensions to sustainable development; economic, social, and environmental.
- 5.15. Firstly, the economic role should contribute to sustainable development by building a strong, responsive, and competitive economy and ensuring enough and right type of development to support growth. Secondly, the social role is required to support communities by creating well-designed, beautiful, and safe places, with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built, and historic environment.

National Planning Practice Guidance

- 5.16. The National Planning Practice Guidance (NPPG) was published in March 2014 and is regularly updated. The NPPG sets out advice, information, and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource.
- 5.17. The NPPG stresses the importance of good design, and that planning should drive up standards across all forms of development. As a core planning principle, plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or spaces that work well for everyone, look good, last well and will adapt to the need of future generations.
- 5.18. The NPPG references pre-application discussions, Design and Access Statements and Design Reviews as some of the methods that can be used to achieve good design.
- 5.19. The NPPG also sets out processes and expectations on pre-application discussions. The NPPG sets out that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success.

National Design Guide

- 5.20. The National Design Guide was published by the Ministry of Housing, Communities and Local Government in 2019. This document forms part of the Government's Planning Practice Guidance and was created to outline key characteristics that make well-designed places.

Material Considerations

Local Supplementary Planning Documents and Guidance

Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance

- 5.21. The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well designed, and well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers, and residents to the sort of development which is anticipated in Manchester.
- 5.22. In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection, GD04 Waste Storage and Collection Guidance for New Developments and GD05 Planning and Noise. The Planning and Noise technical guidance was later updated in June 2022 by Manchester City Council.

Providing for Housing Choice SPD (2008)

- 5.23. This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision.

- 5.24. The SPD highlights that a core driver of success will be the creation of "Neighbourhoods of Choice" with truly sustainable communities where people choose to live because of the quality of life on offer:

"It is through the creation of neighbourhoods of choice that (we) will succeed in delivering the household growth needed to underpin the City Region's economic growth potential. The creation of neighbourhoods of choice will demand an integrated and planned approach that can ensure that there are quality public services in the right location, along with quality local amenities, a choice of housing, a quality local environment and low levels of crime and disorder."

- 5.25. One of the central themes in the 'Neighbourhoods of Choice' vision is that there should be wide choice of housing, across tenures, with higher levels of home ownership than currently exist and higher overall property values. The needs of existing residents should also be met.

Manchester Residential Quality Guidance (2017)

- 5.26. The Manchester Residential Quality Guide ('MRQG') was published in 2017 and requires proposals for residential development to demonstrate the highest quality of design in accordance with its recommended approach. If a development does not comply with the design principles, the developer is required to provide robust justification, evidence, and options analysis.
- 5.27. These standards have resulted in a positive shift in terms of the quality of residential schemes coming forward, and space standards represent only one of the key ingredients for creating attractive and sustainable residential environments. The MRQG completes this picture, providing clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and raise the quality of life across Manchester.
- 5.28. The document outlines the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. The document sets out nine components that, when combined, will inform, and help to create high quality residential development and will be used to shape the delivery of future housing provision in Manchester.
- 5.29. The nine components are as follows:
- *Make it Manchester* – understand the character and qualities of the various part of the City.
 - *Make it Bring People Together* – encourage a sense of community and neighbourliness.
 - *Make it Animate Streets and Spaces* – the interrelationship between buildings, streets and spaces in making a place feel safe and inviting.
 - *Make it Easy To Get Around* – ensuring the development is accessible, well connected and easy to get around.
 - *Make It Work With the Landscape* – enhance and improve the connection with landscape and nature.
 - *Make It Practical* – dealing with the clutter of life.
 - *Make It Future Proof* – anticipate the impacts and effects of climate change that can make residential design more efficient.
 - *Make It a Home* – provide sufficient space, natural light and storage to allow people to settle down and flourish.
 - *Make It Happen* – ensuring that the proposals are delivered as designed, well-constructed and sustainably built.

- 5.30. Reference has been made within the Proposals section of this Statement where relevant, setting out how the Proposed Development has considered the MRQG and incorporated its recommendations into the design as it has developed.

Design for Access 2

- 5.31. The Design for Access 2 Manual was published in January 2003, it provides a practical guidance to inclusive design. It requires developments to be fully inclusive and accessible and the Council's vision is for Manchester to be recognised as the most accessible City in Europe. MCC recognises that inclusive design needs to take account of cross-impairment and community-based issues.
- 5.32. The Council will expect developers to comply with the standards detailed in its 'Design for Access 2' Manual, and to produce an access statement, which identifies the philosophy and approach to inclusive design. However, this should also be balanced against new guidance and give consideration of buildings regulations.
- 5.33. Information of how the Proposed Development has been designed to respond to the requirements of Design for Access 2 is contained within the DAS submitted in support of this planning application, and has been summarised in Section 4 of this Statement.

Manchester's Green and Blue Infrastructure Strategy (2022)

- 5.34. MCC recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. The vision for green and blue infrastructure in Manchester is that by 2025 high quality, well maintained green and blue spaces will be 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.
- 5.35. Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality-of-life people expect and enhancing the City's global image as a place in which to live, work and invest.
- 5.36. The Strategy was later updated in 2022, with a new Implementation Plan being developed, highlighting approaches, challenges and projects that will help bring the strategy to life over the coming years.

Manchester Climate Change Framework 2020-25 (2022)

- 5.37. The Climate Change and Low Emissions Implementation Plan (2016-2020) is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps that will be taken to become energy-efficient and investing in the natural environment to respond to climate change and to improve quality of life.
- 5.38. On 13th March 2019, MCC fully endorsed the Zero Carbon Framework 2020-2038, outlining how Manchester can meet its aim to be a zero-carbon city by 2038. Areas for action in the Manchester Zero Carbon Framework (2020-2038) Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.
- 5.39. In addition, the Council developed a Climate Change Action Plan 2020-2025 to ensure that all aspects of the Climate Emergency Declaration were converted into clear actions with tonnes of CO2 savings included where applicable.
- 5.40. In August 2021 the Manchester Climate Change Partnership adopted and endorsed a roadmap to net zero carbon for new buildings within Manchester. The Partnership is a task force made up of private, public and third sector representatives and has been developed collaboratively with MCC. The roadmap sets out that all new buildings in the city should be net zero carbon from 2023. Whilst the roadmap is not planning policy, it has been indicated by MCC that the roadmap may be considered as part of the new Local Plan.

GD03 Environmental Protection

- 5.41. This technical guidance document serves as a comprehensive guide for developers, outlining best practices for minimizing environmental impacts during construction projects. It covers a wide range of topics, including air quality management, noise mitigation, water pollution prevention, and waste management.

- 5.42. The document emphasizes the importance of early planning and proactive measures to identify and address potential environmental risks. It provides practical advice on selecting appropriate construction techniques, equipment, and materials to minimize pollution and protect the surrounding environment. The overall aim is to ensure that development projects are carried out in an environmentally responsible manner, safeguarding public health and preserving the quality of the local environment.

GD04 Waste Storage and Collection Guidance for New Developments

- 5.43. This guidance document focuses specifically on waste management for new developments, providing developers with clear guidelines for designing and implementing effective waste storage, collection, and disposal systems. It emphasizes the importance of providing adequate bin storage capacity to accommodate the expected waste generation from the development.
- 5.44. The guidance also stresses the need for convenient and accessible waste collection points, ensuring ease of use for residents and minimizing potential for overflowing bins and litter. Furthermore, it promotes the integration of recycling provisions into the waste management system, encouraging residents to separate recyclable materials and contributing to the city's overall recycling targets.

GD05 Planning and Noise

- 5.45. This guidance document addresses the crucial aspect of noise management in development projects, providing developers with practical advice on assessing and mitigating noise impacts during both construction and operation. It outlines noise assessment methodologies, including noise surveys and predictive modelling, to determine potential noise levels at sensitive receptors such as nearby residences and businesses.
- 5.46. The guidance also establishes noise limits based on relevant standards and regulations, ensuring that noise levels remain within acceptable limits to protect amenity and quality of life. It further provides guidance on implementing effective noise mitigation measures, such as noise barriers, acoustic insulation, and quieter construction techniques, to minimize noise pollution and ensure compliance with noise regulations.

Manchester Climate Change Framework 2020-25 (2022)

- 5.47. This framework embodies Manchester's ambitious commitment to tackling climate change and achieving carbon neutrality by 2038. It sets out a comprehensive strategy for reducing greenhouse gas emissions across all sectors of the city, including buildings, transport, and energy generation.
- 5.48. The framework emphasizes the importance of energy efficiency improvements in existing buildings and promotes the adoption of renewable energy sources such as solar and wind power. It also encourages a shift towards sustainable transport modes, including walking, cycling, and public transport, to reduce emissions from private vehicles. The framework outlines a range of actions and initiatives to achieve these goals, including investment in green infrastructure, support for low-carbon technologies, and public awareness campaigns to promote sustainable lifestyles..

Roadmap to net zero carbon for new buildings within Manchester (2021)

- 5.49. This roadmap, adopted by the Manchester Climate Change Partnership, sets a clear target for all new buildings in the city to be net-zero carbon from 2023. It provides a detailed pathway for achieving this ambitious goal, focusing on energy-efficient design, renewable energy integration, and the use of low-carbon construction materials.
- 5.50. The roadmap encourages developers to prioritize passive design strategies, such as optimizing building orientation and maximizing natural daylight, to reduce energy demand. It also promotes the use of renewable energy sources, such as solar panels and heat pumps, to generate clean energy on-site. The roadmap emphasizes the importance of embodied carbon, encouraging the use of sustainable and recycled materials to minimize the carbon footprint of construction.

Greater Manchester Clean Air Plan (GM CAP)

- 5.51. This plan directly addresses the pressing issue of air quality in Greater Manchester, focusing on reducing harmful NO₂ emissions, primarily from road transport. It recognizes the significant impact of air pollution on public health and outlines a comprehensive strategy to improve air quality across the city.

- 5.52. The plan promotes the adoption of cleaner vehicles, including electric and hybrid vehicles, and encourages the use of public transport, walking, and cycling as alternatives to private car use. It also includes measures to improve traffic flow and reduce congestion, minimizing vehicle emissions. The plan aims to bring air quality within legal limits, protecting public health and creating a healthier environment for all.

City Centre Transport Strategy (2021)

- 5.53. A City Transport Strategy to 2040 was endorsed by MCC's Executive on 17 March 2021 and Salford City Council's Regeneration Committee on 22 March, before being fully ratified by the Greater Manchester Combined Authority on 26 March 2021.
- 5.54. The strategy presents an overarching vision for a well-connected, zero-carbon city centre at the heart of the North, offering residents, employees, and visitors a great place to work, live in and visit.
- 5.55. As part of the Transport Strategy, the 'City Centre Triangle' that is partially located near to Mayfield has been proposed as a strategic intervention. It aims to build on temporary road closures introduced in response to the COVID-19 pandemic and the Northern Quarter Bee Network scheme. The aim is to create an integrated cycle network comprising three major routes Deansgate, Whitworth Street and Committed Northern Quarter Cycle Route. Mayfield includes a Bee Network Route that will seek to connect into the wider network at Whitworth and Aytoun Street, which the Proposed Development will help to facilitate through the Estate Road.

Other Guidance Documents

Pollution Prevention Guidelines

- 5.56. These guidelines, formerly published by the Environment Agency, provide essential guidance for managing construction activities in an environmentally responsible manner. They cover a wide range of topics, including dust control, noise management, water pollution prevention, and waste disposal.
- 5.57. The guidelines emphasize the importance of planning and implementing effective measures to minimize environmental impacts throughout the construction process. They provide practical advice on selecting appropriate construction techniques, equipment, and materials to reduce pollution and protect the surrounding environment. The overall aim is to ensure that construction activities are carried out with minimal disruption to the environment and neighbouring communities.

Code of Construction Practice

- 5.58. This code sets out industry standards and best practices for construction activities, focusing on health, safety, and hygiene. It provides guidance on managing risks, ensuring worker welfare, and minimizing disruption to the surrounding community.
- 5.59. The code emphasizes the importance of providing a safe working environment for construction workers, outlining procedures for risk assessments, hazard identification, and accident prevention. It also addresses noise management, dust control, and waste disposal to minimize environmental impacts. The code promotes responsible construction practices, ensuring that projects are carried out safely, efficiently, and with minimal disruption to the surrounding community.

CIBSE TM59 Overheating modelling

- 5.60. This industry standard methodology provides a robust framework for assessing the risk of overheating in buildings, using sophisticated computer simulations to predict internal temperatures and identify potential issues. It takes into account a wide range of factors, including building design, orientation, ventilation, and external climate conditions, to provide a comprehensive assessment of overheating risk.
- 5.61. The methodology helps ensure that buildings are designed and constructed to provide a comfortable internal environment for occupants, minimizing the risk of overheating and promoting well-being. It is particularly relevant in the context of climate change, as rising temperatures increase the risk of overheating in buildings.

Strategic Regeneration Frameworks and Other Material Considerations

- 5.62. As set out in Sections 2 and 3 of this Statement, the Site is situated within the Mayfield SRF, which sets out environmental, social, design and economic objectives relevant to the regeneration of the area.

- 5.63. The SRF is not a planning policy document, and it is not a Site allocations document. Rather, this document has the status of a “Local Development Document” and should not be considered or viewed as formal planning policy and does not set out a series of tests to be passed. The role of the Strategic Regeneration Framework is to guide the content of planning applications by acting as a material consideration for any applications within or immediately adjacent to it, as relevant, so development proposals have in mind the Council’s strategic objectives and place-based ambitions of an area.
- 5.64. Section 4 of this Statement has set out the design development that has taken place in the context of the Strategic Regeneration Framework, which has taken account of the principles set out in that document and the suggested parameters of development. The design team has developed these parameters further to minimise the impact of development on surrounding properties whilst achieving the aims of the Strategic Regeneration Framework.

6. Consideration of Proposed Development

- 6.1. This Section assesses the proposals against the policies in the Development Plan and in relation to the key planning considerations of relevance to this application. A further assessment relating to tall building policies is found within Section 7.

Principle of Development

Relevant policies, material considerations and guidance:

- **Planning Policy:**
- Manchester Core Strategy Development Plan (2012)
 - Core Strategy Policy SP1 – Spatial Principles
 - Core Strategy Policy EC3 – The Regional Centre
 - Core Strategy Policy CC3 – Housing
 - Core Strategy Policy CC8 – Change and Renewal
 - Core Strategy Policy CC10 – Places for Everyone
 - Core Strategy Policy H1 – Overall Housing Provision
 - Core Strategy Policy H8 – Affordable Housing
- Places for Everyone Joint Development Plan (2024)
 - JPStrat2: City Centre
 - JP-J1: Supporting Long-Term Economic Growth
- **Material Considerations and Guidance:**
 - Mayfield SRF
 - NPPF Section 4 (Paragraph 39)
 - NPPF Section 11 (Paragraph 125c)

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- 6.2. The Site is located within the City Centre, which will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living in line with Spatial Policy 1 and Policy EC3 (The Regional Centre).
- 6.3. This Site is not making an efficient use of land in its existing condition as a vacant brownfield plot and is a significant negative contributor to the local environment and street scene in terms of its visual appearance. The Site consisted of previously developed land, comprising a former logistics warehouse and vehicular compound, however, this contravened with the strategic regeneration vision for the area and was subsequently demolished in 2019.
- 6.4. Paragraph 39 of the NPPF states that local planning authorities should approach decisions in a positive manner where the applicant seeks to secure development that will improve economic, social and environmental conditions of the area.
- 6.5. The Proposed Development seeks to build upon the existing Mayfield Park and allow it to expand southwards by providing a high-quality, landscaped pedestrian priority link between Mancunian Way and the Park.
- 6.6. It is strategically placed adjacent to Manchester Piccadilly that provides multi-modal connections to the region and beyond. Within a twenty minutes' walk is the City Centre core, providing access to a comprehensive range jobs, services, education, and open space. The Proposed Development therefore maximises the potential of the City's transport infrastructure by promoting sustainable modes of transport through high density development in a well-connected location.

- 6.7. Core Strategy Policy CC3 identifies Piccadilly as a key location for residential development. This policy also states that residential development in the City Centre is encouraged and that this will comprise apartment schemes that offer a high standard of accommodation in a variety of sizes to meet Manchester's needs.
- 6.8. Policy CC8 (Change and Renewal) emphasises that Manchester City Council's approach to development, and redevelopment, in the City Centre will welcome large-scale schemes as these will make significant contributions in terms of employment, retail growth as well as by improving accessibility and legibility. Sites within areas that have been identified for large scale redevelopment proposals will be expected to be prepared within an approved development framework.
- 6.9. As explored in greater detail within Section 2, the Proposed Development is located within the Mayfield SRF, which identifies the area as an opportunity for development within a wider regeneration initiative to deliver a world class, transformational, distinctive, and imaginative commercially led neighbourhood, anchored by Mayfield Park.
- 6.10. The Mayfield SRF identifies the Site, as 'Hoyle Street West', an area which is intended to deliver predominantly residential development, with some commercial uses at the ground level to provide an active frontage to the south. The Proposed Development will help to contribute to these ambitions by establishing the first phase of new high-quality homes, contributing towards an emerging new inclusive neighbourhood which benefits from substantial amenity and connectivity benefits.
- 6.11. Phase 1b will further help to provide a catalyst for other schemes to come forward and unlock the economic potential of the area.
- 6.12. As demonstrated within Section 2 of this Statement, there is a continuing demand for Manchester to provide high quality accommodation to support its economic growth and increasing population. The Proposed Development with 879 apartments across 1, 2 and 3 bed ranges will increase the overall supply of high-quality residential-led accommodation offered for those wanting to live in Manchester City Centre.
- 6.13. The amount of residential development being brought forward is necessary to help MCC meet its housing targets on a Local Authority and Greater Manchester-wide level in accordance with the Place for Everyone Joint Development Plan Document (2024), supporting the creation of new homes on brownfield land that will aim to meet 90% of the identified housing need.
- 6.14. Furthermore, the new housing delivery will deliver economic benefits. For instance, and although not a material planning consideration, with regard to Council Tax receipts that will be supportive of public spending on essential council and their associated social and emergency services. From a conservative estimate, using mid-range Council Tax bands, the total annual uplift to MCC from 879 dwellings would be roughly £2,000,000.
- 6.15. Paragraph 125c stated that planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and that proposals should be approved unless substantial harm would be caused. The Proposed Development seeks to contribute towards Manchester's housing delivery at a City Centre and currently underutilised Site.
- 6.16. Regarding affordable housing, a Viability Appraisal has been prepared by Gerald Eve. This Viability Appraisal will be independently assessed to determine the appropriate levels of affordable housing provision.
- 6.17. The principle of proposed residential use at Phase 1b is therefore considered to accord with the policies of the Development and other material considerations including the NPPF and Mayfield SRF.

Scale, Massing and Density

Relevant policies, material considerations and guidance:

- **Planning Policy:**
- Manchester Core Strategy Development Plan (2012)
 - Core Strategy Policy CC6 – City Centre High Density Development
 - Core Strategy Policy CC9 – Design and Heritage
 - Core Strategy Policy EN2 – Tall Buildings (see Section 6)
 - Saved UDP Policy DM1 – Development Management
- Places for Everyone Joint Development Plan (2024)
 - JP-H1: Scale, Distribution and Phasing of New Housing Development

Relevant policies, material considerations and guidance:

- JP-H4: Density of New Housing
- JP-P2: Heritage

- **Material Considerations and Guidance:**

- MCC Guide to Development
- Mayfield SRF
- NPPF Chapter 12 – Achieving well-designed places
- National Planning Practice Guidance: Design, Process and Tools

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- 6.18. Different scales and massing options have been thoroughly explored for the Proposed Development during the design process. The aim has always been to develop proposals that, while responding to the context of the SRF, create a high-quality, viable scheme. This scheme delivers a wide range of public benefits, addresses strategic policy aims, and minimizes negative impacts on adjacent land uses and the environment. This process has been undertaken through a period of extensive and detailed consultation with the Local Planning Authority, ensuring the final proposals are appropriate for the site and its context.
- 6.19. It is acknowledged that the final built form diverges from the indicative heights set out in the Mayfield SRF. However, this departure is justified by a number of factors. Firstly, detailed viability appraisals, informed by current market conditions, demonstrate that the original SRF heights are no longer commercially viable. The market has shifted significantly since the SRF's conception, and a more ambitious approach to density is required to deliver a commercially successful scheme. Secondly, the regulatory context has evolved, with more stringent building regulations and the introduction of the Building Safety Act, necessitating design adaptations to meet these new requirements, primarily the need to include a second safety fire stair within residential developments over 5 storeys.
- 6.20. Despite the increased heights, the core principles and outcomes of the SRF are still supported by the proposed form of development. The design prioritizes maintaining optimal sunlight levels to Mayfield Park, ensuring it remains a high-quality open space. The stepped massing of the buildings, decreasing in height towards the park, minimizes overshadowing and creates a layered backdrop that enhances the park's setting.
- 6.21. Furthermore, the development delivers extensive additional public realm, seamlessly extending Mayfield Park southward and creating a vibrant pedestrian-focused environment. This public realm effectively navigates the site's challenging level changes, providing a welcoming and accessible experience for all. The park-facing buildings, with their modest scale and carefully considered design, activate the park edge and create a harmonious relationship between built form and green space.
- 6.22. The taller buildings, set back from the park, contribute to the wider city centre context, adding to Manchester's evolving skyline and reinforcing the well-established pattern of high-quality, city-scale development along the inner ring road and in the approach to the city centre via the railway line leading into Piccadilly Station. This approach ensures a cohesive transition from the park's tranquillity to the dynamism of the city centre, creating a visually appealing and well-integrated development that enhances Manchester's urban fabric.
- 6.23. Whilst it is acknowledged the Proposed Development diverges from the indicative height targets identified within the Mayfield SRF by a proposed increase in height, it is considered that when considering the Development Plan and contextual elements cumulatively, the scheme is in accordance with the overarching vision for growth in Mayfield and Manchester.
- 6.24. In respect of the above, the scale, massing and density of the Proposed Development therefore directly addresses relevant policy and guidance, the vision, and objectives of the framework and the endorsed Mayfield SRF.

Design and Appearance

Relevant policies, material considerations and guidance:

- **Policies**
 - Manchester Core Strategy Development Plan (2012)
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Relevant policies, material considerations and guidance:

- Core Strategy Policy SP1 – Spatial Principles
- Core Strategy Policy CC9 – Design and Heritage
- Core Strategy Policy EN1 - Design Principles and Strategic Character Areas
- Core Strategy Policy EN2 – Tall Buildings (See Section 7)
- Core Strategy Policy DM1 – Development Management
- Places for Everyone Joint Development Plan (2024)
 - JP-H1: Scale, Distribution and Phasing of New Housing Development
 - JP-H3: Type, Size and Design of New Housing
 - JP-P2: Heritage
- **Material Considerations and Guidance**
 - Manchester Guide to Development SPD
 - Mayfield SRF
 - NPPF Chapter 11 – Making effective use of land
 - NPPF Chapter 12 – Achieving well-designed places
 - Manchester Residential Quality Guidance
 - Providing for Housing Choice SPD

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- 6.25. The design and appearance of the Proposed Development is discussed in Section 4 of this Statement, as well as within the Design and Access Statements prepared by ShedKM and Studio Egret West.
- 6.26. Through design development, the appearance and form of the proposals have been tested and refined so that the building maximises the development potential and provides a high-quality addition to Manchester's built environment. The architecture of the Proposed Development is of the highest quality in both an aesthetic context and in a functional capacity. It will contribute to neighbourhood establishment this part of the Mayfield SRF area and create a destination characterised by high-quality architecture and a distinct sense of place, particularly when considering the eastern gateway into the city centre.
- 6.27. The design for Plot J and Plot K draws from the buildings previously on Site, as well as the surrounding architectural context with a building that is contemporary in its architectural resolution whilst also comfortable in the immediate context. Both plots utilise red brickwork that is tonally akin to that of the surrounding historic context. The proposal's sensitive use of traditional brick reflects the dominant material of historic buildings in the area, such as the goods warehouses constructed in the 1800s that continue to influence the area's vernacular today.
- 6.28. At the ground floor, internal uses have been arranged to have a strong relationship with the street frontage, with the building entrances located strategically intersect with the Mayfield Park and provide a welcoming visual interest for visitors seeking to experience the active frontage.
- 6.29. As part of the process of formulating the proposals, the building's impact on key views has been carefully considered through both a Townscape and Visual Impact Assessment, included in Chapter 8 of the Environmental Statement undertaken by Chris Burnett Associates, and Chapter 17 of the ES (Heritage, including a Heritage Assessment) prepared by SLHA. These conclude that there are no predicted significant adverse townscape, heritage, or visual effects as a result of the Proposed Development, with the effect generally being considered beneficial.
- 6.30. Relevant commitments to design and appearance quality are set out in the Design and Access Statements and drawings submitted for approval as part of this application. It is expected that quality will be further controlled through the requirements to submit samples of materials as a post-consent condition discharge requirement.

Inclusive Design

Relevant policies, material considerations and guidance:

- **Policies**
- Manchester Core Strategy Development Plan (2012)
 - Core Strategy Policy CC10 – Places for Everyone

Relevant policies, material considerations and guidance:

- Places for Everyone Joint Development Plan (2024)
 - JP-H3: Type, Size and Design of New Housing
 - **Material Considerations and Guidance**
 - Design for Access 2
 - Manchester Guide to Development SPD
 - Manchester Residential Quality Guidance
 - Providing for Housing Choice SPD
 - NPPF Section 12 - Achieving well-designed places
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- 6.31. An Access Statement is provided within the Design and Access Statement that accompanies this application. In summary, the building is designed to be inclusive in terms of access with step-free, level and wide entrances and compliant lifts on all floors. The design of the ground floor has been developed to provide a simple and clear layout that is easy to use.
- 6.32. The public realm has been designed to create an accessible and welcoming route throughout the Site, allowing the Proposed Development to create a diverse extension of Mayfield Park. Soft landscaping, trees and street furniture combine to create an attractive, safe and welcoming public realm helping to create a more attractive experience at street level, creating a single pedestrian priority link that runs through the middle of the Site, from north to south, establishing a more inviting safe and pleasant pedestrian connection between the southern boundary of the Mayfield area, Ardwick and Piccadilly Station.
- 6.33. The proposals have considered the existing topography and aim to effectively integrate the scheme into the existing landform without significant changes to the current levels. The Site has roughly a 4 metre level change from North to South. To promote community and inclusivity within the Mayfield area, steps and slopes will be integrated within the landscape design of Phase 1b, allowing pedestrians to connect through the two plots. As discussed in Section 4, the Proposed Development has reviewed apartment layouts in order to ensure that they can be adaptable to meet Part M Building Regulations requirements, as required by Places for Everyone.

Climate Change, Sustainability and Energy Efficiency

Relevant policies, material considerations and guidance:

- **Planning Policy:**
 - Manchester Core Strategy Development Plan (2012)
 - Core Strategy Policy EN4 – Reducing carbon emissions by enabling low and zero carbon development
 - Core Strategy Policy EN5 – Strategic areas for low and zero carbon decentralised energy infrastructure
 - Core Strategy Policy EN6 – Target framework for CO² reductions from low or zero carbon energy supplies
 - Core Strategy Policy EN8 – Adaptation to climate change
 - Core Strategy Policy EN9 – Green Infrastructure
 - Places for Everyone Joint Development Plan (2024)
 - Policy JP-S1: Sustainable Development
 - Policy JP-S2: Carbon and Energy
 - Policy JP-S3: Heat and Energy Networks
 - Policy JP-S4: Flood Risk and the Water Environment
 - Policy JP-S5: Clean Air
 - Policy JP-S6: Resource Efficiency
 - Policy JP-G2 Green Infrastructure Network
 - Policy JP-G6: Urban Green Space
 - Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity
 - Policy JP-P1 Sustainable Places
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Relevant policies, material considerations and guidance:

- **Material Considerations and Guidance:**
 - MCC Guide to Development
 - Manchester Residential Quality Guidance
 - Providing for Housing Choice SPD
 - NPPF
 - Paragraph 161
 - Paragraph 166
 - Manchester Zero Carbon Framework
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- 6.34. The sustainability credentials of Phase 1b have been central to the design from the outset. Initial design development was undertaken with full input from the appointed consultant, WSP, to ensure a design focussed approach to the Energy Strategy of the building.
- 6.35. The strategy has sought to reduce the carbon emissions for the building using a lean, mean, green approach to support MCC's declaration of a Climate Emergency and associated Zero Carbon Strategies and maximise opportunities to reduce the energy consumption of the building from initial design stages through to occupation. The Proposed Development also supports the government and local authority policy on phasing out fossil fuels and as the grid decarbonises further and will offer more carbon reduction towards net zero carbon goals.
- 6.36. Several passive design measures are to be implemented including optimising the thermal performance of the building envelope beyond the minimum U value and air infiltration standards set out in Part L of the Building Regulations. Key proposed energy efficient building services systems include LED lighting installations, heat recovery and air source heat pumps.
- 6.37. Heat pumps constitute the preferred solution to provide both heating and cooling to building which are aspiring to be net-zero. This is because of to their comparative high efficiency, low-carbon and zero on-Site emission and potential to share/recover energy from the system. Furthermore, the combination of ASHP together with other forms of local energy generation system is proved efficient in reducing the operational costs and related carbon emissions.
- 6.38. Energy efficiency measures have been incorporated into the design to conserve energy, these being:
- Air handling plant - ventilation is proposed to be through a dedicated supply and extract ventilation system.
 - Energy Recovery - where appropriate, MVHR systems will incorporate heat recovery systems. The MVHR's will incorporate thermal wheels with a minimum heat recovery efficiency of 79%.
 - Residential Domestic Hot Water - DHW shall be produced by direct or storage electric heater with a seasonal efficiency of 3.5.
 - Lighting - high efficiency lighting will be provided throughout to significantly exceed the minimum requirements of the Non-Domestic Building Services Compliance Guide. This includes the use of high efficiency fluorescent and/or LED luminaires throughout currently assumed with an efficiency of 110lum/watt.
- 6.39. Preliminary energy performance calculations have been undertaken utilising SAP10 software to verify the improvement of the assumed dwelling emission rate compared to the target emission rate. Compliance of the proposed strategy demonstrates the benefits of incorporating air source heat pumps.
- 6.40. Overall, the residential aspects of the development provide a 71% Improvement on Building Regulation 2010 Part L through on-Site measures. This demonstrates compliance with Policy EN 6 requiring 15% over Part L.
- 6.41. An Energy Statement and Environmental Standards Statement have been submitted as part of the application, which sets out the planned energy reduction measures for the Proposed Development and how the development exceeds the requirements of Policy EN4 and EN6 of the Local Plan and PfE Policy JP-S2.

- 6.42. The Proposed Development maximises resource efficiency through sustainable materials, reduced embodied carbon, and circular economy principles. Additionally, it repurposes brownfield land and integrates remediation measures to address identified contamination risk, ensuring minimal environmental impact.
- 6.43. An assessment of the Proposed Development in respect of Climate Change was undertaken by WSP and Buro Happold, forming Chapter 6 of the ES. This ES Chapter demonstrates how the Proposed Development in design, as far as reasonably practicable, minimises GHG emissions throughout the life cycle of the development climate change, maximises the potential for adaptation to climate change in the future, and minimises the risk of loss of operational performance due to the impacts of climate change on interdependent infrastructure.

Heritage and Archaeology

Relevant policies, material considerations and guidance:

- **Policies:**
- Manchester Core Strategy Development Plan (2012)
 - Planning (Listed Building and Conservation Areas) Act 1990 – Section 66
 - Core Strategy Policy EN3 – Heritage
 - Core Strategy Policy DM1 – Development Management
 - Policy CC9 – Design and Heritage
 - Saved UDP Policy DC20 – Archaeology
- Places for Everyone Joint Development Plan (2024)
 - Policy JP-S1: Sustainable Development
 - Policy JP-P2: Heritage
- **Material Considerations and Guidance:**
 - Manchester Residential Quality Guidance
 - NPPF:
 - Paragraph 8
 - Paragraph 202
 - Paragraph 203

Below Ground Heritage

- 6.44. An Archaeological Desk-Based Assessment has been prepared by Salford Archaeology for submission as part of this application. This has concluded that the potential for the Site to contain buried archaeological remains to be high. Any such remains that do exist within the Site are likely to be of low (local) significance and related to the industrial period or residential development from the mid 20th century.
- 6.45. Delivery of the development proposals will necessitate ground-breaking and landscaping works across the Site, with potential to impact on buried archaeological remains. This assessment has demonstrated that the Site has the potential to include buried remains of Ardwick Dyeworks, Britannia Brewery, Ardwick Tannery.
- 6.46. Following consultation with Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council, it is anticipated that a targeted watching brief should take place within the Site to establish the presence or absence of buried archaeological remains, and if present, assess their extent and significance. The exact scope and extent of any such further investigation of the Site will be determined by the GMAAS, in their capacity as archaeological advisor to Manchester City Council.
- 6.47. As such, the proposals accord with the relevant planning policy and material considerations regarding below ground heritage. We would therefore accept that the requirement for further investigations in the form of a Written Scheme of Investigation be conditioned subject to approval of the planning application.

Built Heritage

- 6.48. A Heritage Statement has been prepared by SLHA as part of this application (Appendix 17.1). This document assesses the significance of the designated heritage assets which have the potential to be affected by the Proposed Development.

- 6.49. The Site is not located in any Conservation Areas. The Zone of Theoretical Visibility (ZTV) identifies that Whitworth Street Conservation Area is the only such designation within 500m of the Site boundary. Given the degree of visual separation between the Site and the conservation area, and the level of interposing development, it is considered that the Proposed Development is unlikely to materially affect an appreciation and understanding of the conservation area's significance.
- 6.50. Furthermore, the ZTV also suggests that the Proposed Development has the potential to be visible from both Ancoats and Stevenson Square Conservation Areas, both of which are located outside the 500m study area. Given the separating distance between these assets and the Site and the level of interposing development, it is considered that the Proposed Development will not materially affect an appreciation of the significance of these heritage assets.
- 6.51. The ZTV identified 15 listed buildings which were considered to have the potential to be affected by the Proposed Development. These heritage assets were individually assessed to understand the building's significance of, including an assessment of the extent to which the Proposed Development may contribute to an appreciation of the heritage asset.
- 6.52. This Heritage Assessment concludes that the Proposed Development will have a range of impacts on the surrounding heritage assets, primarily due to its scale and visibility. While the development site itself does not contain any designated heritage assets, it sits within a context rich in historical significance, including listed buildings and conservation areas. The assessment identifies potential indirect impacts, meaning changes to the setting of these heritage assets, rather than direct physical alterations.
- 6.53. The most notable impacts relate to the visual relationship between the new development and the existing historic buildings, particularly those surrounding Ardwick Green. The introduction of tall buildings will alter views from the park and surrounding streets, potentially diminishing the prominence and architectural significance of these heritage assets. For instance, the Grade II listed buildings on Manor Street, particularly No. 27, may experience a diminished visual prominence due to the backdrop of the new development. Similarly, the Grade II listed Former Church of St Thomas may see its landmark visual quality, largely embodied in its Italianate campanile tower, somewhat diminished by the presence of the new development in views from certain locations.
- 6.54. However, the report emphasizes that the design of the Proposed Development has been carefully considered to mitigate the level of harm to heritage assets. Overall, the report concludes that the Proposed Development, while having some adverse impacts on the setting of certain heritage assets, is designed to mitigate these impacts through high-quality, contextual design. The development's contribution to the regeneration of the area, the provision of much-needed housing, and the creation of high-quality public realm are considered to outweigh the identified harm. The report recommends that the detailed design of the development should continue to be carefully considered to minimize any potential negative impacts on heritage assets and ensure that the development makes a positive contribution to the historic environment.

Public Space and Permeability

Relevant policies, material considerations and guidance:

- **Policies:**
- Manchester Core Strategy Development Plan (2012)
 - Core Strategy Policy EN11 – Quantity of open space, sport and recreation
 - Core Strategy Policy EN12 – Area priorities for open space, sport and recreation
- Places for Everyone Joint Development Plan (2024)
 - Policy JP-P1 Sustainable Places
 - Policy JP-P6: Health
 - Policy JP-G6: Urban Green Space
- **Material Considerations and Guidance:**
 - Manchester Guide to Development SPD
 - Manchester Residential Quality Guidance
 - Providing for Housing Choice SPD
 - NPPF Section 8 – Promoting healthy and safe communities
 - NPPF Section 12 - Achieving well-designed places

- 6.55. The landscaping strategy, designed by Studio Egret West, seamlessly integrates the proposed development into Mayfield Park, extending the park southward towards Mancunian Way. This approach creates a cohesive setting where the lines between buildings and parkland are blurred, particularly at the ground floor lobby spaces. The design fosters a unique sequence of spaces with distinct character, enhancing the public realm.
- 6.56. This integration extends to the wider Mayfield Strategic Regeneration Framework area, achieved by establishing a new park square and arrival point, connecting into the pedestrian network, and incorporating nature-based systems that link to the park. The southern entrances to both buildings offer a welcoming experience for both pedestrians and cyclists, prioritising their movement and enhancing the Mancunian Way frontage. The landscaping uses level changes to introduce diverse planting schemes, creating a varied and engaging journey through the site.
- 6.57. The stepped massing of the buildings, decreasing in height towards Mayfield Park, aims to minimize overshadowing and maintain optimal sunlight levels for the park. The development also incorporates extensive additional public realm, seamlessly extending Mayfield Park southward and creating a vibrant pedestrian-focused environment. This public realm effectively navigates the site's challenging level changes, providing a welcoming and accessible experience for all. The park-facing buildings, with their modest scale and carefully considered design, activate the park edge and create a harmonious relationship between built form and green space.
- 6.58. A summary of the landscaping design is provided in Section 4 of this Statement and in full Masterplan and Landscape Design and Access Statement prepared by Studio Egret West, the plot specific Design and Access Statements and accompanying drawings.
- 6.59. Overall, the landscaping statement concludes that the Proposed Development is in accordance with statutory legislation and national and local policy.

Ecology, Arboriculture and Biodiversity Net Gain

Relevant policies, material considerations and guidance:

- **Policies:**
- Manchester Core Strategy Development Plan (2012)
 - Core Strategy Policy EN9 – Green Infrastructure
 - Core Strategy Policy EN15 – Biodiversity and Geological Conservation
- Places for Everyone Joint Development Plan (2024)
 - Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity
 - Policy JP-G7: Trees and Woodland
 - Policy JP-G6: Urban Green Space
 - Policy JP-G2 Green Infrastructure Network
 - Places for Everyone Policy GM-G 2 Green Infrastructure Network
 - Policy GM-G 8 Standards for a Greener Manchester
 - Policy GM-G 9 A New Enhancement of Biodiversity and Geodiversity
- **Material Considerations and Guidance:**
 - Manchester Green and Blue Infrastructure Strategy
 - NPPF Section 15 (paragraphs 170 to 183)
 - Places for Everyone Policy GM-G 2 Green Infrastructure Network
 - Places for Everyone Policy GM-G 8 Standards for a Greener Manchester
 - Places for Everyone Policy GM-G 9 A New Enhancement of Biodiversity and Geodiversity
 - Environment Act 2021

- 6.60. An Ecology and Biodiversity Assessment has been undertaken by Buro Happold and is submitted as part of this Application. The aim of this report is to provide an up-to-date assessment of the ecological features on the

Site, identify any ecological constraints relevant to the Proposed Development and make recommendations on further survey work or mitigation where necessary.

- 6.61. The Site contains no statutory nature conservation Sites. The Rochdale Canal, which is designated as a Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI), is located within 1km to the north of the Site. The closest designated stretch is approximately 4km downstream from the closest point of the canal to the Site. The habitats and plant species recorded within the Site are widespread and common throughout Greater Manchester and the UK.
- 6.62. In terms of each habitat's importance in a geographical context, the scattered trees and other neutral grassland are considered to be of 'local' importance as they represent habitats of some value to nesting birds and foraging birds and bats, but which are unlikely to contribute significantly to the ecological value of the wider area. The buildings and hard standing are not considered to hold any importance on a geographical scale.
- 6.63. The River Medlock, which is a UK and Manchester priority habitat, is located immediately north of the Site. The river has recently been subject to enhancement works as part of the creation of Mayfield Park.
- 6.64. The buildings and trees are of negligible suitability for use by roosting bats; no further surveys are required to determine the presence or absence of roosting bats at the Site. The Site is assessed to be of 'low' suitability for use by foraging bats.
- 6.65. The proposed public realm to be delivered as part of the Proposed Development will lead to a biodiversity net gain, contributing to MCC's objectives to enhance and increase biodiversity across the city. The planting design has been a key consideration from the outset of the proposals, not only in the choice and size of species to reflect the planted trees within the adjacent schemes but to also ensure their successful establishment and long-term health and vigour. Selected species of trees have been chosen which are tolerant to the existing urban environment whilst also responding architecturally to the Proposed Development and still capturing the character of the space in which they are planted.
- 6.66. Based on the biodiversity net gain calculator, the proposals are calculated as resulting in an overall net gain in habitat units of 120% demonstrating a significant improvement for area-based habitats. The trading rules are not satisfied at the Site due to the loss of 0.039 hectares of other neutral grassland and 16 scattered trees. Through the planting of over 80 new trees and a variety of new planted habitats, it is considered in this instance however that the proposals represent an overall net gain in biodiversity units and propose habitats which will be in keeping with the urban and residential nature of the Site, and that the large overall gain in habitat units (120%) should be taken into account when assessing whether the trading rules are applicable in this instance.
- 6.67. As such, the Site will not result in any loss or harm in respect of ecology and in line with policy requirements will provide an improvement to the overall biodiversity credentials of the Site. Trading rules are proposed to be satisfied by securing off-site habitat credits within Manchester through a habitat bank.

Traffic, Transport and Accessibility

Relevant policies, material considerations and guidance:

- **Policies:**
- Manchester Core Strategy Development Plan (2012)
 - Core Strategy Policy T1 – Sustainable Transport
 - Core Strategy Policy T2 - Accessible Areas of Opportunity and Needs
 - Core Strategy Policy CC5 – Transport
- Places for Everyone Joint Development Plan (2024)
 - Policy JP-C1: An Integrated Network
 - Policy JP-C3: Public Transport
 - Policy JP-C5: Streets for All
 - Policy JP-C6: Walking and Cycling
 - Policy JP-C8: Transport Requirements of New Development.
- **Material considerations and guidance:**
 - NPPF Section 9 – Promoting Sustainable Transport
 - Policy CC9 – Design and Heritage

Relevant policies, material considerations and guidance:

- Manchester Residential Quality Guidance
- Providing for Housing Choice SPD

- 6.68. The application is supported by a Transport Statement prepared by Civic Engineers (Appendix 18.1), which concludes that development will not adversely affect the operation of the highway and meets the criteria set out in national and local policy for sustainable development.
- 6.69. Paragraph 109 and 110 of the NPPF supports patterns of growth which adopt a vision-led approach to focus on strategic locations which provide varied and sustainable transport options. This should be complemented by realising opportunities from existing transport infrastructure, such as Piccadilly Station. Paragraph 109 also references that development should seek to identify opportunities to promote walking and cycling. The Site is in a City Centre location and incorporated into Mayfield Park, which supports the take-up of active transport modes.
- 6.70. The Transport Statement sets out that the Site benefits from being extremely accessible by sustainable transport modes including walking and cycling and public transport modes including bus, Metrolink and rail:
- It is considered that the Site has a good proposed pedestrian infrastructure which will come forwards as part of the wider Mayfield strategic regeneration vision. This will capitalise on proximity to the City Centre to provide excellent opportunities for trips to be made by pedestrians and disabled users to local amenities throughout Manchester.
 - The Site is within a 10-minute walk of Manchester Piccadilly Station, which provides a range of routes that range from local stopping services to national routes.
 - The closest bus stop is within 250m of the Site on Fairfield Street, with additional services along London Road a little further away. These provide regular services to the wider conurbation.
 - The Piccadilly Metrolink is approximately an 8-minute walk from the Site which provides a regular service for almost all of the Metrolink service lines connecting the whole of Greater Manchester.
 - There are no cycle facilities in the immediate vicinity of the Site, but several routes are accessible a short distance away.
- 6.71. The Transport Statement considers the number of trips anticipated to be generated by the Proposed Development. A Framework Travel Plan has also been included within the application submission to identify measures to capitalise on the Site's highly accessible location and reduce the use of a private car. As part of this, the Proposed Development will include 580 secure cycle spaces to encourage sustainable active travel.
- 6.72. As part of the proposals, three loading bays and seven accessible car parking spaces will be provided within the Site. Mayfield Phase 1b has the benefit of an extant permission for a multi-storey car park proposed in Phase 1a which will provide opportunities for general residential parking should demand arise.
- 6.73. In relation to construction traffic, a detailed Construction Environmental Management Plan will be developed and agreed with MCC prior to construction commencing, further Chapter 5 of the ES that covers Construction Management and Phasing. This will identify measures to mitigate impacts associated with construction traffic on the local and strategic transport networks.
- 6.74. The Applicant proposes a planning condition which will confirm the details of the Framework Travel Plan and the detailed Construction Environmental Management Plan.

Effects on Local Environment and Amenity

Relevant policies, material considerations and guidance:

- **Policies:**
- Manchester Core Strategy Development Plan (2012)
 - Core Strategy Policy DM1 – Development Management
 - Core Strategy Policy EN16 - Air Quality
 - Core Strategy Policy EN2 – Tall Buildings
 - Saved UDP Policy DC26 – Development and Noise

Relevant policies, material considerations and guidance:

- Places for Everyone Joint Development Plan (2024)
 - Policy JP-P6: Health
 - Policy JP-S5: Clean Air
 - Policy JP-S1: Sustainable Development
 - Policy JP-H3: Type, Size and Design of New Housing
 - Policy JP-H4: Density of New Housing
 - **Material Considerations and Guidance:**
 - NPPF Section 11 – Making effective use of land (Paragraph 124)
 - NPPF Section 12 – Achieving well-designed places (paragraph 131)
 - NPPF Section 15 – Conserving and enhancing the natural environment (Paragraph 187(e))
 - NPPF Section 16 – Conserving and enhancing the natural environment (Paragraph 202)
 - GD03 Environmental Protection
 - GD05 Planning and Noise
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Air Quality

- 6.75. An Air Quality ES Chapter (Chapter 15) has been prepared by Buro Happold in support of this application. This Chapter has assessed how the proposals might impact on surrounding air quality conditions during both construction and operation phases.
- 6.76. The Site is located within the Greater Manchester Combined Authority (GMCA) Air Quality Management Area (AQMA), declared due to pollution from road transport, which accounts for 65% of the total NO₂ emission within Greater Manchester. GMCA has established an extensive monitoring network to support the Greater Manchester Clean Air Plan (GM CAP).
- 6.77. The CAP monitoring sites are mainly deployed along A635 Mancunian Way and A6 Downing Street. In 2023, annual mean NO₂ concentrations at the majority of the monitoring sites are within 24-36 µg/m³, below the national Air Quality Objectives (AQO) level of 40 µg/m³. Two of the closest monitoring sites to the Site (site 039 and site 040) measured NO₂ annual average concentrations of 35.3 µg/m³ and 33.4 µg/m³ in 2023, within the AQO level of 40 µg/m³.
- 6.78. The baseline assessment has shown that monitored baseline concentrations at monitoring locations along the Mancunian Way, adjacent to the EIA Site, are in compliance with the UK NO₂ AQO.
- 6.79. When considering the construction phase impacts, additional vehicle emissions associated with the Proposed Development are predicted to have a negligible impact at all existing receptor locations for measuring air quality. Furthermore, the operational phase impact to air quality is deemed no significant impact on the AQMA. As such, no additional mitigation is recommended to support the Proposed Development.

TV and Broadband Reception

- 6.80. Pager Power has produced a Terrestrial Television Baseline Survey Report in support of the application to assess the potential impact of the Proposed Development on local television signal.
- 6.81. Widespread interference to DTT (Freeview) reception is not expected; however, the Proposed Development may cause reception degradation for receptors located within 1km of the development and within its shadow zone. If any interference occurs, simple and cost-effective antenna betterment or antenna relocation should restore the reception of DTT services.
- 6.82. The Proposed Development is unlikely to cause disruption to the reception of digital satellite television services. Any sporadic interference arising from tower crane use is expected to be limited in duration (only occurring during working hours) and will cease completely when the cranes are removed.
- 6.83. The Proposed Development is unlikely to adversely impact the reception of VHF(FM) radio broadcasts due to the existing good coverage in the survey area and the technology used to encode and decode radio signals.
- 6.84. A Broadband Connectivity Assessment was also prepared by Pager Power. The findings of the broadband connectivity assessment indicate that existing broadband infrastructure and good connectivity is already

available, with existing fibre installed along streets adjacent to the Site. At least superfast broadband download speeds, understood to mean a minimum of 30 Mbps, can be provided to the Proposed Development location.

Daylight, Sunlight and Overshadowing

- 6.85. An assessment of the effect of the Proposed Development on Daylight, Sunlight and Overshadowing received by properties and amenity spaces adjacent to the Site has been undertaken by GIA. It utilises the BRE Guidance, the most recent of which was published in June 2022.
- 6.86. The BRE Guidance's overall purpose is to assist in evaluating the relationship between new and existing buildings to ensure that each retains the potential to achieve a "fair share" of available daylight and sunlight given their relative siting, height and mass. The BRE Guidance is technically robust and has become the industry standard methodology for assessing daylight and sunlight amenity in the built environment.
- 6.87. The provisions of the BRE Guidance are not mandatory and the BRE have taken steps to confirm that it should not be read as an instrument of planning policy:
- 'The guide is intended for building designers and their clients, consultants and planning officials. The advice given here is not mandatory and this document should not be seen as an instrument of planning policy. Its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly because natural daylight is only one of many factors in Site layout design'.*
- 6.88. It is important to note that the BRE Guidance was principally developed for use in the assessment of low-density suburban environments and should, therefore, be applied flexibly for developments in urban City or Town Centre Sites, commercially influenced areas or areas where greater density is sought or encouraged. To facilitate the flexible application of the BRE Guidance in such circumstances, it promotes the setting of alternative target values. The city centre location of the Site and its surroundings are considered to justify the flexible application of the BRE Guidance in the daylight and sunlight amenity impact appraisal of the Proposed Development.
- 6.89. To assess the surrounding existing properties, the BRE Guidelines provide two main methods for assessing daylight. VSC and NSL:
- The VSC (Vertical Sky Component) method measures the amount of light available on a vertical wall or window following the introduction of barriers such as buildings.
 - The NSL (No Sky Line) method is a measure of the distribution of daylight at the 'working plane' within a room (i.e. a horizontal 'desktop' plane of 0.85m in height). The NSL divides those areas of working plane in a room which receive direct sky light through the windows from those areas of the working plane which cannot.
- 6.90. Where all of the windows meet the VSC and all of the rooms meet the NSL criteria within a property the effect is considered to be negligible.
- 6.91. For the assessment of sunlight, the approach considers the APSH (Annual Probable Sunlight Hours) for a reference point on a window (i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight). Windows are checked to see if they are facing within 90° of due south, with the emphasis on main living rooms and other rooms such as the kitchen and bedrooms being less important.
- 6.92. The method for assessing overshadowing is the 'sun-on-ground indicator' (SHOG). The BRE Guidelines recommend that at least half (50%) of a garden or amenity area should receive at least 2 hours of sunlight on the 21st of March, or the area which receives 2 hours of direct sunlight should not be reduced to less than 0.8 times its former value (i.e., there should be no more than a 20% reduction).
- 6.93. Fifteen buildings within the surrounding area were identified as having the potential to be impacted on by the Proposed Development. A total of 1,095 windows serving 684 rooms have been assessed for daylight and 465 rooms have been assessed for sunlight.
- 6.94. In the Baseline Scenario, out of the 1,095 windows assessed for VSC skylight, 740 (68%) currently meet or exceed the BRE recommended criteria. For NSL, 544 (80%) of the 684 rooms assessed currently meet the BRE recommended criteria. For sunlight, 393 (85%) of the 465 rooms assessed currently meet the BRE criteria for both Winter and Annual APSH.

- 6.95. In the Proposed Development scenario, when considering the magnitude of change, out of the 1,095 windows assessed for daylight, 1,023 (93%) meet the BRE guidelines for VSC daylight. 673 (98%) of the 684 rooms assessed meet the BRE criteria for NSL daylight. For sunlight, 465 (100%) out of the 465 rooms assessed meet the BRE criteria for both Winter and Annual APSH.
- 6.96. Across the Proposed Development, the effects identified are negligible to minor adverse in nature. In accordance with the relevant BRE guidelines, this is not considered to be significant in the context of the city centre and regeneration objectives for the area.
- 6.97. There is a key point to consider in respect of the Proposed Development and its impact on surrounding properties, particularly as it is situated in Manchester City Centre. The Manchester Core Strategy 2012-2027 sets out development principles for the city centre in Policy CC 6 (p60), which states the following:
- “City Centre development will generally be high-density. It is a location where land should be used to its maximum efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.”*
- 6.98. This is reinforced by the Mayfield SRF, which identifies a greater emerging density and an expectation for higher rise, and denser urban environment within the City Centre.
- 6.99. The Proposed Development is compliant and accordance with standard benchmarks contained in BRE guidance.
- 6.100. Daylight impacts to the surrounding properties are negligible to minor adverse. Sunlight impacts to the surrounding properties are negligible. Overall, this is considered to result in non-significant effects. Given the context of the Site and nature of effects, no further mitigation is considered necessary.
- 6.101. Overshadowing impacts to Mayfield Park space are negligible and so considered to result in non-significant effects. Given the context of the Site and nature of effects, no further mitigation is considered necessary. When considering the Proposed Development only, 95.32% of the Mayfield Park area benefits from +2 hours of SHOG on 21st March. This which gradually increases to the peak of summer in June to provide over 6 hours of direct sunlight during the course of a day.
- 6.102. Whilst the impacts of the Proposed Development have been clearly identified and acknowledged, and although 98% of rooms assessed maintain the BRE criteria for NSL daylight, it is considered to be unrealistic for the surrounding residential properties to maintain similar levels of daylight as those currently experienced. This is because the Site is currently undeveloped, whilst at the same time having been proposed for redevelopment in the SRF for several years. The Proposed Development aligns with wider local planning policy sets a clear expectation of high-density development coming forward, and an understanding since that time that the current daylight conditions would not be permanent. Further details can be found within the Daylight, Sunlight and Overshadowing Chapter prepared by GIA.

Noise and Vibration

- 6.103. A Noise and Vibration Assessment and corresponding ES Chapter (Chapter 16) has been prepared by Buro Happold, based on environmental surveys, predictions, and calculations for the Proposed Development, in the context of relevant planning policies. The assessment was carried out in accordance with relevant local and national planning guidance.
- 6.104. No significant or otherwise adverse effects are expected from construction noise or vibration associated with the Proposed Development, and therefore, no specific mitigation additional measures are required. Any construction noise and vibration will be mitigated and minimised using the principle of best practicable means (BPM). These measures will include the selection of quieter items of plant and equipment, the use low of low noise methodologies, and implementation of boundary hoarding and localised screening around noisier activities where possible.
- 6.105. It is anticipated that a Construction Environmental Management Plan (CEMP) will be submitted to the council before the works begin that gives further details on the mitigation options to be used.
- 6.106. No significant or otherwise adverse effects are expected from operational noise associated with the Proposed Development, and therefore, no specific mitigation measures are required. Furthermore, no significant or otherwise adverse effects are expected from either construction noise and vibration or operational noise associated with the Proposed Development at any receptor, without the need for mitigation. The Applicant

proposes a planning condition to confirm that the noise and vibration effects are acceptable without the need for further mitigation.

- 6.107. On this basis, the proposals comply with the relevant development management policies relating to noise and vibration, although completely by additional mitigation measures being incorporated into the design.

Wind Microclimate

- 6.108. A Wind Microclimate ES Chapter has been prepared by Buro Happold as part of this application, which assesses the likely wind microclimate impacts of the Proposed Development and surrounding area.
- 6.109. A computational study was conducted to assess the potential impact of the Proposed Development on the Wind Microclimate. This assessment has been able to provide a reliable quantification of wind speed probability at a variety of accessible spaces in and around the Proposed Development. It has used the LDDC Lawson Criteria, the industry standard for assessing wind microclimate impacts.
- 6.110. Conditions have been assessed on local thoroughfares, building entrances (both for the Proposed Development and surrounding buildings), existing ground floor amenity spaces and elevated level balconies, proposed amenity spaces (both at ground and elevated levels) and proposed private terraces (both at ground and elevated levels).
- 6.111. The wind microclimate assessment has been carried out for both the annual and seasonal summer and winter conditions.
- 6.112. Overall, wind conditions on the Site are assessed as being suitable for the intended pedestrian activities. Additionally, summer wind conditions on the site are not expected to be significantly affected by the Proposed Development.
- 6.113. Across Plot J and Plot K generally demonstrated acceptable conditions for the intended uses at all the identified ground- and podium-level seating areas, cycle stands and entrances. There was one identified zone of unsafe and uncomfortable conditions at the southeastern corner of Plot K1, requiring mitigation. It is proposed to erect a solid canopy with a porous screen (or similar) to mitigate any uncomfortable conditions. When delivered alongside the integrated landscaping strategy, this is an effective solution to remove the safety exceedance and create more comfortable wind conditions.
- 6.114. Minor beneficial and negligible effects were found at the existing Mayfield Park and Playground off-site receptors, respectively, as a result of the Proposed Development.
- 6.115. Further details of the Wind Microclimate are discussed in Chapter 9 of the ES and mitigation measures set out in that Environmental Statement will be secured by way of planning condition.

Ventilation

- 6.116. A Ventilation Statement has been prepared by WSP in support of this application. The report provides details of the proposed ventilation strategy, which has been designed in accordance with the requirements of the Building Regulations Approved Document F and associated CIBSE guidance documents.
- 6.117. A Whole House Mechanical Ventilation system with Heat Recovery (MVHR) system will be provided in each apartment to provide supply and extract to habitable spaces, wet rooms, kitchen and utility cupboard. Due to the air quality adjacent to the Mancunian Way, all apartments below level 4 are to be provided with NOx filters on the incoming air path, prior to the MVHR.
- 6.118. Due to acoustic constraints due to proximity to Mancunian Way, purge panels or openable windows cannot be used to reduce overheating risk. As such, the MVHR is assumed to operate continuously in residential rooms to meet minimum outdoor air requirements. However, in the majority of the apartments this is still not sufficient in order to avoid overheating. To mitigate this risk, WSP has undertaken initial CIBSE TM59 Overheating modelling with the use of the KERS Coolboost system.
- 6.119. The eco-friendly KERS Weatherby indoor heat pump is a combined heat recovery and hot water system with storage cylinder. Using energy in the outdoor air to provide low cost, low carbon renewable hot water. The KERS cooling system works in conjunction with an MVHR System. Both systems work independently when no cooling is required. Once the temperature within the apartment exceeds 24 °C, the MVHR System will first use

the cooler external air to reduce the internal temperature. If the external temperature is equal or higher than the internal temperature, the MVHR System then sends a signal to the Coolboost Module to activate the cooling controls and provides free cooling to the apartment via the MVHR ducting.

- 6.120. To reduce odours in residential units, kitchens will be equipped with an over hob recirculating extract fan complete with carbon filtration to minimise odours.
- 6.121. WSP has prepared a Design Development Note to assess the overheating risk for a sample of apartments within the development of Mayfield Phase 1b. Plot K and Plot J successfully meet the CIBSE TM59 overheating criteria. This achievement is considered particularly significant given the stringent requirements for acoustic and air quality compliance, and the analysis assumes that window or purge ventilation openings cannot be used for overheating and remain closed at all times, therefore overheating shall be mitigated by passive and mechanical means only.
- 6.122. The results indicate that both plots can provide a thermally comfortable living environment without compromising on essential environmental standards. This compliance ensures that future residents will benefit from thermal comfort, while also being protected from external noise and air pollution.
- 6.123. Ventilation in the non-residential spaces shall be provided by natural or mechanical means, with a preference for maximising natural ventilation wherever possible. Ventilation up through the building is not possible due to the range of services that currently service the residential apartments, including foul and potable water, ventilation and bin chutes, with minimal space remaining to be able to provide ground floor ventilation space to terminate at roof level.
- 6.124. Therefore, to allow for separation between tenant and landlord areas, each commercial unit will be provisionally planned with mechanical ventilation on the ground floor of the façade. Any ground floor ventilation is proposed to be concealed behind decorative louvre panels and façade treatments to improve placemaking outcomes, which are in keeping with the design of the building overall and the character of Mayfield. Refer to the Design and Access Statements for more details.

Waste Management and Servicing

Relevant policies, material considerations and guidance:

- **Policies:**
- Manchester Core Strategy Development Plan (2012)
 - Core Strategy Policy DM1 – Development Management
 - Core Strategy Policy EN19 – Waste
- Places for Everyone Joint Development Plan (2024)
 - Policy JP-C8: Transport Requirements of New Development
 - Policy JP-S6: Resource Efficiency
- **Material Considerations and Guidance:**
 - GD04 Waste Storage and Collection Guidance for New Developments

- 6.125. An Operational Waste Management Strategy has been prepared by SLR Consulting Limited (SLR). has undertaken the necessary calculations to forecast waste creation from the Proposed Development. This has fed into the requirements for bin capacity, including waste recycling proportions.
- 6.126. The estimated annual waste arisings from the Proposed Development are 871.7 tonnes, with 599.9 tonnes from the residential units and 271.9 tonnes from the commercial units.
- 6.127. The space assigned for waste management within each plot aligns with or exceeds the Waste Officer anticipated requirements and MCC waste management design guidance documents.
- 6.128. Currently MCC require a minimum of fortnightly municipal collections for all waste streams. Although there is sufficient space to comply with GD04, the Applicant will implement more frequent waste collections in order to improve the operability of the buildings and reduce the total number of receptacles placed in public spaces on collection days.
- 6.129. The future management and movement of wastes has been given consideration and the location of refuse rooms / stores (with respect to user access and vehicle stopping locations) has been considered within the

limitations of other back of house space requirements and general Site constraints. This seeks to minimise disruption to the public realm area and maintain a welcoming and accessible environment for pedestrians.

- 6.130. Recycling performance is a function of waste composition, behavioural patterns, awareness raising and recycling systems available to participants. The Applicant will monitor and review the recycling performance to ensure that the correct number of containers and service collection frequencies (within the limitations of the MCC provision) are implemented for the residential generated waste. In accordance with the GMCA and MCC targets, the scheme will have a vision to target recycling rates of 65% municipal waste, and the Applicant will work with MCC to encourage residents to recycle. The Proposed Development has been designed to increase recycling performance.

Flood Risk and Drainage

Relevant policies, material considerations and guidance:

- **Policies:**
- Manchester Core Strategy Development Plan (2012)
 - Core Strategy Policy EN14 – Flood Risk
 - Core Strategy Policy EN17 – Water Quality
 - Core Strategy Policy DM1 – Development Management
 - Manchester and Salford Strategic Flood Risk Area
- Places for Everyone Joint Development Plan (2024)
 - Policy JP-S4: Flood Risk and the Water Environment
- **Material considerations and guidance:**
 - NPPF Section 14 - Meeting the challenge of climate change, flooding and coastal change (paragraphs 170 to 182)

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- 6.131. A Flood Risk Assessment has been prepared by Buro Happold and a Drainage Strategy has been prepared by Civic Engineers, and are submitted in support of this Application in Chapter 14 of the ES (Appendices 14.1 and 14.2). This assesses the likely water resources, flood risk and drainage impacts and effects of the proposals upon the EIA Site and surrounding area.
- 6.132. According to the Environment Agency Flood Map, the Site is located within Flood Zone 1, which is defined as land having less than 1 in 1,000 annual probability of river or sea flooding. The Site is within the Greater Manchester Conurbation Core Critical Drainage Area in the Salford and Trafford Critical Drainage Area (CDA), designated in 2011.
- 6.133. The Proposed Development has also been designed to provide Low Vulnerability land uses at the ground floor level, with dwellings provided from floor 1 to reduce the risk to residents. Overall, hydraulic modelling has provided evidence that fluvial flood risk to the Site is low, and therefore the Proposed Development is not considered to be at risk of flooding in the baseline or proposed scenarios.
- 6.134. The baseline risk of surface water flooding is considered to be very low, with a small area at medium risk adjacent to the River Medlock. It is proposed that surface water runoff is managed through a combination of blue-green infrastructure, including tree pits, rain gardens and larger attenuation basins.
- 6.135. The Proposed Development has no material impact on the flow or floodplain of the River Medlock and is therefore considered to have no impact on offsite fluvial flood risk, and a positive impact on offsite surface water flood risk.
- 6.136. The Principal Contractors will develop a CEMP to cover the construction work. This will set out how construction activities will be undertaken in accordance with good practice guidance, including the Pollution Prevention Guidelines (PPG) formerly published by the Environment Agency.
- 6.137. All proposed mitigation measures included in Chapter 14 of the ES. Once the supplementary mitigation measures are implemented, along with good Site practices, the residual construction effects to the water environment are considered to be negligible upon all receptors and temporary for the duration of the construction period. Furthermore, if identified mitigation measures are implemented during operation, then

residual adverse effects are likely to be negligible, and a minor beneficial effect is anticipated for surface water drainage capacity, which is not significant.

- 6.138. The surface water drainage strategy for Mayfield Phase 1b embraces Sustainable Drainage Systems (SuDS) to mimic natural drainage processes, adhering to the principles of CIRIA C753 and best practices outlined in local and national guidance. The design prioritizes the 'four pillars' of SuDS: water quantity, water quality, amenity, and biodiversity, ensuring a holistic approach to managing surface water runoff.
- 6.139. Green and green-blue roofs will manage runoff from building roofs, while rain gardens, tree pits, and permeable paving will handle runoff from other hardstanding areas. These components restrict flow rates and provide attenuation storage, mimicking natural infiltration. A network of permeable sub-bases and below-ground pipework conveys runoff to a series of cascading rain gardens and a detention basin, ensuring controlled discharge to the River Medlock via an existing outfall.
- 6.140. The strategy adheres to the agreed discharge rate of 128.2 l/s for the 1 in 100 year plus 45% climate change storm event, as stipulated by the LLFA. It also explores the potential for discharging at a lower rate (QBAR) for less severe storms. Water quality is addressed through source control and treatment, with interception storage preventing initial runoff and SuDS components providing high mitigation indices for pollutants, ensuring adequate cleansing before discharge.
- 6.141. Foul water will be managed through a separate, traditional piped gravity system designed according to relevant British Standards and Building Regulations. The network will connect to an existing United Utilities combined sewer in Hoyle Street, with the connection point already approved in principle by United Utilities. The design incorporates rodding access points and minimizes bends to reduce blockage risk.
- 6.142. Overall, the drainage strategy demonstrates a commitment to sustainable drainage principles, adhering to relevant policies and legislation. It prioritizes mimicking natural drainage processes, managing water quantity and quality, and providing amenity and biodiversity benefits. The strategy ensures that the development will not adversely impact the existing drainage infrastructure and will contribute to a more sustainable and resilient water management approach for the area.

Safety and Security

Relevant policies, material considerations and guidance:

- **Policies:**
- Manchester Core Strategy Development Plan (2012)
 - Core Strategy Policy DM1 – Development Management
- Places for Everyone Joint Development Plan (2024)
 - Policy JP-P1 Sustainable Places
- **Material considerations and guidance:**
 - NPPF Section 8 – Promoting healthy and safe communities (paragraph 96)

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- 6.143. A Crime Impact Statement has been prepared by Greater Manchester Police (GMP). Overall, having assessed the development using principles of 'Crime Prevention through Environmental Design' the report highlights several positive aspects of the proposals, which include:
 - Bring vitality to an under-utilised Site through re-development and introduction of new residents.
 - Active frontages that will help to improve the level of natural surveillance into the surrounding area and public realm.
 - The Proposed Development provides ground floor activity in the form of amenity spaces and reception spaces.
 - Residential amenity spaces provide opportunities for residents to meet and foster community relations. Schemes with good social communities are less likely to tolerate inappropriate behaviour.
 - Main entrance is accessed via an electronic access control fob system for residents and staff. The arrangement of the lobby is greeted and controlled via a concierge.

- 6.144. The Crime Impact Statement also sets out recommendations that will be considered as part of the fit out and management stages of the development which will be incorporated as the design develops:
- Robust control of access to back-of-house areas.
 - Managed secure cycle store.
 - Ground floor external material protection against graffiti.
 - Ground floor external material protection to residential windows.
- 6.145. Further details on the crime prevention measures of the Proposed Development can be found within the Design and Access Statements submitted with this Application. The Applicant proposes a planning condition to agree details of the finalised crime prevention measures.

Ground Conditions

Relevant policies, material considerations and guidance:

- **Policies:**
- Manchester Core Strategy Development Plan (2012)
 - Core Strategy Policy EN18 – Contaminated Land and Ground Stability
 - Core Strategy Policy DM1 – Development Management
- Places for Everyone Joint Development Plan (2024)
 - Policy JP-S1: Sustainable Development
- **Material considerations and guidance:**
 - NPPF Section 15 - Conserving and enhancing the natural environment (paragraphs 196 to 201)

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- 6.146. A desk study was previously carried out for the wider Mayfield Development by Buro Happold in 2017, which included the Site. A ground investigation was subsequently carried out across the wider Mayfield Development, including the Site, by ROC Consulting in 2020.
- 6.147. Chapter 13 of the ES has been prepared by Buro Happold and assesses the likely ground conditions' impacts of the proposals upon the Site and surrounding area. This Chapter also describes the methods used to assess these impacts, the existing baseline conditions, the proposed mitigation measures required to prevent, reduce or offset any significant negative impacts and the likely residual impacts after these methods have been adopted.
- 6.148. A Site-specific Phase 1 Desk Study and Data Review report was produced by Civic Earth in November 2023 and a supplementary Site investigation undertaken by Civic Earth in January 2024, the results of which were reported in a Supplementary Site Investigation Report. The conclusions of these Reports and a full version of the latest desktop, site investigation and remediation strategy for Phase 1b is contained with Chapter 13 of the ES and Appendices 13.1-13.4.
- 6.149. The current supplementary Site investigation undertaken in January 2024 included 5 cable/rotary boreholes up to 25.0mbgl, 9 window sample boreholes up to 2.5mbgl, 12 trial pits up to 3.5mbgl and 4 foundation inspection trial pits up to a depth of 1.5mbgl. Three ground gas and groundwater monitoring rounds were subsequently carried out on 30 January, 12 February and 20 February 2024.
- 6.150. The ground conditions were recorded to comprise a variable thickness of Made Ground (between 0.50m and 4.10m) overlying superficial deposits of Glacial Till. The deposits of Glacial Till were recorded in some locations between 0.50mbgl and 2.70mbgl and ranged between 0.80m and 2.40m in thickness. The bedrock of the Chester Sandstone Formation was encountered between 2.40mbgl and 4.70mbgl. Olfactory signs of potential hydrocarbon contamination were noted within TP1009 within the Made Ground at 1.90mbgl.
- 6.151. Between 1948 to 1954 the majority of the terraced housing was indicated to have been cleared following possible bombing during WWII; therefore, there is the potential for unexploded ordnance (UXO). The Civic Desk Study included a detailed UXO risk assessment carried out by Brimstone. This detailed UXO risk assessment considered the Site (note: Area C was not assessed) to be a moderate risk from UXO, with the exception of the southwest corner which is considered to be a low risk from UXO.

- 6.152. In June 2024, Civic Earth has prepared a Remediation Method Statement, (ES Appendix 13.3), which outlines the remediation requirements for the enabling works and follow-on construction phase development, Plot J and Plot K with areas of communal landscaping.
- 6.153. Construction workers are likely to be in contact with Made Ground soils and / or contaminated shallow perched groundwater during remediation, enabling works, earthworks and other below ground construction activities (Scenarios 2 & 3). Therefore, there is the potential for human uptake (via ingestion, inhalation and dermal contact) of contaminants. Effects are generally likely to be temporary (T) and short term (S-T); therefore, the main contaminants of concern are those of potentially acute hazards (e.g. asbestos, carcinogens).
- 6.154. The effect significance has been assessed as moderate adverse without mitigation. To reduce this significance, implementation of the Civic Remediation Method Statement (based on risk assessment within Civic Supplementary Site Investigation Report) that includes removal of TPH hotspot, watching briefs during enabling and construction works, decommissioning of existing boreholes, appropriate waste management will be undertaken. Furthermore, standard good practice as outlined within the contractors CEMP and the Code of Construction Practice including appropriate health, safety and hygiene regime to include PPE and welfare provisions will reduce the effect significance to negligible.
- 6.155. A summary of the construction mitigation measures anticipated to form part of the Proposed Development during the construction phase is provided below:
- Watching briefs during enabling and construction works, decommissioning of existing boreholes, removal or remediation of hotspots and appropriate materials and waste management.
 - Implementation of dust suppression measures.
 - Implementation of good construction practice and relevant control measures, including UXO mitigation measures as provided in the detailed UXO risk assessment appended to the Civic Desk Study.
- 6.156. During operation, mitigation measures will be set out within the specification of the foundation design and Civic Remediation Method Statement. A summary of the operational mitigation measures anticipated to form part of the Proposed Development is provided below:
- Design has hard landscaping to protect the ground with limited soft landscaping.
 - Clean capping layer within soft landscaped areas or clean material within raised planters
 - Imported materials will be suitable, meet importation requirements, will comply with the relevant British Standard for topsoil and subsoil (British Standards Institute 2015 & 2013) and meet horticultural requirement.
 - Design to meet requirements of ground conditions and BRE recommendations.
 - Design to meet requirements of ground conditions and recommendations of United Utilities.
- 6.157. No significant operational effects were identified as all were considered to be not significant (i.e. all negligible or minor adverse effects). Furthermore, there are limited potential risks to people and the environment associated with the Proposed Development and the ground conditions on-Site during the construction phase. Mitigation measures, implemented as part of the Remediation Method Statement and the contractor's Construction and Environment Management Plan will ensure appropriate design and construction during development. On completion of the Proposed Development, all potential residual operational effects are assessed to be negligible, and no supplementary measures are therefore considered necessary.
- 6.158. The committed developments within the vicinity of the Proposed Development are over 500m from the Site. They are all consented; therefore, if the schemes go ahead, they will be subject to the same legislation and policy as the Proposed Development and will follow standard planning requirements. There are no plausible scenarios where the Proposed Development would affect the surrounding committed developments beyond the assessment presented within this Chapter 13 of the ES.
- 6.159. Based on the above, it can be concluded that the ground conditions of the Site are suitable for the Proposed Development and will not pose any risk to the users subject to mitigation measures being undertaken at later stages of design. Details of the Site Remediation and Piling Strategy will be submitted by way of planning condition prior to those works commencing.

Construction Management

Relevant policies, material considerations and guidance:

- Manchester Core Strategy Development Plan (2012)
 - Core Strategy Policy DM1 – Development Management

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- 6.160. Chapter 5 of the Environmental Statement sets out the proposed construction methodology, control of impacts that are referred to in other ES chapters, and expected programme for the development of Phase 1b. In summary, the construction programme for Phase 1b will span a period of approximately 5 years. The construction programme has been based on normal construction working hours in line with Manchester City Council guidance to protect residential amenity.
- 6.161. Construction activities will be managed in accordance with the relevant guidance and legislation and will be co-ordinated with any activity taking place in relation to the delivery for Phase 1b. The delivery of the Estate Road will mean that construction vehicles can access the sites for Phase 1a and Phase 1b at Mayfield with minimal disruption to the wider highway network; entering via the slip road and exiting via Hoyle Street.
- 6.162. The Environmental Statement submitted with the Application states that any impacts on amenity during construction will be temporary in nature and that mitigation will be implemented in line with the recommendation set out by the noise, vibration, transport, and air quality assessments, amongst others, that have been prepared according to the relevant legislation and guidance.
- 6.163. In line with the requirements of Policy DM1 the construction management measures have considered any potential effects on amenity, crime, refuse management and vehicular access and servicing. The contractor will be required to adhere to the Considerate Contractors initiative.

Economy and Employment

Relevant policies, material considerations and guidance:

- Manchester Core Strategy Development Plan (2012)
 - Core Strategy Policy EC1 – Employment Growth and Economic Growth in Manchester
- Material Considerations and Guidance:
 - Mayfield SRF

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- 6.164. The Proposed Development is expected to generate new employment opportunities within the construction sector. A key objective of the Mayfield SRF is to deliver economic benefits from construction and to create long-term jobs to be accommodated in the new commercial and business space.
- 6.165. The direct expenses associated with constructing the Proposed Development will boost economic activity in Piccadilly ward, Manchester and the broader regional economy. To estimate the employment created during the temporary construction phase, the average output per construction industry employee is applied to the estimated total construction cost. As a result, the Proposed Development is projected to generate a total of up to 1,771 person-years of construction employment on-Site. Therefore, it is estimated that the Proposed Development will support a total of 177 Full Time Employment (FTE) jobs during the temporary demolition and construction phases.
- 6.166. In addition to the direct employment generated by the construction of the Proposed Development itself, there will be an increase in local employment arising from indirect and induced effects of the construction activity. Employment growth will arise locally through manufacturing services and suppliers to the construction process (indirect or supply linkage multipliers). Additionally, part of the income of the construction workers and suppliers will be spent within Greater Manchester Area, generating further employment (in terms of induced or income multipliers).
- 6.167. Upon completion and operation, the Proposed Development is expected to create long-term job opportunities. The number of jobs generated by the Proposed Development will be contingent on the final mix

of development and the allocation of floor space by usage category. The preliminary Proposed Development plan includes approximately 3,583 sq. m. (Net Internal Area) of commercial space, across Plot J and Plot K.

- 6.168. Based on appropriate employment density calculations, it is anticipated that the Proposed Development, once completed and operational, could yield a total of 123 Full Time Employment (FTE) jobs within the proposed Commercial space.
- 6.169. When considering the boost to MCC's economy from new residents it is estimated that there will be a total net benefit of up to £9.9m million per annum of additional local spending is generated. Full details of this calculation are available in Chapter 11 of the ES, prepared by Buro Happold.
- 6.170. The Applicant is committed to a Local Labour Agreement as part of the proposed construction process for the Proposed Development.

Summary

- 6.171. This Section of the report provides a summary of how the application proposals have been comprehensively assessed in relation to the Development Plan and other material considerations. This has taken place during an extensive process of pre-application consultation and technical due diligence including the preparation of an Environmental Impact Assessment and other technical reports.
- 6.172. The conclusion of that process is that the proposals are in accordance with the Development Plan when taken as a whole and positively address the material planning considerations such that they merit the support of the Local Planning Authority.

7. Tall Building Evaluation

- 7.1. This section has been prepared to present the Proposed Development in its local urban context and assess the extent to which they are considered to be appropriate in relation to relevant Guidance and Policy criteria.
- 7.2. Core Strategy Policy EN2 Tall Buildings sets out that tall buildings are defined as those which “*are substantially taller than their neighbourhoods and/or which significantly change the skyline*”. The Proposed Development is one which does include significant height and seeks to establish new height datum to the south-west area of Mayfield, set against the indicative scale and massing profile set out in the Mayfield SRF.

Policy and Guidance Summary

- 7.3. The evaluation of the Proposed Development as set out below is based on the criteria contained in the ‘Guidance on Tall Buildings Document’⁸ published by Historic England in March 2022 and in particular against the criteria set out within Section 4 of that document. The proposals are also assessed against the Core Strategy Policy EN2 (2012) on Tall Buildings.
- 7.4. It sets out that the following factors to determine the potential impacts that tall buildings could have on the historic environment:
- Quality of places: the distinctive qualities and values of a place including historic character and context;
 - Heritage: understanding the significance of the historic environment and the potential impact on this significance;
 - Visual: the impact on the streetscape, town or cityscape and wider urban and rural landscapes, and views. This includes the setting of heritage assets;
 - Functional: the design, embodied carbon and carbon cost, construction and operation;
 - Environmental: the influence on local micro-climates such as creation of wind tunnels, canyon effect, over-shadowing, glare, and air quality and effect on heritage assets in terms of the impact these micro-climatic changes could have upon their fabric, and how they are experienced; and
 - Cumulative: the combined impacts on heritage assets from existing, consented and proposed tall buildings.
- 7.5. Historic England’s Advice Note 4 goes on to suggest that these can be considered by assessing how a proposed tall building responds to the following:
- The response to local context;
 - Impact on the Local Environment;
 - Architectural Quality;
 - Functional design;
 - Sustainable Design and Construction; and
 - A Well Designed and Inclusive Environment.
- 7.6. These six items have been used to structure this Section. To avoid repetition, reference is made to commentary contained within the preceding policy assessment in Section 6 as appropriate.

⁸ Historic England (2022), *Historic England Advice Note 4 – Tall Buildings*. Accessed [here](#).

Response to local context

- 7.7. With regard to responding to the Local Context, the Historic England Guidance.⁹ states the following:
- “Understanding local context (including its evolution) is critical to achieving good design. This includes considering how the tall building relates to neighbouring buildings. It is important that the massing and scale of the building is appropriate in relation to its surroundings and responds to context to avoid or minimise harm to the significance of heritage assets. It is helpful to consider the relationship between the top, middle, and bottom sections of a tall building with their surroundings and the potential impact on streetscape, town/cityscape and skyline. Where tall buildings are proposed in regeneration areas, there may be opportunities to improve local character through design.”*
- 7.8. This part of the policy also relates to Policy EN2 contained in the Core Strategy, namely that proposals for tall buildings should *“ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views.”*
- 7.9. Significant consideration has been given to the location and form of the Proposed Development to such that they will sit comfortably within their surrounding context, existing and emerging, taking into account the future ambitions for the wider regeneration of the Mayfield area. Full details of the design options explored for the taller building elements are provided in the Design and Access Statement.

Townscape

- 7.10. The TVIA (ES Chapter 8) was undertaken by Chris Burnett Associates and examines the impact that the Proposed Development will have on the townscape of Manchester City Centre and on the townscape character of the zones immediately surrounding the Proposed Development.
- 7.11. The study area for the assessment is approximately 1k from the centre of the Site, in order to encompass the full extents of the Site, and also takes into consideration the immediately adjacent townscape character areas which the Proposed Development may significantly influence.
- 7.12. A total of 15 viewpoints and a series of kinetic views have been agreed and were used to assess the visual and townscape impacts, as included within ES Appendix 8.1.
- 7.13. The TVIA is supported by Accurate Visual Representation (AVRs) consisting of rendered and wireline images of the Proposed Development superimposed onto baseline photographs which are accurately surveyed from selected viewpoints.
- 7.14. During the construction phase the townscape and visual effects include:
- Site setup and Site compound (visual effects).
 - Site/boundary fencing (visual effects).
 - Site clearance, removal and disposal of any existing material (landscape and visual effects).
 - Ground Works including Site remediation, levelling & preparation (townscape effects, and visual effects).
 - Site access taken (movement and linkages – townscape effects).
 - Contractor parking, plant and equipment (visual effects).
- 7.15. Impacts resulting from the operational phase have been identified with reference to interactions between the Proposed Development and townscape and visual receptors, a detailed list of these receptors and the potential impact can be found in Chapter 8 of the ES.
- 7.16. The TVIA records that in the overwhelming majority of cases the Proposed Development has minor or negligible townscape and visual effects which are not significant in EA regulation terms. However, where the receptor is in close proximity to the Proposed Development then the effects are registered as moderate, which

⁹ Ibid.

is significant on EA regulation terms. The Proposed Development is anticipated to generate entirely beneficial effects.

- 7.17. This positive outcome stems from the care and attention to detail invested throughout the design process, culminating in the final design freeze. This meticulous approach encompassed various facets, including the form and function of each development component, their harmonious integration with the adjacent park, and the thoughtful selection of construction materials and textures. Consequently, the Proposed Development consistently enhances the townscape character of its surroundings.
- 7.18. Regarding cumulative effects, the assessed schemes demonstrate minimal impact on the operational aspects of the Proposed Development. In instances where a cumulative effect is observed, it is generally found to be negligible.

Manchester Airport

- 7.19. Pager Power has completed a Technical Aerodrome Safeguarding Assessment which is included within the application submission. This assessment concludes that the Proposed Development is vertically clear of the Obstacle Limitation Surfaces (OLS) for Manchester Airport by a minimum margin of 77m, and therefore will not present a collision risk with respect to the OLS. As long as any cranes used during construction do not exceed 77m above the maximum building height, they will also remain clear of the OLS.
- 7.20. The Proposed Development is not predicted to impact the Instrument Flight Procedures (IFPs). It is possible however that a detailed IFP assessment may be requested by Manchester Airport Group (MAG), who safeguard Manchester Airport. If a detailed IFP assessment is required, details of any proposed crane locations, heights, and jib radius will be provided.

Impact on the Local Environment

- 7.21. With regard to impact on the local environment, Advice Note 4 sets out:
- “People’s experience of local character and the historic environment can be affected by factors such as wind and other microclimatic changes, overshadowing, and light pollution from the development of a tall building. In some cases, this has the potential to impact the physical fabric of heritage assets. It is important to test impacts on the local environment at design stage and present these through the application process to reduce the incidence of interventions being required to mitigate impacts post construction (which may in turn harm character and quality of a Site, street or area).”*
- 7.22. Similarly, Policy EN2 states that
- “By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.”*
- 7.23. The proposals have no potential to impact the physical fabric of heritage assets. Consideration of the Proposed Development in relation to its effect on the local environment and amenity is provided in the following locations and briefly summarised as:
- **ES Chapter 7: Daylight, Sunlight and Overshadowing:** As detailed in Section 5, the daylight and sunlight assessment submitted with this Application robustly assesses the impact of the Proposed Development on nearby residential properties and amenity areas. The overall effect of the Proposed Development upon the daylight within the surrounding residential properties is considered to be no greater than minor adverse (not significant). Additionally, the effect upon the sunlight amenity and the overshadowing of the surrounding area is considered to be negligible (not significant).
 - **ES Chapter 9: Wind Microclimate:** Overall, the environment within and surrounding the Site following the delivery of the tall buildings is comfortable for their intended use. There is one instance of reported safety issues brought about due to the proposed design prior to mitigation, but the microclimate chapter has proposed mitigation to needs to be refined and tested to minimise its placemaking impact on the public realm and building design. This is proposed to be included as a planning condition on any future planning permission granted for the Proposed Development.
- 7.24. In summary, the potential impact of the Proposed Development on its surroundings and on amenity is considered in the above technical assessments and within this Statement. In conclusion, the results of the

technical assessments do not result in unacceptable impacts on amenity, when considered in the context of the economic and regeneration benefits of the Proposed Development.

Architectural Quality

- 7.25. With regard to architectural quality of the Proposed Development, Historic England's Advice Note states:
- "Consideration can be given to whether a distinctive landmark design or a restrained architectural response is more appropriate in terms of the likely impact on the historic environment. High-quality architecture involves designing a tall building 'in the round' so it is coherent from all directions taking account of a building's scale, form, massing, proportions, silhouette, façade materials and detailed surface design. It is important to note that not all tall buildings can be landmarks, and not all landmarks need to be tall buildings"*
- 7.26. Similarly, Policy EN2 of the Core Strategy states that proposals for tall buildings will be supported where it can be demonstrated that they are "of excellent design quality". The elements of the design as they relate to the visual impact on the historic environment have been discussed in detail earlier in this Statement.
- 7.27. As set out in Section 3, the Proposed Development has been designed by reputable architects and landscape architects. The core design team has undertaken extensive contextual analysis of the Site and surroundings and recognise the high-profile nature of the Site. In this respect, a significant amount of time has been spent developing the proposal through several design stages to propose a viable and deliverable scheme.
- 7.28. Full details of the proposed architectural design are contained in the Design and Access Statement and have been summarised in Section 4 of this Statement that sets out the exceptional quality of the proposals. This process has been supported by the technical studies undertaken throughout the design development stages.
- 7.29. Key considerations in line with the Historic England Tall Building Guidance is provided as follows:
- **Scale and Massing:** The proposed scale of the building sits comfortably within the future context of the development ambition for Mayfield SRF. The high-quality architectural style creates a strong visual marker and sense of arrival for those entering the City Centre by rail at Manchester Piccadilly. The building heights have also been considered within the massing profile along the southern boundary of the Mayfield area, with a step-down toward Mayfield Park.
 - **Form and Proportions:** The Proposed Development of the form, results in a series of linear connected vertical blocks, ranging from 7 to 28 storeys. The linear floorplate of the residential buildings serve to maximise views towards the park, whilst maximising sunlight received by the park. Furthermore, the design and positioning of the proposed building eliminates north-facing apartments and ensures that corner apartments have a dual aspect. This also creates a commercially attractive and efficient residential layout that, supports the continued function and quality of Mayfield Park
 - **Layout:** The Proposed Development has been designed to become an extension to Mayfield Park, providing an active frontage along the ground level, with residential units and amenity space subtly incorporated to create a vibrant neighbourhood and destination which seamlessly integrates with the landscaping. All ancillary and service spaces are positioned within the Site at the lower and upper ground levels, away from the frontage activation, and concealed within the proposed layout.
 - **Materiality:** The proposed design for Plot J and Plot K creates a Proposed Development that is contemporary in its architectural resolution whilst also comfortable in the surrounding context of Manchester City Centre. The primary material is red brickwork, across both plots, that is tonally akin to that of the surrounding historic context. The proposals use of traditional brick reflects the dominant material of historic buildings in the area, in particular goods and industrial warehouses constructed in the 1800s and continue to influence the areas vernacular today. The proposed language and material expression of the facade has been developed following the analysis of Manchester's old and new buildings.
- 7.30. In summary, the building is considered to be of high architectural quality, complementing the existing surroundings and the emerging developments surrounding Piccadilly Station.

Functional

- 7.31. With regard to functional design, Historic England's Tall Building Guidance states:

“Façade treatment and finishes, external lighting, placement of plant, servicing and use of advertising screens are all important considerations in locations where locally distinct features are vulnerable to change in local context and character. The functional design of new buildings needs to consider and respond carefully to the historic environment. Historic environments often demonstrate strong street-based urban design qualities. Tall buildings often need to balance a range of needs, including greater servicing demands for ground floors. However, the design of tall buildings should reflect or reference local street-based qualities, such as active frontages and human scaled design at street level.”

- 7.32. Similarly, Policy EN2 states that *“submissions for tall buildings should also include appropriate measures to create an attractive, pedestrian friendly local environment” and “contribute positively to placemaking” and “play a positive role to placemaking in the wider area.”*
- 7.33. The buildings have been designed to incorporate active frontages on the elevations to animate the streetscape, add vibrancy into the surroundings and provide a level of natural surveillance into the area. The buildings provide active frontages which incorporate commercial spaces and residential amenity spaces such as fitness studios / gym, breakout spaces, reception areas and cycle stores.
- 7.34. Commercial units are situated along the Southern Walkway, creating active frontages that enhance engagement with the park. To maintain the pedestrian-friendly nature of the walkway, the servicing strategy for Plot K is via the Estate Road and a proposed layby. For Plot J, the commercial units are serviced via Hoyle Street and a new proposed lay-by.
- 7.35. Similar to the servicing strategy, the Southern Walkway is to not be used for refuse collection ensuring it remains a pedestrian priority area. In both plots, designated commercial bin stores are provided within the buildings.

Sustainable Design and Construction

- 7.36. Advice Note 4 sets out that tall buildings should *“provide opportunities to enhance the appearance of an area and reduce harm to the historic environment through the re-development or retrofit of a tall building can be explored. Considerations may include different massing options; improvements to the base of the building and public realm; using durable high-quality materials; and whole life carbon costs.”* Policy EN2 also states that the proposals should *“contribute positively to sustainability” and “be served by public transport nodes”.*
- 7.37. Consideration of the Proposed Development in relation to Sustainable Design & Construction is provided in the following:
- ES Chapter 6: Climate Change Resilience and GHG Emissions.
 - Energy Statement prepared by WSP.
 - Environmental Standards Statement prepared by WSP.
- 7.38. The Proposed Development will be constructed and operated in a sustainable manner leading to an improvement over the notional building Part L carbon emissions due to an energy demand reduction helping contribute to the Cities 2038 Net-Zero ambition.
- 7.39. The Energy Statement demonstrates that the Proposed Development is shown to achieve carbon reductions after following the Energy Hierarchy of Be Lean, Be Clean and Be Green when compared to Part L 2021 using SAP10.2 carbon factors. The notional buildings are already a very energy efficient building but through collaborative engineering and design, the proposed buildings have incorporated solutions that result in a 71% reduction in regulated energy compared to the notional buildings.
- 7.40. The buildings have been designed to include high efficiency fabric and passive design measures such as external shading. Active measures such as high efficiency heat pumps and PV panels have also been included in the design to ensure the building is all-electric and supports the UK’s decarbonisation goal.
- 7.41. It should also be noted that significant economic benefits will be associated with the scheme during both construction and operation through creating employment for local people and fostering investment to help support the local economy.
- 7.42. The Environmental Standards Statement summarises how the Proposed Development meets and exceeds key policy objectives when considering sustainability related elements of the Development Plan.

- 7.43. The scheme will drive wider societal benefits helping to meet the growing demand for much needed homes in one of fastest growing cities in the UK. The Proposed Development will increase the level of connectivity between the Site and wider City and foster a sense of place through new high-quality development enhancing the vibrancy of the neighbourhood.
- 7.44. In summary, the sustainability of the Proposed Development and measures to reduce its energy consumption have been considered from the initial phases of the development, and at each stage of the build process. Measures to reduce the energy consumption of the building during the construction phase, when making materials choices, and when operational have also been incorporated.

A Well Designed and Inclusive Environment

- 7.45. Historic England's Advice Note states that *"the way tall buildings are experienced at ground level is an important consideration as tall buildings can have a significant impact on the historic streetscape and public realm. In some cases, redevelopments may create opportunities to enhance elements of the significance of heritage assets by opening lost views or revealing historic street patterns"*.
- 7.46. The Proposed Development will create a well-designed and inclusive environment, respecting the needs of the buildings users as well the wider community. The building has been developed with an inclusive approach to allow easy, safe, and secure access to all areas of the buildings and surrounding landscape.
- 7.47. The new landscaping proposals seek to build upon the successful Mayfield Park to further enhance the welcoming, pleasant environment, which will provide the opportunities for recreation and relaxation. The vision for the public realm is to extend the park south, towards Mancunian Way.
- 7.48. The current park offers a tapestry of planting characters and spaces. The proposal will complement the offer in the park whilst also offering new planting characters, extending the feeling that the plots grow out of the park.
- 7.49. The Proposed Development has been fully assessed in regard to wind microclimate, which has demonstrated that the public realm is broadly suitable as a place to relax and spend time in without adverse effects. One area of mitigation is required on the southern corner of Plot J due to accelerated wind speeds causing a safety issue. The final form has been suggested but needs to be refined through the condition discharge process.

8. Summary and Conclusions

- 8.1. This Planning and Tall Building Statement has been prepared by Deloitte LLP in support of a Full Planning Application for the redevelopment of Mayfield Phase 1b.
- 8.2. Landsec, the parent organisation of Mayfield Medlock Limited (the Applicant), are one of the largest commercial property companies in Europe, boasts a diverse portfolio exceeding 100 unique locations, encompassing retail, work, living, and leisure spaces. Their commitment to creating sustainable, valuable places is evident in their landmark £20m "Landsec Futures" fund, launched in April 2023. This initiative aims to generate £200m in social value by 2030 by supporting 30,000 individuals from underrepresented socio-economic backgrounds, guiding them towards long-term employment in real estate. Landsec are dedicated to investing in and revitalising major UK cities, including London, Leeds, Manchester, and Glasgow, through a robust development pipeline. Their commitment to these locations underscores a broader ambition to foster sustainable economic growth across the UK.
- 8.3. The Site is in a strategic location due to the proximity of a wide range of sustainable transport links, predominantly afforded by its proximity to Manchester Piccadilly Station. Being in the City Centre, the Site is within easy reach of areas of work, leisure facilities, public transport and other social infrastructure facilities and would therefore cater to the growing household numbers.
- 8.4. The current condition of the Site detracts from the quality of the local area and is primed to capitalise on the momentum of the ongoing development taking place in the wider area and the future regeneration opportunity present. In this regard, the area is a longstanding regeneration priority for Manchester, as articulated within the Mayfield SRF. When assessing the Proposed Development, this should be undertaken in the context of the future of this part of the City Centre in particular, and therefore the precedent that this Site delivers in that future development context, which is already underway, as demonstrated by the delivery of Mayfield Park, the Republic and the Poulton.
- 8.5. The Proposed Development will help to contribute to the ambitions of the SRF by creating a new, best-in-class residential community within a vibrant neighbourhood which forms an active extension of Mayfield Park. Building on the success of recently approved applications for development coming forward to immediate west of the Site and in the wider City Centre, Phase 1b will further help to forge the area as exemplary example of diverse regeneration which responds to the Manchester context and provide a catalyst for other schemes to come forward and unlock the economic potential of the area.
- 8.6. There has been an extensive amount of amount of technical work and analysis on how these proposals have been shaped and reflect the needs of nearby communities whilst mitigating the amenity effects on its local neighbouring properties. A comprehensive design evolution process has been undertaken, which has continuously tested the proposals to ensure that the optimal solution for the Site is achieved and that a viable and deliverable scheme is proposed. This has included consultation with a range of stakeholders including Manchester City Council, Greater Manchester Police, and the wider community.
- 8.7. The Proposed Development has been designed to respond positively to the surrounding area and instil a considered massing profile for development along the Mancunian Way. Extensive analysis has been undertaken to ensure that the scale of the development reflects its location in SRF, whilst being cognisant and respectful of the existing surroundings, namely by protecting the amenity of Mayfield Park. The Proposed Development fully complies with the policies and guidance in relation to tall buildings.
- 8.8. The Proposed Development will bring the following public benefits:
 - **Placemaking:** the Proposed Development, including the landscaping proposals, offers exceptional design which delivers a vibrant and inclusive neighbourhood, serving as an exemplary example of sustainable development and regeneration efforts within Manchester.
 - **Housing delivery to support Manchester's growth:** the delivery of 879 new homes, comprising a mix of size and tenure which attracts a skilled workforce to support the local economy and provide a place to live a diverse group of people.

- **A viable use of an underused Site:** the currently unused Site is unattractive and fails to fully utilise the positive attributes of the Site. The proposals fully address the requirements of the SRF which identifies the need to unlock the economic potential of the area. The redevelopment of the Site will maximise the benefits that can be delivered from the Site, whilst providing an attractive environment that will encourage further investment into masterplan, acting as a catalyst for its continued regeneration activity.
- **Support employment opportunities and contribute to economic growth:** The scheme will support the growing economy in Manchester. The forecasted economic growth of Manchester indicates the employment opportunities will be concentrated in the city centre. In addition, during the construction phase, employment opportunities will be created. Overall, the Proposed Development will create a total 177 FTE jobs per annum during the construction phase and a total of 123 FTE's once operational. During the operational phase, it is expected that the Proposed Development will secure additional Council Tax receipts and the boost to MCC's economy from new residents it is estimated to be a total net benefit of up to £9.9m million per annum of additional local spending.
- **Protecting the natural environment:** The Proposed Development has been designed with sustainability at the forefront. The improved public realm will include measures of soft landscaping and unique character areas which are designed to complement the award-winning Mayfield Park, helping to improve the existing streetscape as well as the levels of biodiversity and neighbourhood activation.
- **Vitality:** The redevelopment of the Site will animate the area and make it a more welcoming environment for pedestrians. Public realm improvements and redevelopment of the Site will create 24hr natural surveillance and discourage anti-social behaviour in the area through the inclusion of active frontages and increased activity.

- 8.9. The Core Strategy and all material considerations identified have been considered in the preparation of the application and evolving the design of the development, alongside Site-specific considerations. Policies and guidance contained within these documents are assessed in more detail within other technical reports submitted with the Application.
- 8.10. Taking all of this into account, it can be concluded that the Proposed Development is considered to be substantially compliant with the aims and objectives of the Development Plan taken as a whole.
- 8.11. It is further supported by the assessment of other material considerations including the NPPF and it has been demonstrated that the Proposed Development will deliver the overarching economic, social and overarching objectives of sustainable development as a whole. As such, the Proposed Development therefore merits of the support of the Local Planning Authority and the grant of Planning Permission.



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