Deloitte.



Viadux Phase 2

Statement of Consultation Addendum

November 2024

1. Introduction

1.1. This Statement of Consultation Addendum has been prepared by Deloitte LLP in support of revised applications for Full Planning Permission and Listed Building Consent on the Viadux Phase 2 site for mixed-use development comprising residential, hotel and commercial use. Planning Application Reference 139715/FO/2024 and Listed Building Reference 139716/LO/2024. The Site is identified in Figure 1.1 below.

1.2. Applications for the Viadux Phase 2 site were submitted and validated in April 2024 (app. Ref. 139715/FO/2024 and 139716/LO/2024). A Statement of Consultation was submitted providing details of the pre-application consultation that had taken place prior to submission of the applications. This is included in Appendix (B). Following submission an opportunity arose to introduce a hotel within the taller 76 storey tower of these proposals (Plot 2a). Given the demand for hotel bed space in the City, the Site's location adjacent to other leisure and tourism uses and the specific reference to hotel use in the Manchester Central and Castlefield Quay SRF (2017), given the unique opportunity to provide a complementary use to the neighbouring Manchester Central Conference Centre; the Applicant and design team has progressed with updating the previously submitted proposals to reflect this.

1.3. This Addendum sets out in detail the consultation that has been undertaken by the Applicant following submission of the applications and prior to submission of the revised details, the feedback received and how that has been considered and addressed within the updated proposals where appropriate.

The Site and Development Plots

1.4. Extending to approximately 1.49 ha, the Site is bound by the Grade II* Listed former Manchester Central Railway Station (now Manchester Central Convention Complex (MCCC)) and Great Northern Warehouse to the north, Albion Wharf and a parking lot to the east, Beetham Tower to the west, and the Deansgate-Castlefield Metrolink station and Deansgate Locks to the south. The Site incorporates the eastern-most end of the Grade II Listed Castlefield Viaduct.

1.5. The Site surrounds the Viadux Phase 1 development which is now completed. The footprint of the Phase 1 building does not form part of the application boundary and is excluded from the planning application red line boundary as illustrated below.

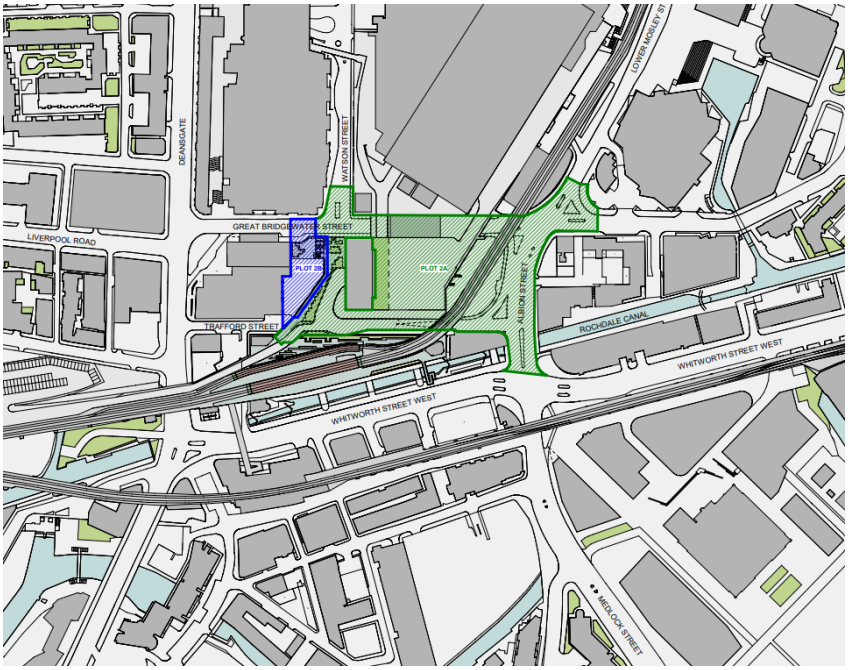


Figure 1.1: Red Line Site Location Plan (Source: SHP, 2024)

The Proposed Development

1.6. Key changes to the Proposed Development relate to the introduction of a hotel to the first 23 floors of Plot 2a and the removal of the previously identified Plot 2c (former commercial unit) to facilitate the main entrance for Plot 2a. No Changes are proposed to Plot 2b.

1.7. The Proposed Development will therefore deliver:

- Plot 2a, located immediately east of the recently completed Phase 1 building, on land partially comprising the grade II listed Castlefield Viaduct. This plot will deliver a 76-storey mixed use tower comprising a hotel (Use Class C1) with associated bar and restaurant and residential units above comprising 1, 2 and 3 bed, and penthouse apartments (Use Class C3) with associated residential amenity spaces. Secure cycle spaces, serving this and the Phase 1 building, are provided at the ground floor level. At viaduct level, a redesigned service yard for the conference centre is enclosed by a new podium structure with residents' external amenity space above. A section of the Great Bridgewater Street bridge (deck) is removed to bring light into the street below.
- Plot 2b, located at the western-most section of the Site between the viaduct and Beetham Tower, consists of a 23-storey residential building accommodating 133 affordable 1-, 2- and 3-bed apartments (Use Class C3), 133 secure cycle parking spaces, 198 sqm flexible commercial units (Use Class E) opening onto the viaduct, and public realm enhancements on Great Bridgewater Street.
- Creation of new public realm, including the creation of a mix of both hard and soft landscaping, including places to sit and dwell alongside planters and trees; and
- Other associated works, including alterations to the highway, the creation of a taxi drop-off, servicing routes, service areas, back of house.

2. Consultation Strategy and Responses

2.1. This section describes the additional consultation that has been undertaken by the Applicant and the project team, since submission of the Applications in relation to the revised proposals.

Summary Pre-Application Consultation (April 2024 Submission)

2.2. A summary of the pre-application consultation undertaken in relation to the previous proposals submitted and validated in April 2024 (app. Ref. 139715/FO/2024 and 139716/LO/2024) is set out below. Full details of the pre-application consultations and discussions, together with a summary of how comments were considered in the design development, are contained within the Statement of Consultation Appendix B of this report.

2.3. A summary of the pre-application consultation undertaken is provided below:

- Ongoing liaison with the Local Planning Authority.
- Councillor briefing meetings with Deansgate Ward Councillors and with Councillor White (Executive Member for Housing and Development).
- Pre-application public consultation was undertaken virtually and in person. A consultation website, which included information the Site and the Proposed Development and invited members of the public to make comments went live on 27 November 2023. The consultation was publicised via a leaflet drop 2,650 homes, businesses and landowners in the local area and via local press.
- The consultation website included details of an in-person drop-in session which was held on 04 December 2023. The session was attended by 25 people.
- Castlefield Forum were invited for a briefing on the proposals; however, a response was not received.
- Other organisations consulted during the pre-planning stages include MCC Highways, Environmental Health, and Transport for Greater Manchester (TfGM).
- Ongoing meetings and site visit with Historic England (HE)
- Manchester Central Convention Complex Ltd (MCCC) were engaged throughout to ensure the successful integration of the Proposed Development with the convention centre's operations throughout construction and operation.
- A pre-application meeting was undertaken with Greater Manchester Police (GMP).

EIA Screening / Scoping

2.4. Furthermore, an Environmental Scoping Report was issued to Manchester City Council on 20 December 2023 which detailed the scope of the assessments. A response was received from Manchester City Council on 22 February confirming their agreement with the proposed Scope of the EIA. It should be noted that the December 2023 Scoping Report and resultant February 2024 Scoping Opinion were based on the proposals before they were amended. The technical experts who advised on the Scoping Report have reviewed their subjects and have confirmed that the amended Proposed Development does not result in a need to amend the list of subjects to be scoped in/out of the Environmental Statement. Further, they have advised that the changes do not result in a need to change the methodology for undertaking any of the assessments. However, all technical chapters of the Environmental Statement have been updated to reflect the amendments, and remodelling/analysis has been undertaken where required. Furthermore, the Environmental Statement has been updated in relation to the list of Committed Developments for the purposes of assessing the Cumulative Impacts, and a revised list of Committed Developments as of October 2024 has been agreed with the LPA.

Additional Consultation

2.5. Following development of the updated proposals additional consultation has been undertaken in order to gain feedback regarding the introduction of a hotel use into the Plot 2a tower. This additional consultation is summarised below:

- Meetings have been held with the Local Planning Authority and Local Highways Authority.
- Two follow up virtual Councillor briefings were held. The first with Cllr McCaul (Deansgate Ward Councillors) and a second with the Cllr White (Executive Member for Housing and Development).
- An updated consultation website was launched on 18 November, the consultation website provides details of the updated scheme and the opportunity to leave feedback on the proposals.
- A leaflet drop to neighbouring residents and business was made making them aware of the updated proposals and website.
- Other organisations that were consulted include MCC Highways, Environmental Health, and Transport for Greater Manchester (TfGM).
- A briefing was held with Historic England to present the changes to the scheme.
- Engagement with MCCC has continued in relation to operational management and the service yard.
- An additional pre-application meeting was undertaken with Greater Manchester Police (GMP) to present the updated proposals and receive feedback on security credentials of the scheme.
- Statutory and non-statutory response to the previously submitted application details were received from, MCC Highways, Environmental Health, HE, MCCC and GMP.

2.6. Overall, pre-application engagement has indicated general support for the delivery of the updated proposals, including affordable homes, a hotel and public realm improvements in the area.

2.7. Technical queries, comments and issues raised during the additional consultation period are addressed below in this Addendum, Design and Access Statement, and accompanying technical documents. Further statutory consultation will be undertaken on the proposals during the determination period and the Applicant will continue to engage with the Local Planning Authority as part of the on-going planning process.

2.8. It was felt that due to the external appearance of proposals remaining largely unchanged all consultation undertaken prior to the April 2024 submission still remained highly relevant. Full details of this previous consultation process, including all feedback received by key stakeholders and how this has been responded to within the design is provided within Appendix B of this report.

2.9. The sections below therefore specifically set out the additional consultation activity undertaken in relation to the updated proposals, provides a summary of the feedback received and how this has been addressed.

Manchester City Council

2.10. Updates to the Proposed Development were presented to the Local Planning Authority, with a meeting held on 01 October 2024 alongside regular email and telephone correspondence. At this meeting support was provided for the principle of introducing a hotel use into the Plot 2a tower as well as the proposed approach to submitting revised details under the current application.

Technical Officers

2.11. The technical team has engaged with relevant technical and statutory consultees.

2.12. SLR (transport consultants) have had additional discussions with MCC Highways and TfGM. These have been focused on the highway design for Albion Street and Great Bridgewater Street (including traffic signal operation and introduction of a taxi rank on Albion Street).

2.13. The updated highways layouts proposed are a result of these discussions and are detailed in the Transport Impact Assessment prepared by SLR and submitted as part of the planning application.

Local Ward Councillors

2.14. Two virtual Councillor briefing meetings took place, with Deansgate Ward Councillors on 10 October 2024 and with Councillor White (Executive Member for Housing and Development) on 14 October 2024. The purpose of these meetings was to outline the amended proposals, offer the Councillors an opportunity to share their views and discuss how they relate to existing communities and the wider area within which the Proposed Development will sit.

2.15. Overall, individual Councillors consulted were supportive of the changes and did not raise any additional concerns. Positive discussions took place in relation to specific elements of the amended proposals, notably the inclusion of a hotel use and fact the proposed affordable housing remained unchanged.

Historic England

2.16. A briefing session on 08 October 2024 introduced amended proposals to HE. The project team acknowledged that proposed changes increase Plot 2a's height slightly and removes more of the listed Viaduct compared to the April 2024 proposals. However, it was also outlined that the new proposals enhance public appreciation of the listed railway arches by relocating the main entrance and introducing a ground floor publicly accessible hotel bar. The amended plans also retain the cast iron trusses of the Great Bridgewater Street Bridge.

2.17. HE acknowledged the positive design changes regarding the retention of the iron trusses over Great Bridgewater Street noting that this better conserves the historical connection between the former railway station and the railway infrastructure to the south. Notwithstanding, HE officers advised that their central concerns over the visual impact of development upon the setting of important heritage assets within the city centre was unchanged. They acknowledged that the small increase in height resulting from introduction of the hotel use was immaterial to the assessment of harm resulting from development, re-confirming the proposals result in less than substantial harm.

2.18. As per the April 2024 submission, a full justification for the height of Plot 2a is presented in the Planning Statement and the Design and Access Statement. The Heritage Impact Assessment also concludes the Proposed Development results in 'less than substantial harm' to all heritage assets (direct and indirect). Therefore, the Proposed Development must be tested against Paragraph 208 of the NPPF. It is for the decision-maker to determine whether the public benefits outweigh the harm caused by the Proposed Development. Section 8 of the planning Statement clearly sets out the public benefits of the proposals and concludes that the very considerable public benefits of the Proposed Development considerably and demonstrably outweigh the identified instances of less than substantial heritage harm.

Greater Manchester Police

2.19. A briefing session was held with Greater Manchester Police on 16th October 2024 where an overview was provided of the amended proposals and an opportunity was provided to provide feedback or pose any queries. The conversation predominantly centred around how amenity space would be managed to prevent hotel guests entering into exclusively residential spaces. No immediate concerns were raised by GMP at the meeting, and they will be producing a Crime Impact Statement to be submitted in support of the application.

Manchester Central Convention Complex

2.20. Following the April 2024 submission (139715/FO/2024 and 139716/LO/2024) a formal objection was raised by MCCC, notably related to the highways impact. This feedback prompted has been considered within the revised scheme, on which the following consultation has been undertaken specifically in relation to the concerns raised by MCCC:

- A Microsoft Teams meeting was held on 07th August 2024 with MCC Highways to provide an update on the revised highways scheme.
- A Microsoft Teams meeting was undertaken on 09th September 2024 with MCC (Planning and Highways) and MCCC to review the draft revised highways scheme. At this meeting MCCC raised concerns expressed concerns regarding their HGVs exiting Trafford Street and it was agreed a follow up meeting would be held with their transport consultant.
- An in person meeting with MCCCL and Momentum, their Transport Consultant was held on 16th October 2024. A briefing was presented that further explained the revised development proposals and the highway works. This briefing explained why Trafford Street cannot be signalised and why Albion Street needs to be narrowed to allow pedestrians to cross in one signalised movement at the Albion Street / Great Bridgewater Street signals to the north.
- Following the meeting held on 16th October 2024 further traffic data was provided to Momentum (MCCC Transport Consultant) alongside junction modelling files and tracking drawings.

- Confirmation was received from TfGM on 06th November 2024 that the new signalling can be linked on SCOOT and agreed that an Events Timing Plan can be developed for large events at Manchester Central.

Consultation Responses to April 2024 Submission

2.21. Statutory and non-Statutory Consultation responses were received to the April 2024 submission from MCC Highways, Environmental Health, HE, MCCC and GMP. All previous comments have been reviewed as part of the revised submission and technical reports and chapters have been updated as necessary.

Community Consultation

2.22. Given the proposed addition of the hotel use and resultant changes to the design of the Proposed Development, it was considered important that the public were made aware of the changes and had the opportunity review and provide comments on the updated proposals. Due to the previous extensive consultation that took place towards the end of 2023, including an in-person consultation event (attended by 25 people), and as the revised proposals do not significantly change the scale and form of the Proposed Development, it was considered that an online consultation event be the most appropriate. Therefore the consultation website was updated to provide details of the updated scheme with the opportunity for members of the public to leave feedback on the proposals. The website went live on, TFgm18 November 2024. A leaflet drop was undertaken to the same local residents and businesses as per the 2023 consultation. In addition a press release was issued on 18 October 2024, and this was picked up by a range of outlets including Place North West, The Business Desk, Estates Gazette, Property Week and Manchester Evening News.

2.23. The website received 1683 unique visits over the two-week consultation visits and 28 responses were received. The majority of responses were similar to those received during the public consultation for the April 2024 submission, in relation to the following themes:

- Building Height
- Impact on local residential amenity
- Property Prices and Affordable Housing
- Building Design and Architectural Quality
- Transport Impacts
- Landscaping and Public Realm
- Provision of amenity facilities

2.24. 3 Additional responses were raised specifically related to the introduction of a taxi-rank on Albion Street as part of the amended proposals, these responses raised concern regarding the impact this may have on the pedestrian environment and the amount of space that is allowed for pedestrians.

2.25. In response to these queries SLR have confirmed that the proposed taxi-rank has been designed to minimise impact on pedestrian flow and address concerns around potential congestion. The taxi-rank has been designed as a drop off point meaning vehicles will not be dwelling for long periods within this space. Anticipated usage is also low, with an estimated 40 taxis using the facility throughout the day, averaging around 3 per hour. This means the area will likely be largely free from taxis the majority of the time.

2.26. The design prioritises pedestrians through the use of a ‘Copenhagen Crossing’ where the carriageway rises to meet the footway level. Even at its narrowest point, the space provides 11.4m total width for pedestrians including a 2.9m and 2m designated footway. This generous provision is a significant improvement on the existing footway along Albion Street.

2.27. In terms of the pedestrian environment more generally landscaping, lighting and bollards will be incorporated to clearly define the taxi drop-off zone, helping to ensure a safe and welcoming pedestrian experience.

3. Summary and Conclusions

3.1. This Statement of Consultation Addendum has been prepared in support of revised applications for Full Planning Permission and Listed Building Consent for the redevelopment of the Viadux Phase 2 site in Manchester City Centre.

3.2. It sets out the additional pre-application consultation that has been undertaken in relation to amended proposals, the feedback received and how that has been considered and addressed within the final proposals where appropriate.

3.3. A consultation strategy has been employed which has built on the pre-application consultation undertaken prior to April 2024 and been designed to be proportionate to the amended proposals and the site-specific characteristics. This included a widely advertised online public consultation website and additional statutory and non-statutory consultation.

3.4. Consultation has been undertaken in accordance with the requirements of national policy (the Localism Act and the NPPF) and MCC's Statement of Community Involvement.

3.5. The additional consultation has been generally positive, with limited comments received over and above those received and responded to as part of the April 2024 submission. Additional comments raised in relation to the amended Proposed Development have largely been in relation to the introduction of a taxi-rank on Albion Street and its associated impact on the pedestrian environment. The planning submission provides a detailed response to these considerations as summarised in this Statement.

3.6. The consultation process will continue as part of the formal statutory planning procedure managed by the Local Planning Authority. During this time, the Applicant and project team will carefully consider any comments received from consultees and will respond as appropriate through the Local Planning Authority.

Appendix A – Consultation Website Advertisement Leaflet

Our plans for Viadux Phase Two are moving forward

Viadux, Salboy



Welcome to our consultation website for the next phase of development on the Viadux site. This website has been updated in October 2024 to provide information on updates to the proposals since our public consultation in November 2023.

In November last year, Salboy and Domis introduced landmark proposals for a second phase of development on this site as part of a public consultation.

Working with renowned architectural practice SimpsonHaugh, these proposals build upon the Viadux Phase One residential development, which is now completed and open.

Since submitting a planning application in April, our plans for Viadux Phase Two have continued to develop. We're now excited to announce the inclusion of a hotel operated by an exciting global brand within the 76-storey building, with associated updates to the design.

This addition will further help make the area a vibrant destination for both residents and visitors, with a public bar at ground level bringing more life to the Grade II Listed Viaduct and surrounding streets and a public restaurant at level 6.

We've also revised the plans to retain more of the Listed bridge over Great Bridgewater Street.

In addition, the commercial unit previously proposed at ground floor level has been replaced with a unique entrance to the taller 76 Storey residential and hotel uses.

Our commitment to delivering a mix of new homes is still at the heart of our plans for Phase Two, and our plans to deliver 133 affordable homes as part of the development remain unchanged.

Here you'll find more information about our updated plans and details of how to share your views (under Next Steps).

Location



View from Lower Mosley Street

The site lies within the heart of Manchester city centre. To the north is the city's civic quarter, home to some of Manchester's most important heritage assets and public spaces, including the Grade II* Manchester Central immediately to the north. To the south, Manchester's now iconic collection of residential towers have changed the city's skyline, even since the original Viadux development was approved in 2017.

The majority of the site comprises the Grade II Listed Castlefield Viaduct. At ground level, the area around the site is a missing link in the streetscape, discouraging people from walking from one area to the next.

This sensitive and dynamic townscape demands a buildir of the very highest design quality, that protects and celebrates the quality of the Victorian viaduct arches, whilst making a genuinely positive contribution to Manchester's skyline and returning the streetscape to its citizens.



Site boundary

A prime location

Located close to Deansgate-Castlefield Metrolink and Deansgate train station, the site provides excellent connectivity with convenient access to local, regional and national rail services as well as access to Metrolink, all within a desirable city centre setting.

Thanks to its city centre location, the site is within easy walking distance of a wide range of employment opportunities, services and amenities which includes the Oxford Road Corridor: a world class innovation district and home to the Universities and other key institutions.

However, despite its prime location, current access to transportation and amenities is hindered by a lack of pedestrian pathways and clear routes in and around the site. This situation creates a sense of detachment from the rest of the city centre. These proposals aim to improve connectivity, unlocking the development's full potential in terms of integration with its city centre surroundings.

Regeneration context

Viadux Phase Two is situated within the heart of Manchester city centre, a pivotal part of the Great Northern, Manchester Central, and Castlefield Quay Strategic Regeneration Framework (SRF) from 2017. This strategic framework embodies a set of overarching principles.



Constraints - An impermeable City Quarter



Opportunities - Ground Floor



Opportunities - Upper Level (Viaduct)

Attractive, welcoming, safe and legible connections that successfully navigate the site's significant level changes and provide a fantastic arrival experience into this part of the city centre.

An animated area with high quality public spaces and a critical mass of high-quality city centre uses that create strong functional connections to the area (to complement the new physical connections) as well as supporting the strong economic growth trajectory of Manchester.

Taller buildings which complement the adjacent Beetham Tower – the development of taller buildings in the area has already begun which is reflected in the development of Axis, 325 Deansgate and Great Jackson Street.

Viadux Phase One

Viadux Phase One is now complete, delivering a significant number of high-quality homes to help meet the growing housing demand within the city centre.

This development provides 362 residential apartments, alongside high quality, internal and external residential amenity spaces, helping to create a sense of place on this previously vacant site. Phase 1 also improves pedestrian access and helps to create a safe and welcoming environment for residents, workers and visitors to the area.







Phase Two proposals

The proposals for Viadux Phase Two will complete the creation of a successful new neighbourhood at the heart of Manchester city centre:

452

New, high-quality homes in a 76-storey building, with internal and external amenity spaces including swimming pool, spa and gym.

160

Hotel rooms, as part of a hotel operated by an exciting global brand, including a public restaurant and bar, function rooms and events spaces.

133

Affordable homes in a 23-storey building that contribute towards the need for city centre affordable housing.

Commercial and public realm space to compliment a world-class neighbourhood that will help to meet the growing demand for city centre living whilst also bringing both economic and environmental benefits to the area.

The inclusion of a hotel helps to make Viadux a truly mixed-use development, better complementing and enhancing the mix of uses on the site and within the surrounding area.

It also supports Manchester's growing tourism and visitor economy, providing an exciting new offer close to the city centre and within a stone's throw of key venues such as Manchester Central and Bridgewater Hall.

What's Changed?

Plot 2a

Application submitted in March 2024	Revised details application (November 2024)
782 Residential Apartments	**452** Residential Apartments Hotel with **160** Hotel Bedrooms with associated amenities: • Public bar and restaurant • Events / Function Space • Meeting rooms
Residential Amenity, including swimming pool and spa	Residential & hotel amenity, including swimming pool and spa
76 storeys tall and **241m** from ground level	**76** storeys tall and **245.65m** from ground level (i.e. 4.65m taller but with the same number of storeys)

Plot 2b

Application submitted in March 2024	Revised details application (November 2024)
133 Affordable Residential Apartments	**UNCHANGED -** 133 Affordable Residential Apartments
14.5% of the total apartments provided.	**22.7%** of the total apartments provided.
23 storeys with commercial units at Level 1	**UNCHANGED -** 23 storeys with commercial units at Level 1

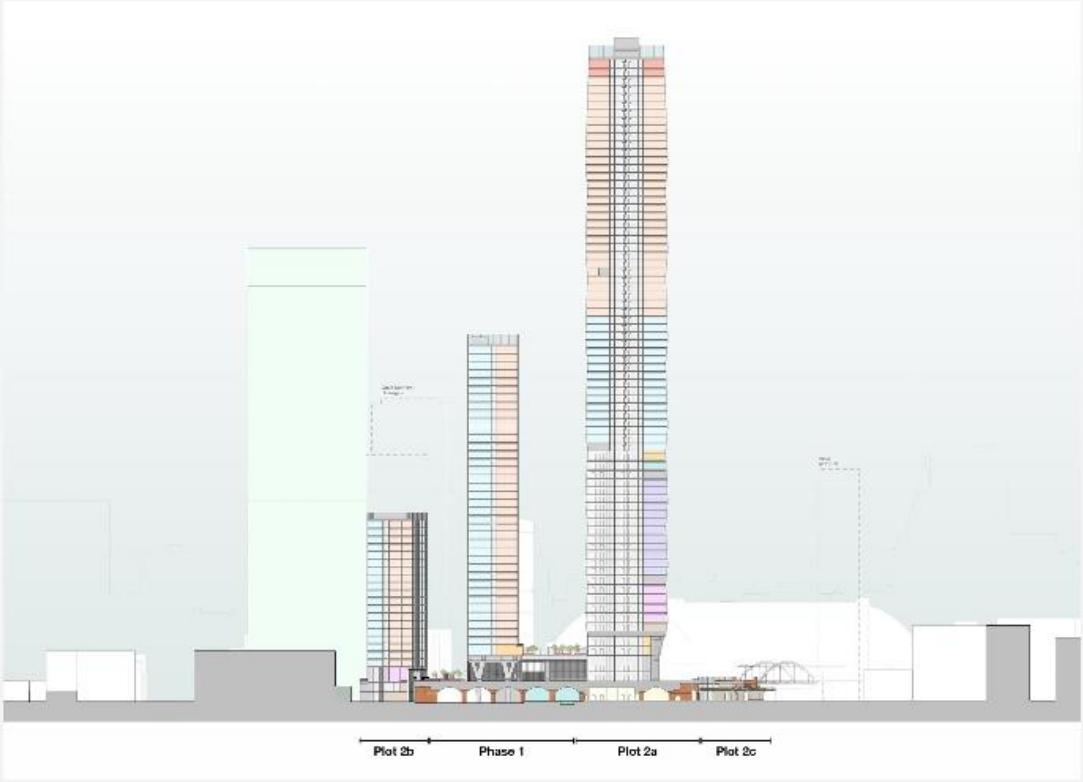
Design

Viadux Phase Two will create an attractive composition of buildings which fit perfectly into this part of the city centre, building upon the Phase One design principles, and completing the city centre block which extends from Deansgate to Albion Street.

Viadux Phase One, now complete, is a simple and elegant building with a façade design which makes use of projecting vertical fins to create depth and visual interest to the longer elevations.

Phase Two follows the same design principles as Phase One, but look to increase the level of ambition further still. The Viadux Phase Two tower will become the focal point of this cluster of tall buildings and provide a make a visually striking addition to Manchester's skyline.

While the principles behind the design approach remain the same, our revised details include minor details to the façade of the tower to accommodate the hotel use (see below - Building Design). This has also resulted in a small increase in the height of the building, although within the same number of storeys.



Masterplan

Site layout

As a whole, the Viadux masterplan benefits from a simple layout that ensures the proposed buildings have a strong relationship to each other and to the surrounding urban context.

The land in between the Beetham Tower and Viadux Phase One has approval for an office building, approved as part of the Beetham Tower development, but never delivered. This site will be redeveloped as a new distinctive diamond shaped building, to be delivered as new affordable homes in the heart of the city centre. The building will be elevated above the public realm stair and lift with new shops or cafes opening onto the viaduct.

Moving east, beyond Viadux Phase One, the new 76-storey residential tower will replace the previous plans for a large office on the site. It will be linked to Viadux Phase One by a podium which will cover the existing service yard. On top of the connecting podium, a south facing landscape deck will provide external outdoor space for residents from both phases to use. Building entrances and other amenity spaces will be located at ground level, within the impressive arches that form the historic viaduct structure.

To complete the wider city block, the revised details we plan to submit include a unique, covered entrance to the hotel and residential building (Plot 2a), with a vehicle drop off area. With an innovative design supported by enhanced public realm, this replaces the commercial unit proposed here previously.



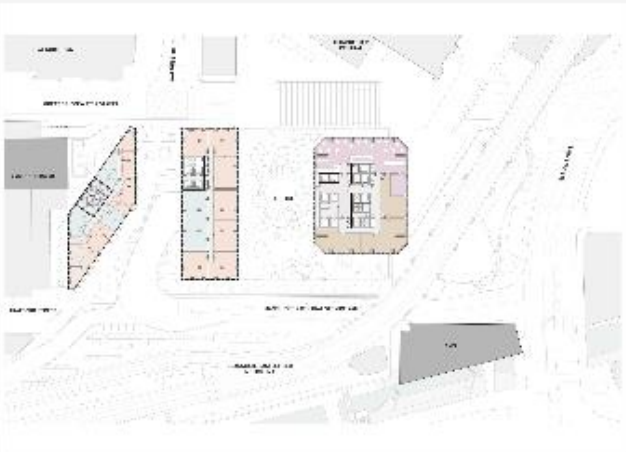
Ground Floor Plan



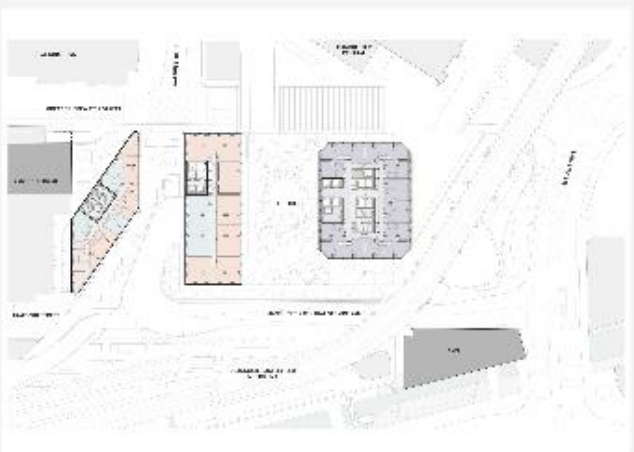
Level 01 Plan



Level 03 Plan



Level 06 Plan





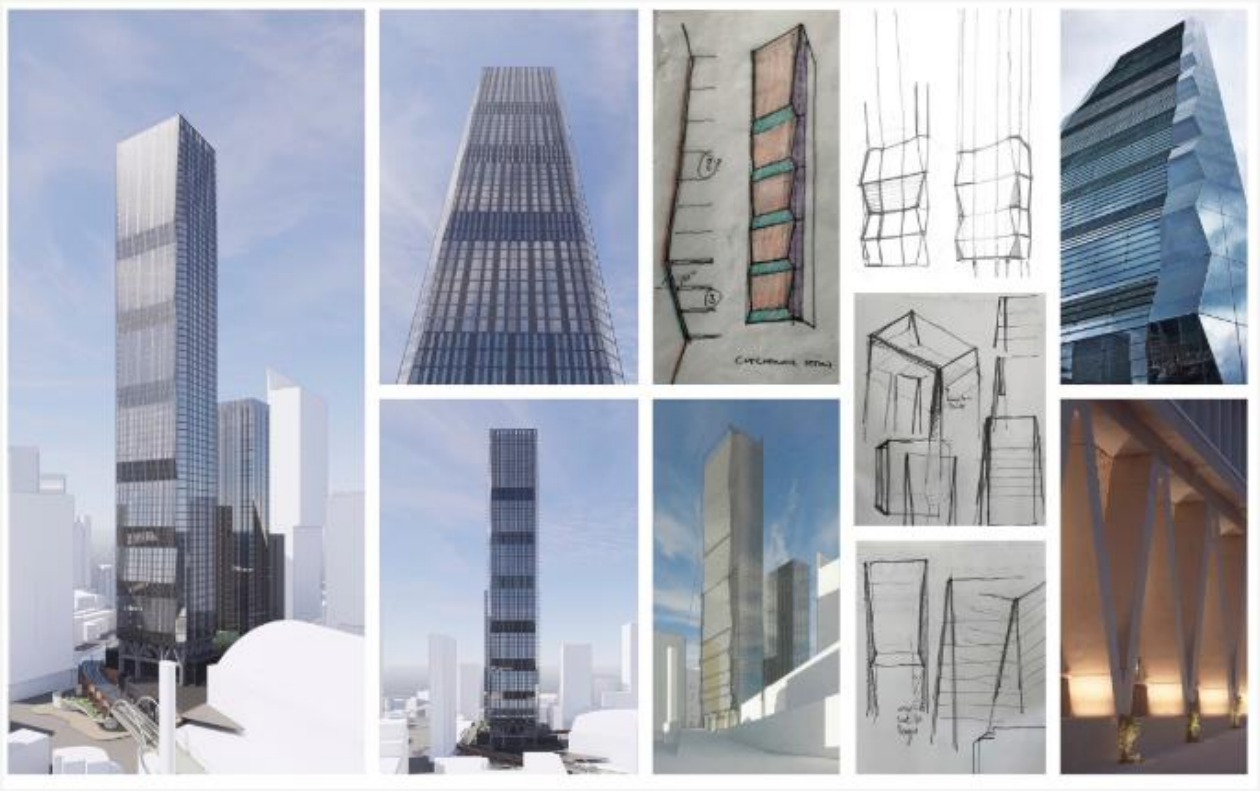
Building design

The overall design ethos for the Viadux site is to create a collection of buildings that complement each other and create a distinguishable and elegant tall building cluster that will be visible from a variety of perspectives, distances and viewpoints. The simple forms respond to the wider city centre context and vertical form.

The tallest 76-storey building will create an elegant silhouette which will become an iconic feature in the skyline. The inclined faces of the façade will catch light differently, creating a dynamic response to changes in light conditions resulting from the time of day/year, weather conditions or viewer's perspective.

Again, while the overall design approach remains unchanged, the revised details we plan to submit include minor changes to the façade of the tower in terms of the arrangement and proportioning of windows (or fenestration).

The 23-storey affordable housing building has been designed to maximise the site footprint by fitting closely to the edge of the viaduct structure, bringing new life to this unfinished and logistically challenging site. The building will sit beneath the Beetham Tower Cloud 23 Bar & Restaurant, ensuring that views from the residential apartments above are uninterrupted.



Plot 2a tower design and precedent images.

Consideration of microclimate

In line with the proposals submitted previously, we understand the importance of creating a comfortable and sustainable living environment for existing and future residents, visitors and other pedestrians along Great Bridgewater Street and Albion Street. We have undertaken a thorough analysis of the microclimate impacts associated with the development including daylight, overshadowing and wind impacts, all of which have influenced the overall form of the building and landscaping that is being proposed.

We have carefully shaped the tower to reduce wind loading, and ensure safe wind conditions and pedestrian comfort at street level.

Improving public spaces

One of our main goals is to improve the public spaces in the area, in particular along Albion Street and Great Bridgewater Street. We're also preserving and enhancing the historic viaduct, making it easier and more pleasant to move around this important part of the city centre and access key public transport hubs. ***The revised details include a taxi drop-off point on Albion Street.***

Landscaping and streetscape

Following the plans submitted previously, the landscape design covers the ground level along Albion Street and Great Bridgewater Street as well as private roof gardens on the second level.

The ground level public realm has an important role in addressing the interface between the streetscape and the impressive building frontages, both old and new. It offers an attractive approach to the main building entrances with opportunities for seating.

Removal of a further section of the bridge above Great Bridgewater Street along with introduction of high-quality materials will make the experience along it much safer and more welcoming. It will also allow people to see into and access the grandeur of the arches under the viaduct.

Our revised plans now involve retaining more of the beams of the Grade II Listed bridge over Great Bridgewater Street, improving the pedestrian experience on the street below.

We are also now proposing an attractive new pedestrian route along Albion Street, linking to the entrance to the hotel and residential tower building and taxi drop-off point.

Planting, in the form of rain gardens and tree planting is proposed along the street to provide a green buffer, making the pedestrian experience much improved on the current state, whilst also aiding sustainable drainage. The Metrolink bridge creates a unique sheltered space which could be programmable throughout the year.

The roof gardens provide valuable amenity and green space for residents of Phase One and Two. The design narrative is guided by the intent to create a space for everyone, and maximise access to sunlight. It is also important that the layout is visually appealing from above.



Beams retained from the bridge over Great Bridgewater Street.



Landscape plan for private roof gardens on the second level (left) and illustrative precedent images (below).

Next steps

We plan to submit revised details for our updated proposals in November.

You can use the form below to share any feedback you have on our proposals.

Alternatively, you can contact the team with any comments or questions by emailing: info@viadux2-consultation.co.uk.

Once our plans have been re-submitted, you will also be able to view and comment on the application via Manchester City Council's planning portal.

Tell Us Your Views



Appendix B – April 2024 Statement of Consultation

Deloitte.



Viadux Phase 2

Statement of Consultation

April 2024

1. Introduction

1.1. This Statement of Consultation has been prepared by Deloitte LLP in support of an application for Full Planning Permission and Listed Building Consent on the Viadux Phase 2 site for a residential led, mixed-use development. The Site is identified in Figure 1.1 below.

1.2. This Statement sets out in detail the pre-application consultation that has been undertaken for the application, the feedback received and how that has been considered and addressed within the final proposals where appropriate.

The Site

1.3. Extending to approximately 1.49 ha, the Site is bound by the Grade II* Listed former Manchester Central Railway Station (now Manchester Central Convention Complex (MCCC)) and Great Northern Warehouse to the north, Albion Wharf and a parking lot to the east, Beetham Tower to the west, and the Deansgate-Castlefield Metrolink station and Deansgate Locks to the south. The Site incorporates the eastern-most end of the Grade II Listed Castlefield Viaduct.

1.4. The Site surrounds the Viadux Phase 1 development which is currently nearing completion. The footprint of the Phase 1 building does not form part of the application boundary and is excluded from the planning application red line boundary as illustrated below.

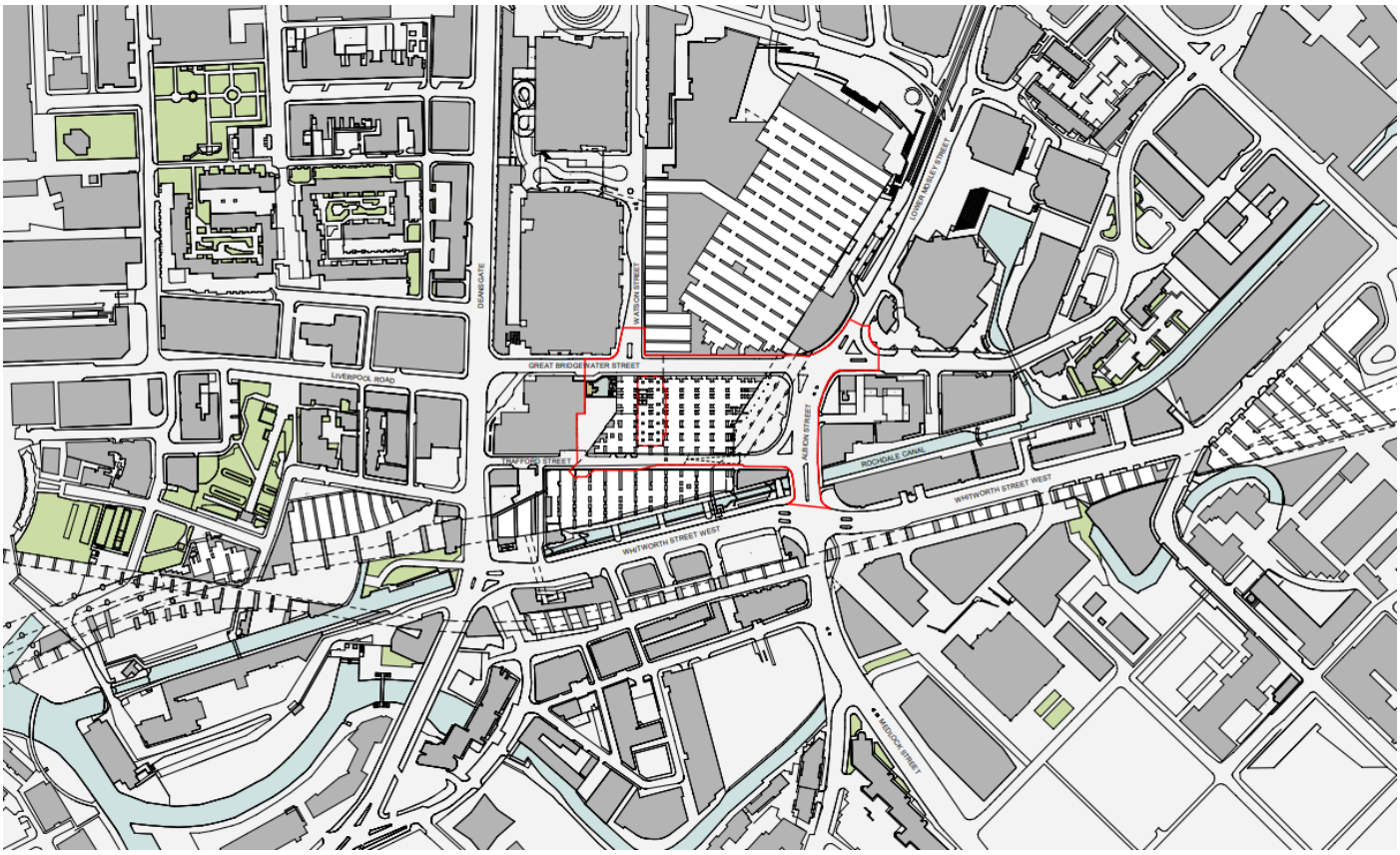


Figure 1.1: Red Line Site Location Plan (Source: SHP, 2024)

1.5. The Site has long been established for redevelopment as part of the 2010 Manchester Civic Quarter Framework and more recently the 2017 Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Framework (SRF). The SRF identifies the Site as suitable for tall buildings to complement the Beetham Tower.

1.6. The Beetham Tower, directly to the west of the Site, has been a landmark building since its completion in 2006. It was Manchester City Centre's first tall building and has a striking design, recognised nationally and internationally. In recent years tall buildings have emerged in the immediate locality creating a cluster of tall buildings that signalise the entrance to the City Core from the south.

The Proposed Development and Phasing

1.7. The Site sits centrally within this emerging tall building cluster and provides a unique opportunity to bring back a longstanding compromised vacant site into active use. The Proposed Development seeks to deliver a tall building that will define the cluster, creating a new landmark to strengthen the entrance into the City Centre Core. Alongside this, there is a commitment to bringing forward an Affordable Housing block and a desire to deliver a commercial unit to define the Albion Street frontage.

1.8. The Proposed Development will therefore deliver 915 residential apartments, including 133 affordable homes, within two buildings; flexible retail and commercial space; residential amenities; secure cycle parking; public realm improvements and new green landscaping; and associated works to the public highway.

1.9. The Proposed Development will be delivered across three plots and can be summarised as follows:

- Plot 2a, located at the centre of the Site, immediately east of the nearly completed Phase 1 building, incorporating the grade II listed Castlefield Viaduct. This phase will deliver a 76-storey residential tower comprising 782 1- and 2-bed apartments (Use Class C3). Residents' amenity spaces and commercial units (Use Class E) are provided within the arches at ground floor opening onto Great Bridgewater Street. 910 secure cycle spaces , serving this and the Phase 1 building, are provided within the basement. At viaduct level, the service yard for Manchester Central Convention Complex (MCCC) is redesigned and enclosed by a new podium structure with residents' external amenity space above. A section of the Great Bridgewater Street bridge is removed to bring light into the street below.
- Plot 2b, located at the western-most section of the Site between the viaduct and Beetham Tower, consists of a 23-storey residential building accommodating 133 affordable 1-, 2- and 3-bed apartments (Use Class C3), 133 secure cycle parking spaces, 198 sq m flexible commercial units (Use Class E) opening onto the viaduct, and public realm enhancements on Great Bridgewater Street.
- Plot 2c, located at the eastern-most part of the site, comprises 465 sq m flexible commercial space (Use Class E) across two storeys, and public realm enhancements and associated changes to the highway layout on Albion Street.

1.10. For ease of reference, and to ensure consistency throughout reports and the Environmental Impact Assessment ('EIA'), the Site has been split into the below three Plots based on the anticipated timing of when works will start on site. Given build periods it is proposed that works in relation to Plot 2a will commence first. Plot 2b will then commence and be completed within the same timeframe as Plot 2a. Plot 2c may come forward at any time in the build process.

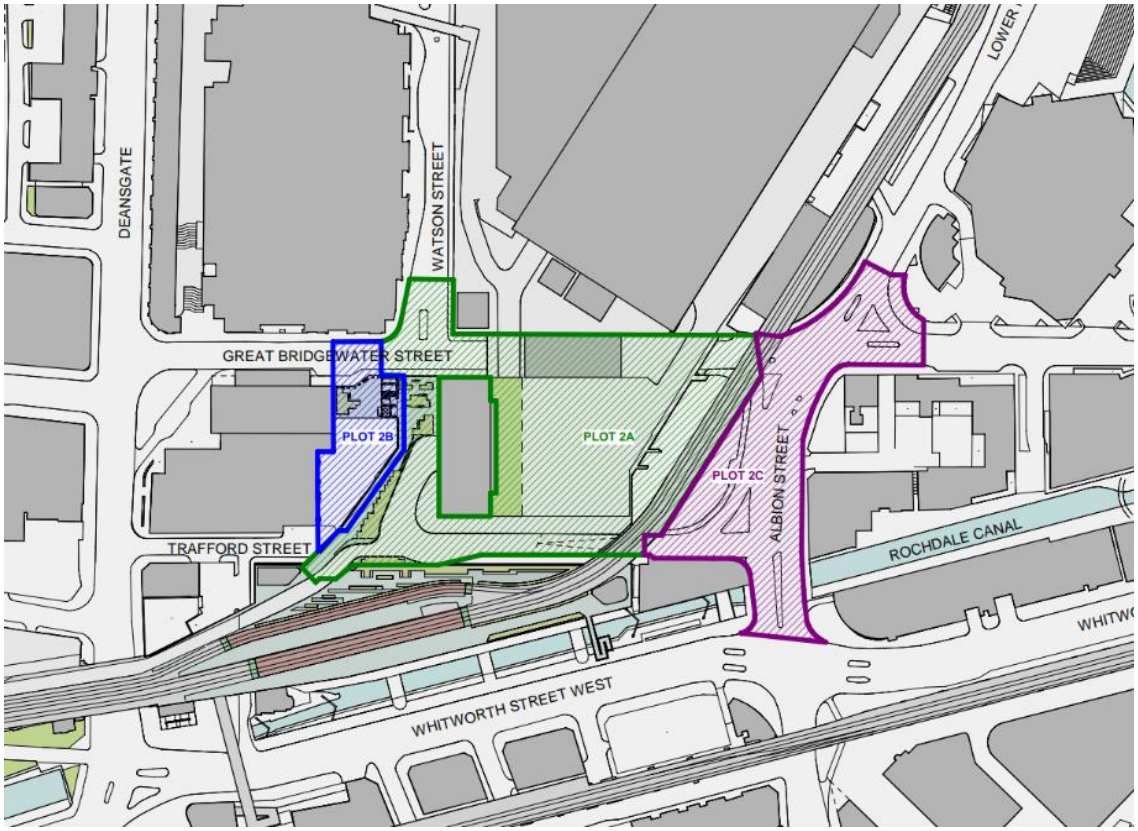


Figure 1.2 Plot Plan for the Proposed Development –

Pre-Application Consultation

1.11. The planning and listed building consent applications have been submitted following pre-application consultation with Officers at Manchester City Council, local Ward Councillors, the local community, and a wide range of statutory and non-statutory consultees. Consultation has taken place in line with Manchester City Council's Statement of Community Involvement and Historic England's advice note on tall buildings (2022).

1.12. Further details of the pre-application consultations and discussions, together with a summary of how comments have been considered in the design development, are contained within the supporting Statement of Consultation (SoC).

1.13. A summary of the pre-application consultation undertaken is provided below:

- Ongoing liaison with the Local Planning Authority including meetings on 8 March 2023, 23 August 2023, 27 September 2023, 23 November 2023, 12 March 2024.
- Two virtual Councillor briefing meetings: with Deansgate Ward Councillors on 01 December 2023; and with Councillor White (Executive Member for Housing and Development) on 05 December 2023.
- Pre-application public consultation was undertaken virtually and in person. A consultation website, which included information the Site and the Proposed Development and invited members of the public to make comments went live on 27 November 2023. The consultation was publicised via a leaflet drop 2,650 homes, businesses and landowners in the local area and via local press. The website was launched on 27 November 2023 and was visited 4,797 times. The comments received have been considered as part of the design development.
- The consultation website included details of an in-person drop-in session which was held on 04 December 2023. The session provided an opportunity for local people to learn more about the proposals, raise questions for the project team to answer, and to provide written feedback. The session was attended by 25 people.

- Castlefield Forum was also invited for a briefing on the proposals; however, a response was not received.
- Other organisations consulted during the pre-planning stages include MCC Highways, Environmental Health, and Transport for Greater Manchester (TfGM).
- Historic England (HE) were consulted between September 2023 and March 2024 via 5 briefings and meetings and one site visit. Written advice was received from HE on 11 March 2024 advising that they would object to the Proposed Development if submitted. A final meeting took place on 26 March 2024 to discuss to content of HE's written response and the findings of the Heritage Impact Assessment to be submitted with the application.
- Neighbouring landowners and operators have been directly consulted during the pre-application process. Manchester Central Convention Complex Ltd (MCCCL) have been engaged throughout to ensure the successful integration of the Proposed Development with the convention centre's operations throughout construction and operation. This engagement is envisaged to continue beyond the grant of planning permission.
- A pre-application meeting was undertaken with Greater Manchester Police (GMP) to present the proposals and receive feedback on security credentials of the scheme.

1.14. Overall, pre-application engagement has indicated general support for the delivery of new residential developments, including affordable homes, and public realm improvements in the area.

Technical queries, comments and issues raised during the consultation period have been addressed within the Statement of Consultation, this Statement, Design and Access Statement, and accompanying technical documents. Further statutory consultation will be undertaken on the proposals during the determination period and the Applicant will continue to engage with the Local Planning Authority as part of the on-going planning process.

Report Structure

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

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

2. Policy Context

2.1. Guidance and policy requirements with regard to consultation and pre-application engagement is set out at both the national and local level in this section.

National

Localism Act

2.2. The Localism Bill was introduced to Parliament on 13 December 2010, and was given Royal Assent on 15 November 2011, becoming an Act ("the Act").

2.3. The main aim of the Act is to shift power from Central Government back into the hands of individuals, communities and Councils. It includes five key measures as follows:

- Community rights.
- Neighbourhood planning.
- Housing.
- General power of competence.
- Empowering cities and other local areas.

2.4. Part 6 of the Act specifically deals with planning and Chapter 4 sets out requirements in relation to consultation before applying for Planning Permission.

2.5. Section 122 of the Act amends the Town and Country Planning Act 1990 to include a new section 61W that sets out a requirement to carry out pre-application consultation as follows:

Where —

a) a person proposes to make an application for planning permission for the development of any land in England; and

b) the proposed development is of a description specified in a development order, the person must carry out consultation on the proposed application in accordance with subsections (2) and (3).

2.6. Subsections (2) and (3) state:

a) The person must publicise the proposed application in such manner as the person reasonably considers is likely to bring the proposed application to the attention of a majority of the persons who live at, or otherwise occupy, premises in the vicinity of the land; and
b) The person must consult each specified person about the proposed application.

2.7. Subsection (4) outlines the requirements in regard to publicity of applications:

Publicity under subsection (2) must —

a) set out how the person ("P") may be contacted by persons wishing to comment on, or collaborate with P on the design of, the proposed development; and

b) give such information about the proposed timetable for the consultation as is sufficient to ensure that persons wishing to comment on the proposed development may do so in good time.

2.8. The Act also sets out a duty to take account of the responses to consultation. Section 61X requires a developer to have regard to any comments or responses generated by the consultation undertaken in accordance with section 61W, when deciding whether to make any changes to proposals before submitting a planning application.

2.9. Section 61Y enables the Secretary of State to set out further provisions as to how the consultation required under new section 61W should be undertaken in practice.

National Planning Policy Framework (2023)

2.10. The Department for Communities and Local Government published the amended NPPF in December 2023. The document sets out the Government's planning policies for England and how these are to be applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.

2.11. Paragraphs 39 to 46 address pre-application engagement and front-loading. Paragraph 39 observes that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. It goes on to state that good quality pre-application discussion enables better co-ordination between public and private resources and improved outcomes for the community.

2.12. Paragraph 40 directs local planning authorities to encourage any applicants who are not already required to do so by law to engage with the local community, where they think this would be beneficial, and, where relevant with statutory and non-statutory consultees, before submitting applications.

2.13. Similarly, paragraphs 138 to 139 set out how Local Planning Authorities should have regard to early, proactive and positive engagement with the local community and their views, as well as addressing any comments received from design review panels.

2.14. The NPPF also promotes the use of the Local Planning Authority Pre-Application Service in order to encourage a partnership approach to applications. It is considered that early engagement with the Local Planning Authority is often conducive to the best result for the application, as it highlights where further work is required.

National Planning Practice Guidance

2.15. In March 2014, the Government issued the National Planning Practice Guidance as an on-line resource, which is designed to bring together planning practice guidance for England in an accessible and usable way. The Guidance was amended in March 2019 and subsequently December 2023 following updates to the NPPF.

2.16. The Guidance provides further detail to assist in the understanding of planning policies set out within the NPPF, including requirements for pre-application engagement.

2.17. The 'Consultation and pre-decision matters' identifies that:

- In line with the policies of the NPPF, statutory consultees have an important role to play in the pre-application stage and should be engaged early; and
- Pre-application consultation with the local community is encouraged where it adds value to process and outcome.

Local

Manchester City Council Statement of Community Involvement

2.18. MCC adopted a refreshed Statement of Community Involvement (SCI) in June 2018. The SCI sets out how and when MCC will involve the community in relation to the preparation and revision of the Local Development Documents and in the process of making decisions on planning applications.

2.19. Appendix 1 of the SCI provides guidance on developer-led early engagement.

2.20. The SCI states that early engagement has significant benefits by improving the efficiency and effectiveness of the planning system for all parties. Therefore, developers are encouraged to consult before submitting a planning application.

2.21. The SCI encourages developers to consult with the public and various parties, which could include equalities groups, as well as with specific infrastructure and service providers who can advise developers on any need for increased provision of services.

2.22. Consultations should be inclusive, transparent, clear and understandable. Additionally, developers are encouraged to submit a record of the consultation that took place with their planning submission, which is detailed within Section 3 of this Statement.

Summary

2.23. This section has set out the relevant elements of Planning Policy that relate to the formulation of development proposals during the pre-application stage.

2.24. The following section of this report sets out, in detail, the amount of pre-application and engagement that has taken place with the local community, statutory and non-statutory consultees in line with the guidance and requirements set out above.

3. Consultation Strategy and Responses

3.1. This section describes the consultation that has been undertaken by the Applicant and the project team. It includes an outline of the consultation strategy and the outcome of the consultation process.

Consultation Approach

3.2. Pre-application consultation has been focused upon engaging with key stakeholders regarding the Viadux Phase 2 proposals, including the way in which the detailed design of the proposals has responded to the site context and the strategic and economic context.

3.3. This process has sought to address any specific site considerations, questions and comments that have been raised during the consultation process, which in summary comprised:

- Regular meetings throughout the design development process with Manchester City Council's Planning Officers.
- Engagement with MCC Highways, Historic England and Greater Manchester Police.
- Technical discussions related to the Environment Impact Assessment disciplines and stand-alone technical assessments.
- A Public Consultation Event giving the local community on opportunity to learn more about the proposals and provide feedback both in person and online.

3.4. The sections set out in subheadings below further describe the consultation activity undertaken in preparation of the Application, provides a summary of the feedback received and how this has been addressed within the proposals.

Pre-application Consultation

3.5. As part of consultation process, pre-application discussions were undertaken to understand the various stakeholder priorities. The pre-application consultation has been focused upon providing an explanation of the proposed next phases of development within the Viadux developments. As part of the consultation process, the way in which the detailed design of the proposals has responded to the Site's economic, planning and regeneration context has been explained.

Manchester City Council

3.6. The Proposed Development has been worked up in consultation and collaboration with the Local Planning Authority, with meetings held on 23 August 2023, 27 September 2023 and 23 November 2023, 12 March 2024 alongside regular email correspondence.

3.7. The feedback received has been constructive and supportive in principle. The discussions have focussed on:

- Unlocking the next phase of development at the Viadux site, to continue the process of positive regeneration in line with well-established regeneration objectives.
- The replacement of the previously consented 15-storey office by a much taller residential tower.
- The potential for the Proposed Development to add to the existing residential offer and provide homes on a brownfield site.
- The provision of much needed Affordable Housing as part of the residential offer and commitments to delivery.
- Creating buildings that are of high design quality that positively contribute to the wider placemaking of the area and townscape of the City.
- The opportunity to enhance the surrounding public realm, create high-quality spaces for residents and the wider community to enjoy, supported by commercial elements to attract people to this location throughout different times of the day and evening.
- Ensuring strong links and legibility within and around the Site is provided to facilitate inclusivity and promote active and sustainable travel for new and existing residents including those in surrounding areas. This included

providing an agreement in principle that sufficient cycle parking was brought forward within the Proposed Development, however this did not have to be a 100% provision due to this not being fully utilised on other schemes.

- Agreeing the approach to technical reports, including the Environment Impact Assessment to ensure a technically robust assessment of the key planning and environmental considerations.
- The Council's ambitions and policy towards sustainability and net zero, ensuring this is considered and addressed across disciplines.
- Design, massing and scale of the Plot 2a and 2b buildings in particular, including consideration of microclimate disciplines to create a place that is safe, comfortable and futureproofed for future generations.
- Design of Plot 2c and its relationship with Albion Street.
- Proposed works to the listed viaducts and the bridge in Great Bridgewater Street and agreeing key views to be assessed during the application.

Technical Officers

3.8. The technical team has engaged with relevant technical and statutory consultees.

3.9. This has included relevant Highway and Environmental Health Officers at MCC to agree the scope of Environmental Statement, supporting statements and conclusions to ensure a robust and acceptable approach has been taken throughout the development and assessment process.

3.10. SLR (transport consultants) have had ongoing discussions with MCC Highways and TfGM. These have largely been focused on the highway design for Albion Street and Great Bridgewater Street (including traffic signal operation).

3.11. The highways layouts proposed are a result of these discussions and are detailed in the Transport Impact Assessment prepared by SLR and submitted as part of the planning application.

3.12. Furthermore, an Environmental Scoping Report was issued to Manchester City Council on 20 December 2023 which detailed the scope of the assessments. A response was received from Manchester City Council on 22 February confirming their agreement with the proposed Scope of the EIA.

Local Ward Councillors

3.13. Two virtual Councillor briefing meetings took place, with Deansgate Ward Councillors on 01 December 2023 and with Councillor White (Executive Member for Housing and Development) on 05 December 2023 respectively. The purpose of these meetings was to outline the emerging proposals, offer the Councillors an opportunity to share their views and discuss how they relate to existing communities and the wider area within which the Proposed Development will sit.

3.14. Key comments and discussion points raised in the Councillor meetings in regard to the residential offer were as follows:

- Queries on the tenancy type and price point of the residential buildings and how this is line with the economic vision of the City in terms of supporting young professionals.
- Queries as to whether the price of the affordable housing would be tied to the Plot 2a tower.
- Suggestions that there is a preference for a Registered Provider to manage the Affordable Housing.
- Comments that Affordable Housing is a welcome element of the proposals and is seen as positive.
- Queries as to when the Affordable Housing building is proposed to be delivered as part of the phasing strategy.
- Comments that high density living will help relieve pressure on the surrounding Greater Manchester boroughs by meeting increased housing demand within the City.
- Queries as to whether any contributions would be made toward amenities such as childcare and NHS dentists due to the increase in people who will be living in the area.
- Queries as to how the Proposed Development may impact the local micro-climate, most notably around the Great Bridgewater Street area.
- Comments that re-activation of the listed Viaduct was a welcomed element of the proposals.
- Queries as to whether developers in the area could co-ordinate construction plans to maximise safety.

3.15. Key comments and discussion points raised in the Councillor meetings in regard to the consultation strategy were as follows:

- Queries on how conversations with Manchester Central Convention Complex (MCCC) have progressed.
- Discussions regarding the frustrations of local residents with new developments and what more can be done to integrate them into the community.
- Comments that the outcome of the consultation will indicate whether there is support for dense and affordable housing in the area.
- Queries on the responses received from future purchasers of the Phase 1 scheme.
- Queries on how Historic England had responded to the impact on views from surrounding heritage assets.

3.16. Key comments and discussion points raised in the Councillor meetings in regard to environmental, amenity and construction impacts were as follows:

- Discussions on the area already being windy and clarification being needed on the measures in place to ensure this is not made worse.
- Queries on the impact on existing parking at the Site.
- Expectations that a robust, pedestrian-centred Construction Management Plan would be provided. Assurance should also be given that adequate protection will be afforded to cyclists during the construction process.
- Discussions on there being many developers working within a relatively small area and so construction work needing to be co-ordinated to ensure the safety of pedestrians.
- Strong support for the activation of the listed viaduct.
- Comments that there is currently a lack of signage on Great Bridgewater Street to mark the construction being carried out.
- Comments that Biodiversity Net Gain (BNG) policies would need to be robustly addressed in the planning submission.
- Queries as to whether Metrolink tram operation would be impacted through construction.

3.17. Key comments and discussion points raised in the Councillor meetings in regard to public realm and landscaping were as follows:

- Discussions on whether it would be possible to connect the green walkway being developed at the Castlefield Viaduct with the public realm proposed within this scheme.
- Comments that more trees in both public and private areas would be welcomed.

3.18. Overall, individual Councillors consulted were supportive of the Proposed Development with positive discussions taking place in relation to specific elements of the Proposed Developments. Responses to the Councillor comments raised are addressed in table 3.1.

Manchester Airport Safeguarding Group

3.19. National Air Traffic Services (NATS) were contacted regarding the proposals via email on 23.01.24.

3.20. NATS were issued a copy of the Technical Aerodrome Safeguarding Assessment to review and their feedback on the development's height in relation to the operation of flights to and from Manchester Airport was queried.

3.21. NATS confirmed via email on 29.01.24 that they do not anticipate raising an objection to the scheme due to the mitigation already in place for Viadux Phase 1 of the project and other nearby developments.

Historic England

3.22. An initial briefing session was held with HE on 27 September 2023 to introduce the proposals to officers. It was raised at this meeting that there would be a change of personnel and a different Historic Building Inspector would take over on behalf of HE.

3.23. During this initial briefing, early feedback was as follows:

- Comments that HE is likely to be supportive of the work to the arches due to the genuine activation of the spaces which are bringing the arches back to use in an interesting way.

- Notes that while Manchester is a dynamic city which includes tall buildings as part of its offer, there is a need to preserve its special character – a lot of which is Victorian and Edwardian in character.
- Comments that there is not a fundamental issue with tall buildings however HE would need to consider the proposal against the NPPF and HE published guidance.
- Comments that the proposal is interesting from an architectural perspective in terms of the building form.

3.24. A second briefing was held with HE on 16 November 2023 where the two Historic Building Inspectors who were taking over engagement with the scheme were in attendance. Early wirelines of the scheme from a selection of key views were presented during this session.

3.25. Feedback during this session was as follows:

- Queries as to whether the proposed heritage views had been agreed with MCC and whether the 500m radius considered in regard of surrounding heritage assets had been extended due to the building height.
- Notes that there is a lesser impact on the viaduct; however, there will be a change in visual impact and that this visual impact could not be assessed until the views and visualisations had been developed.

3.26. A third briefing with HE was held on 07 December 2023 at which further visuals were presented.

3.27. Feedback during this session was as follows:

- A request that within the planning submission and visual assessment as part of the heritage assessment, the sequence of previously approved developments on-site should be clearly shown so that it is clear what the established future baseline in.
- Discussion and comments on the viewpoints to be considered as part of the application.
- Confirmation that further advice would need to be provided under HE's Advanced Advisory Service.
- A request that a further meeting was set up once rendered verified historic views had been developed.

3.28. A fourth meeting and site visit with HE's Advisory Committee (HEAC) was held on 16 January 2024, comprising a walking tour to the Site, surrounding streets, St Ann's Square and St Peter's Square. The Applicant offered to show the committee members around the completed Phase 1 development within the listed arches to show the approach taken to preserving this heritage asset; however, due to time constraints this offer was not accepted. A full briefing was then provided to the HEAC outlining the proposals in detail. Following this session, HE sent an advice letter on 11 March 2024, advising that they would object to the proposals if submitted in the form presented during pre-application consultations due to the height of the proposed tower and its consequent impact upon the setting of heritage assets.

3.29. A final engagement with HE took place on 26 March 2024 to discuss the contents of their letter dated 11 March, including clarifications around the previous consents on-site, the baseline significance, the policy position, and the design approach. The conclusions of the Heritage Impact Assessment to be submitted with the application were also presented and discussed. HE's feedback and the Applicant's response is detailed within the Planning and Tall Building Statement and Design & Access Statement.

Community Consultation

3.30. One of the most important aspects of the consultation strategy is wider community consultation. The Site is located in an area of the city centre which has seen a significant amount of regeneration.

3.31. During COVID-19, public consultation on adjacent and nearby sites was undertaken virtually in the form of an online consultation web page. This method proved successful in increasing the number of people who engaged with the scheme and provided them with an opportunity to provide feedback without needing to attend an in-person event.

3.32. Online consultation websites are a useful way of engaging wider participation in discussions about designs and plans, and to gauge feedback from the community.

Advertisement

3.33. Leaflet invites to the public exhibition were delivered to 2,650 homes, businesses and landowners within the vicinity of the Site. A copy of the leaflet is available in Appendix A of this Statement.

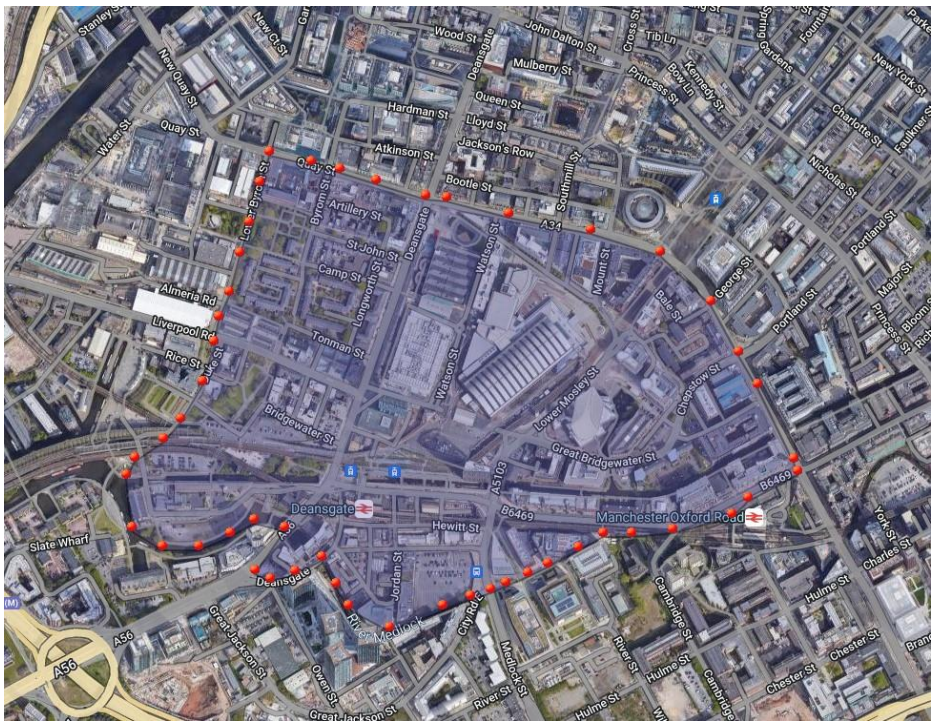


Figure 3.1 Consultation Boundary shown in shaded blue with red points defining edges

3.34. The Catchment Area, as defined in Figure 3.1, was derived taking into consideration the surrounding residential uses to the south and west of the Site adjacent Great Bridgewater Street and Deansgate, as well as north and east to include the Great Northern Warehouse, Manchester Central Convention Complex and surrounding businesses.

3.35. The consultation area was sent to the local planning authority on 10 October 2023 who confirmed their agreement on 17 October 2023.

3.36. The consultation area was sent to the local Deansgate Ward Councillors on 10 November 2023 and no further comments were received.

3.37. Upon the launch of the consultation, on 27 November 2023, Castlefield Forum were issued an email to notify their members of the launch of the consultation. The email also provided a brief introduction to the plans, a link to the consultation website, and an invitation to the in-person drop-in session.

3.38. A press release advertising the proposals was issued to local media outlets to introduce the development proposals and publicise the consultation. As a result of issuing the press release, articles appeared in the following publications:

- Place North West
- Manchester Evening News
- BusinessLive
- Architects' Journal
- Secret Manchester
- Construction Enquirer
- Manchester Confidentials
- Building Design & Construction Commercial
- I Love Manchester

3.39. After the release of the Public Consultation the proposals were also reported by wider media outlets such as the BBC.

3.40. It is considered that this represents a wide-reaching effort to effectively advertise the public exhibition. This is further evidenced by the strong number of website visits, as described below.

Online Consultation Website

3.41. The dedicated website can be accessed here: www.viadux2-consultation.co.uk. The website went live on 27 November 2023 and a three-week period was allowed for comments to be made, until 18 December 2023. The consultation website has remained accessible since this date.

3.42. The website included the following information: the Applicant and the project team; the development opportunity; the Site, the strategic context of the area, and the proposals, including design evolution; layout; microclimate; and landscaping, streetscaping and public realm.

3.43. A dedicated 'Have your Say' page was provided to enable members of the public to provide comments and ask questions via the website.

Public Exhibition Event

3.44. An in-person drop-in session was held on Monday 4 December 2023 at 53two (Arch 19, Watson St, Manchester, M3 4LP) between 4pm and 7pm. The venue was chosen as it ensured ease-of-access for local residents and neighbours given its close proximity to the proposed site.

3.45. The sessions provided an opportunity for local people to learn more about the proposals, meet members of the project team, and provide feedback.

3.46. Physical feedback forms were available at the event as an alternative to the online form.

3.47. Copies of the display boards presented to the public are available in Appendix B of this Statement.

Comments Received

3.48. The website had a total of 4,797 visits. In total 94 responses were received.

3.49. Of the 25 individuals who attended the in-person event, 7 completed feedback forms.

3.50. A total of 3 further comments were sent via email to the consultation email address provided on the website.

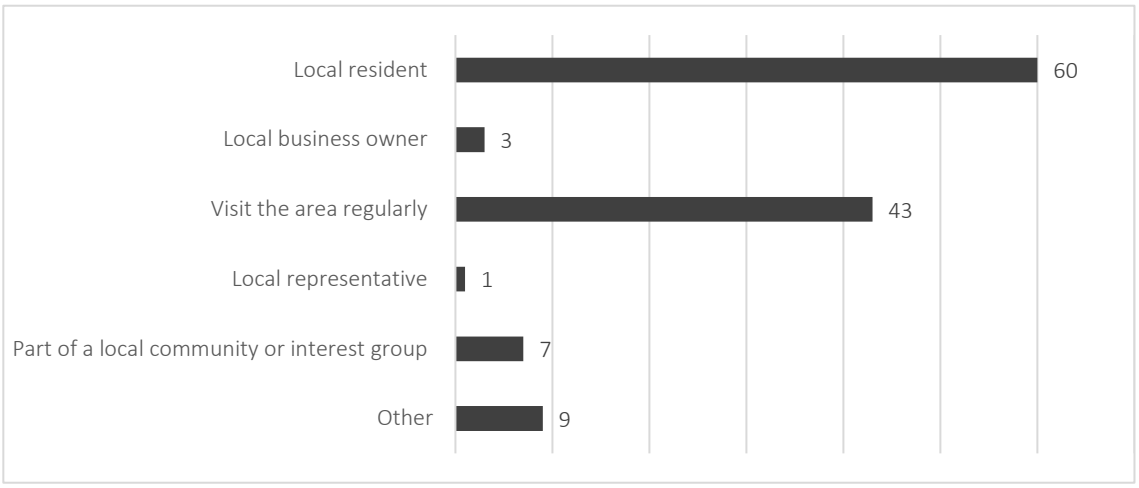
3.51. The consultation website presented the following questions:

1. How would you describe your interest in these proposals?
2. How did you find out about the consultation?
3. To what extent do you support our plans to help meet local demand for housing by delivering c.780 apartments and c.130 affordable homes through Viadux Phase 2?

4. To what extent do you support our proposed public realm improvements and the creation of new pedestrian routes?

3.52. The below considers the responses received to the aforementioned questions.

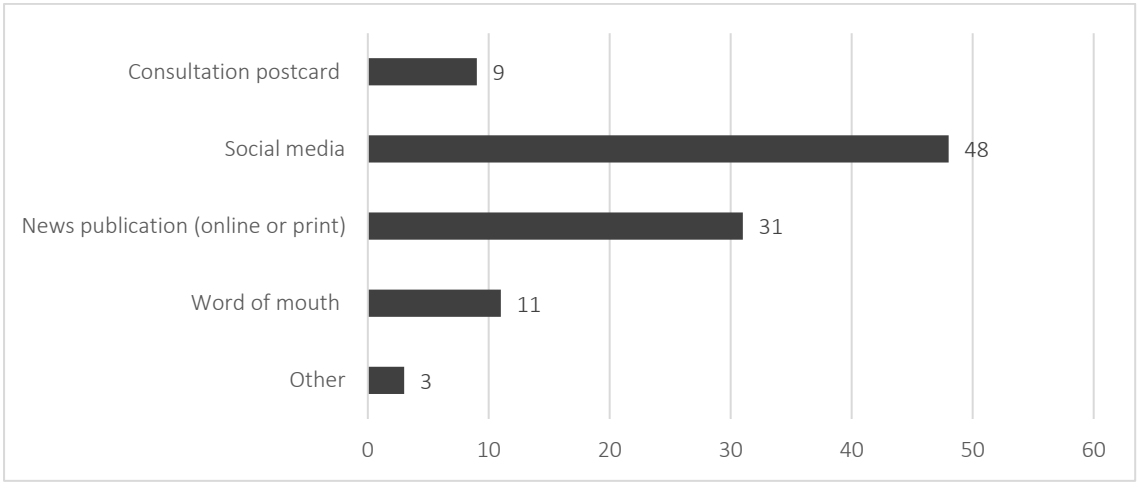
3.53. The responses to question 1 were as follows:



3.54. Those that selected 'Part of a local interest group' listed 'Skyscraper City' and 'Beetham Tower Residents' Association'.

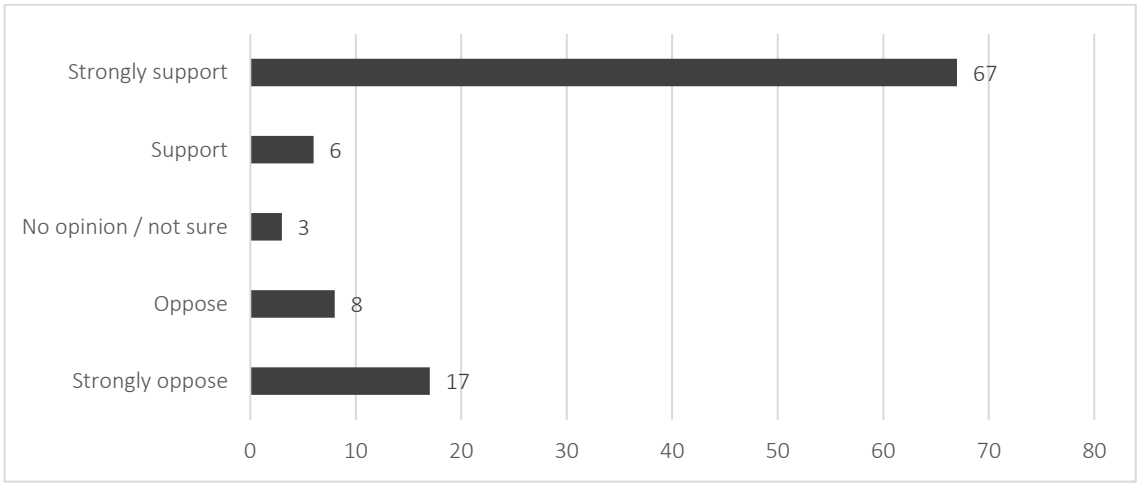
3.55. Those that selected 'Other' register themselves as 'Viadux Phase 1 purchaser' x4, 'Resident in the wider Manchester area' x2, Work in the local area and Architectural assistant for a local practice.

3.56. The responses to question 2 were as follows:



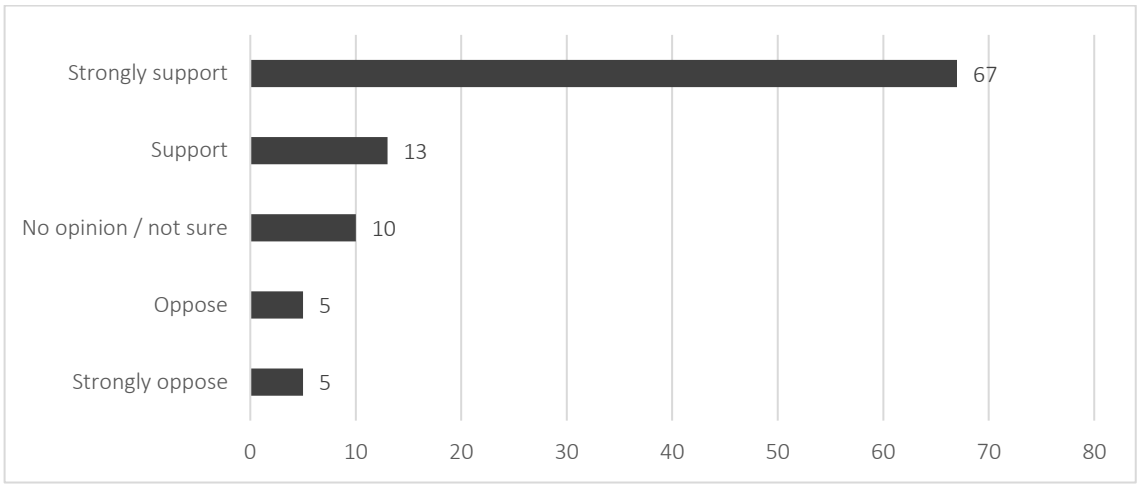
3.57. Those that selected 'Other' listed x2 'Place North West' and Skyscraper City.

3.58. The responses to question 3 were as follows:



3.59. The majority of respondents expressed support for the plans to deliver to new housing as part of Viadux Phase Two, with 74% suggested stating they either 'Strongly support' or 'Support' this aspect of the plans.

3.60. The responses to question 4 were as follows:



3.61. The proposed public realm improvements and new pedestrian routes received strong support from respondents, with 83% indicating that they either 'Strongly support' or 'Support' this aspect of the plans.

3.62. The project team's responses to the consultation comments are provided in Table 3.1 below.

Table 3.1 Summary of comments received in relation to Phase 2 during the public consultation process

Theme	Comments Received	Response
Design and architectural quality	• Several requests to include some form of publicly accessible space/viewing level at the top of the residential tower. • Another respondent suggested a public restaurant should be included on one of the upper levels of the tower.	• Although not possible to provide a viewing platform at the top of the Plot 2a development significant public realm is being put forward as part of the proposals. Most notably this includes the improvement of the area around Great Bridgewater Street and Albion through highway improvements, helping to transform this currently uninviting area. In addition, further public realm is provided via a new public connection between Deansgate Metrolink Station and Great Bridgewater Street helping to connect the Site to the rest of the City Centre. • The possibility of introducing a viewing platform was explored however it would not be possible to incorporate the additional lifts shafts into the core as it would increase the overall core size considerably and therefore require significantly larger opening through the listed viaduct which is not practical from a structural or heritage perspective. • It is not possible to provide a rooftop restaurant as part the Proposed Development due to range of technical limitations such as access considerations. However, the location of the Site within the City Centre means that it is within short walking distance to an extensive amount of restaurants, most notably those located within Great Northern Warehouse and First Street which are easily accessible from the Proposed Development.
	• Comments criticising the similarity of the glazed design of the buildings in comparison to other recently built high-rise buildings in the city centre. It was suggested that the design should be more unique, innovative and visually striking. It was also suggested that the design should relate to Manchester's character and identity. • Another respondent expressed opposition to the glazed design of the buildings on the grounds that it will result in poor energy efficiency. • A comment expressing concern for the choice of materials/colour palette for the towers.	• The proposed 76 storey tower (Plot 2a) would be the centre of a cluster of tall towers and would add to the striking towers which have positively altered the city skyline and have proven to be a landmark when viewing the city from afar. Care has been taken to ensure that the building complements the existing cluster, so as not to distract from the surrounding heritage assets, whilst ensuring the design is appropriate for its landmark status. • The Proposed Development will contribute to the prominent clustering which signals the entrance to the City Centre from the south-west and the glazed design has been chosen to be in keeping with the design of the development that has already come through in the existing clusters.

Theme	Comments Received	Response
		• In terms of energy performance of the building extensive measures have been introduced to maximise energy efficiency which are outlined in detail within the energy strategy. As a result current proposals are in line with the building regulations set out within Part L 2021. Full details of the energy efficiency of the building are provided within the energy strategy provided by Ridge and submitted in support of this application. • The proposed glazing has been provided to ensure natural daylight sunlight targets are achieved and reduce the reliance on artificial lighting. • Each of the proposed buildings, including Viadux Phase 01, benefits from having a strong compositional relationship with the other, the Beetham Tower, and the urban surroundings. The elegant silhouettes and geometric composition have led to the development of a rational approach to the cladding that responds to the wider city context and the vertical form of the buildings. The result is a collection of buildings that complement each other and complete this tall building cluster.
	• Several respondents made specific suggestions and requests in relation to the design of the buildings: o A few suggested that the proposed buildings appear to be situated too close together. o A request to incorporate as much green and blue space as possible throughout building to support nature recovery and local biodiversity. o A suggestion to add a façade treatment to the buildings to ensure they do not blend in the with the Great Jackson Street towers.	• The Proposed Development has been designed with adequate separation distances of between 25.6m and 26.5m to ensure that residents' privacy is not compromised. • Significant green infrastructure is being introduced as part of the Proposed Development. This includes the planting of a 33 trees as well as the introduction of a podium garden accessible to residents. As noted within the Ecological and Biodiversity Net Gain assessment the Site does not currently contain a high level of Biodiversity and therefore the Proposed Development will lead to a BNG of well over 10%. • The Site is currently not green at all as it consists of the service yards for the Beetham Tower and Manchester Central Convention Complex. The Proposed Development will therefore transform this space to create fantastic new public routes with associated landscaping features, greening within amenity spaces and the introduction of new plants and tree species.

Theme	Comments Received	Response
		• The Proposed Development has been designed to be a landmark feature for the city but has been designed to be in keeping with the glazed finishes associated within the cluster and developments close by including at New Jackson. This consequently works to create a skyline which is unique to the city of Manchester with each tall building within the cluster complementing one another while all being subtly different. • Although present within a cluster of tall buildings the finish of the Plot 2a development has been designed to be truly unique. This is exemplified by the tapered finish to the longer building elevations which move in and out at regular intervals across the height of the building. Varied glazing has also been selected between the upward and downward facing tapers to create a dramatic response to changing light conditions. In addition, fully glazed chamfered corners are proposed to create a distinct edges and further adding to the unique nature of the building.
	• A comment that the design of the site layout lacks 'good circulation' which will likely result in the development becoming a residents-only zone.	• The proposals seek to open up routes through and around the Site to enhance its connectivity to the City Centre. Connectivity into the city is enhanced through the introduction of a new pedestrian route from Deansgate-Castlefield tram stop down to Great Bridgewater Street via the new lift and staircase. • Extensive high quality public realm is also being brought forward as part of the Proposed Development, the key objective of this is to transform this currently underutilised and uninviting space to one that the local community can be proud of. This is viewed as a significant strength of the scheme and is being realised in 2 key ways: o Removing the section of the viaduct above Great Bridgewater Street and introducing high-quality materials. The walkway under this bridge is currently deemed particularly unsafe and uninviting, therefore these works will make the experience walking through the area much safer and welcoming. o On Albion Street, highway improvements are proposed to afford a more generous allowance of public realm and to create a more efficient pedestrian route into the city. Details of proposed highway improvements are outlined within the Transport Statement produced by SLR submitted in support of this application.

Theme	Comments Received	Response
	• A comment expressing interest in the type of materiality that will be used on the buildings.	• The treatment of the elevations has been carefully considered throughout the design development process to ensure the proposals are of the highest possible quality. • The material strategy has been developed to respond to the established and emerging context of the area. • Each of the proposed buildings, including Viadux Phase 1, benefits from having a strong compositional relationship with the other, the Beetham Tower, and the urban surroundings. The elegant silhouettes and geometric composition have led to the development of a rational approach to the cladding that responds to the wider city context and the vertical form of the buildings. • The result is a collection of buildings that complement each other and complete this tall building cluster. The response for each element is covered in detail in this section.
	• A comment expressing opposition to the use of black cladding for the side of the podium that faces the tram station. It was suggested that it could be a designed as a 'living wall' instead.	• A rational approach to the cladding has across the buildings has been used that responds to the wider context and form of buildings within the city. The aim is to therefore create a collection of buildings that complement each other as part of a tall building cluster as well as complimenting the wider city context. • A 'living wall' has not been brought forward as part of the design due to uncertainty and risk of these structures in relation to fire safety regulations. A living wall was explored however ultimately is not feasible for these reasons. Alternative measures to provide benefits in terms of ecology and biodiversity include the introduction of a podium garden and extensive tree planting.
Height/Massing	• Several respondents expressed concern in relation to the proposed the height of the buildings. o Potential overlooking of nearby properties o Overshadowing/loss of light for nearby properties	• The Proposed Development has been designed to minimise potential overlooking of nearby properties. Sufficient separation distances of 15m have been implemented to ensure the privacy of all residents. Furthermore, at Plot 2b the height has been carefully selected so that it tops out at the level at which the Beetham Tower residential apartments begin, to ensure the privacy of residents. • A full Daylight, Sunlight and Solar Glare chapter has been included within the EIA which concludes that overall, the impact on daylight amenity to the surrounding properties is considered to be negligible to minor adverse. This is considered to result in a non-significant impact.

Theme	Comments Received	Response

	• Suggestions to increase the height of the proposed buildings.
	  ○ One respondent noted that the tallest residential building in Western Europe (247m) is in Gothenburg, Sweden, and suggested that Viadux Phase 2 should look to exceed this.
	  ○ One respondent suggested that the building should be rounded up to 250m.
		• The requirement for an increased height at the Plot 2a development has been determined by the size of the tower footprint, being driven by the spatial constraints of the viaduct below, to ensure that all structure is brought to ground in optimal locations to limit demolition of the listed viaduct structure. This has led to a larger footprint comprising twelve residential units, compared to other residential towers in the vicinity which comprise an average of eleven. Therefore, the additional height elongates the form and prevents the massing from appearing too bulky.
		• The proposed footprint for building 2a is larger than other tall residential buildings in the vicinity, which has been led by the requirement to carefully position structure to minimise demolition to the listed viaduct structure at ground level. Therefore, the proposed height, which is taller than other local residential buildings, is appropriate based on the scale of this footprint, as it will elongate the form and prevent the massing from appearing too bulky.
		• The proposed form was informed early in the design process via a robust interrogation of massing options, with input from a specialist wind consultant who advised the team which options would respond most favourably to the wind environment.
		• Full details of the design development in relation to the massing of the Proposed Development are outlined within the Design and Access Statement prepared by Simpsons Haugh and Submitted in support of this application.

	• A comment noting that the 'right to light' of surrounding homes and properties needs to be considered.	• A daylight sunlight assessment has been undertaken in support of this application which assesses the impact of the Proposed Development in terms of the exposure to light of the surrounding developments. The assessment concludes that during the operational phase is considered to be negligible to minor adverse resulting in non-significant effects. • Right to light is also a separate issue to the planning system and therefore is not assessed as part of this report.
Viadux Phase 1	• A number of respondents who have bought/invested in Viadux Phase One properties expressed concern about the plans for Phase 2. Several suggested the revised height of Phase 2 exceeds the maximum height they were expecting it to be	• Salboy as the developer are liaising directly with the purchasers of Viadux Phase 1 properties to resolve any queries or concerns that they may have.

Theme	Comments Received	Response
	and it may result in a loss of views or privacy.	
Property Prices & Affordable Housing	• Comments expressing support for the inclusion of affordable housing. • Several respondents stated that a higher proportion of the homes should be delivered as affordable housing to help meet the city's significantly high demand. Some of these respondents noted that it was important to ensure locals are able to afford them and are not pushed out of the area. • One respondent emphasised the importance of fulfilling the existing affordable housing proposal. • A comment that more detailed information is needed on the exact nature of the affordable housing proposals. • A comment that the prices of the new properties need to be 'fair'. • A comment that the properties should be affordable freehold as opposed to leasehold, so that there are no management fees or service charges.	• The Proposals represent a commitment of 14.5% affordable housing which is a significant amount in a prime City Centre location. A viability study has been submitted as part of the planning application which outlines the details behind the rationale and feasibility of this amount. • At this stage the details of the affordable housing tenure is not known however it is envisaged that it will be delivered in partnership with a Registered Provider (RP). Early discussions have taken place with potential partners, who have confirmed their interest in the scheme. The final details of the affordable housing will be defined once the RP partner is on board, post planning , but at this stage it can be confirmed that the commitment to affordable housing delivery is absolute. This will be controlled by legal agreement and it will be genuinely affordable. • In terms of pricing, it is intended that the dwellings in the affordable block will be genuinely affordable, in line with the Manchester Living Wage. This will be managed by the RP to ensure a high-quality offering is provided. • The Applicant is fully committed to the delivery of the affordable housing which will be reflected in a s.106 agreement that commits to delivery of the affordable housing units in line with the programme for delivery of the Plot 2a tower.
	• A comment that the affordable housing properties should include a mix of rent and shared ownership.	• Please see above response in relation to the tenure of the proposed affordable housing.
	• Comments expressing opposition to 'luxury' apartments.	• The proposals at Plot 2a represent a landmark development within the City Centre with an extensive amenity offering and a high quality residential offering that responds to demand for city center living. • Proposals include 133 affordable homes which represent a 14.5% of the total residential offering which is a significant proportion for a City Centre site. The residential units brought forward will be both of an incredibly high standard and genuinely affordable.

Theme	Comments Received	Response
Landscaping & Public Realm	• Comments emphasising the importance of providing high quality public realm. It was noted that the project has the potential to revitalise a neglected corner of the city.	• A central objective of the Proposed Development is to transform an area of the City that is currently considered to be uninviting and underutilised . A key way this is set to be achieved is through the introduction of significant public realm. • The introduction of ground level public realm will play an important role in creating a positive address and interface between the streetscape and the new building frontages. • Highways improvements to both Albion Street and Great Bridgewater Street will allow for a more generous area of public realm, to create a more legible connection into the City Centre. • The removal of a section of the viaduct above Great Bridgewater Street along with the introduction of high quality materials will transform the experience along this area, which is currently considered unsafe and uninviting, making it far safer and more welcoming. • It is felt that these measures will facilitate the transformation of this area as part of the wider delivery of a world class mixed-use neighbourhood.
	• Comments that the public realm at the street level should prioritise connectivity and the pedestrian experience.	• Connectivity into the city is enhanced through the introduction of a new pedestrian route from Deansgate-Castlefield tram stop down to Great Bridgewater Street via the new lift and staircase. On both Albion Street and Great Bridgewater Street, pedestrian road crossings are enhanced and better aligned to make routes safer and more direct. A new cycle lane is also proposed along Albion Street. Full details of the transport strategy are outlined within the Transport Statement prepared by SLR and submitted in support of this application.
	• A comment that the design of the public realm should reference the city's industrial past.	• Elements of the public realm within the Proposed Development have been selected to respond to the historic context of the surrounding area such as re-activating the underused heritage asset at the listed railway arches.
Street Improvements and Alterations	• A comment suggesting that, if possible, it would be great to extend the pedestrian route along what is currently the service road north of the tram stop towards the development site.	• As part of proposals pedestrian connectivity from the Deansgate Metrolink station through the Site and into the City Centre is improved transforming an area that is currently disconnected and considered unsafe.

Theme	Comments Received	Response
		• Connectivity through the Site is enhanced through the introduction of a generous new pedestrian route from Deansgate-Castlefield tram stop down to Great Bridgewater Street via the new lift and staircase. On both Albion Street and Great Bridgewater Street pedestrian road crossings will be enhanced and better aligned to make routes safer and more direct. • In addition, highway improvement works are proposed to give a more generous amount of public realm and provide a safer and more legible connection through this area into the City Centre.
	• A suggestion to pedestrianise the roads around the site. Another respondent simply suggested making the roads more pedestrian friendly.	• Great Bridgewater Street is a key road providing access both in and out of the City Centre and is also required for access to Manchester Central Exhibition Centre service yard. Therefore, while the roads will not be completely pedestrianised improvements will be made in regards to safety and the pedestrian experience. • Through these measures it is felt that the area which is characterized currently by poor connectivity and street quality into one that is safe and well connected to the wider City Centre
	• A suggestion to redesign the Albion Street junction and roads to make the area pleasant for residents and visitors.	• Numerous improvements are being proposed on Albion Street to improve the experience around this area. • The kerb line has been pushed out to afford a more generous allowance for public realm and to create a more generous efficient pedestrian route into the city. • On both Albion Street and Great Bridgewater Street pedestrian and road crossings are enhanced and better aligned to make routes safer and more direct. A new cycle lane is also proposed along Albion Street.
	• A suggestion to include cycle infrastructure along Albion Street and Great Bridgewater Street to encourage sustainable travel.	• It is acknowledged that the area in which the Site is located is currently deemed unsafe for cyclists and pedestrians. Consequently, highways improvements have been included in the Proposed Development to improve the experience for both pedestrian cyclists. Albion Street will be narrowed, widening the footway and a signalised pedestrian crossing will be implemented. In addition, cycling facilities will be improved along Great Bridgewater Street and improved paving and lighting will also be implemented.

Theme	Comments Received	Response
		• Safety of cyclists will also be enhanced through addressing the substandard left turn that is currently present coming out of the Site which is not designed for large vehicles and therefore puts pedestrians and cyclists at risk. • As part of the commitment to encourage sustainable travel through the design of the Proposed Development, significant cycle parking spaces are being provided. At basement level 548 cycle spaces will be brought forward as part of the Proposed Development. 133 cycle spaces will also be provided to serve the affordable housing block at Plot 2b. • Due to its City Centre location, the Site is also in proximity to numerous docking stations for the Bee Network cycle share scheme. This allows the more casual bike user to still access this mode, further encouraging sustainable travel.
Commercial	• A suggestion to use the space under/between the viaducts/arches for something more 'active' as opposed to retail outlet, such as street market, street food stalls, an art gallery, or restaurants/cafes.	• Although street markets or stalls under or between the viaduct arches are not proposed as part of the scheme, an extensive amount of amenity will be offered as part of the Proposed Development. The location of the Site within the City Centre means it is located within walking distance of the extensive amenities, including food stalls, art galleries and restaurant/cafes located across Manchester City Centre. Amenities are also being offered as part of the Proposed Development with a cycle café being brought forward within the arches as well as commercial space within the affordable housing block and it is still yet to be confirmed the tenants of this commercial space.
	• One respondent commented that more than five retail units should be included in the plans for the development.	• Due to the Site being highly constrained, careful consideration has been given throughout the design development process to the proposed uses to be included as part of the scheme. The provision of five retail spaces is deemed appropriate to curate a suitable balance between commercial uses, private amenity space and the residential buildings. • Three retail units will be provided within Plot 2b at viaduct level, as well as one at street level at Plot 2a all to serve both new and existing communities. These units are in addition to those being delivered at Plot 2c.
Sustainability & Environmental Impact	• A comment that sustainability needs to be addressed in the plans for the development. This respondent suggested that the inclusion of a garden will not suffice.	• Improving sustainability is a central driver of the proposals. Numerous measures have been incorporated into the design to enhance sustainability, such as:

Theme	Comments Received	Response
		- Integration of passive principles of environmental design in terms of orientation, natural ventilation, maximisation of daylight; - High performance building envelope that incorporates low U-values and advanced glazing technology to limit heat loss/gain; - State of the art building services systems, including air source heat pumps and heat recovery for all heating, cooling and hot water demands. • As a result of these measures at Plot 2a an improvement of 77.8% on the target CO2 emission rate is predicted. • At Plot 2b a 73.2% betterment on the target CO2 emission rate is predicted within the residential areas and a 5.3% improvement in the amenity space. • At Plot 2c is expected to see a betterment of 19.3% on target CO2 emissions rate. • A full summary of the measures being implemented to improve energy performance is provided within the Energy Strategy produced by Ridge in support of this application. • The Site's highly sustainable location also means that a car-free development can be delivered, with very generous cycle storage and facilities incorporated into the buildings. This will encourage both residents and those travelling to the Site to use alternative and more sustainable modes of transport, most notably the Metrolink due to the Site's proximate location to the Deansgate-Castlefield Metrolink station.
	• A comment emphasising the importance of giving ample consideration to the environmental impact of the development in relation to the local wildlife and birds, as well as the carbon pollution and impact of using any raw materials. It was suggested that the development should look to offset any of the aforementioned impacts.	• Significant weight has been given to enhancing the Ecological environment as a result of the Proposed Development. • An Ecological and Biodiversity Net Gain Assessment has been undertaken in support of this application by Penny Anderson. • The report notes that the Site contains no potential tree roost sites for bats and the hard standing provides no significant foraging habitats for bats. A detailed building inspection will also be undertaken to detail any potential bat roost features within the buildings to ensure the Proposed Development will have no adverse impacts on this wildlife feature.

Theme	Comments Received	Response
		• The Ecological Assessment also notes the limited suitability on site for foraging or nesting of bird species such as black redstart or peregrine. • The Biodiversity Net Gain assessment also notes that Proposals will significantly enhance biodiversity on Site due to the introduction of habitat features such as trees. The Site currently has limited biodiversity presented meaning the proposals will lead to a Biodiversity Net Gain of >10% far in excess of the relevant policy. • In the selection of material, consideration will be given to the embodied carbon footprint, its recyclability and recycled values / content. The Contractor will employ procurement procedures, ensuring the environmental impact of materials are considered in their selection. • The use of local supply chains will be promoted to reduce the transportation impact of materials to and from site, whilst investing capital into the local economy and supply chains.
	• One respondent suggested that the development should achieve net zero.	• The energy supply of the Proposed Development is linked to the decarbonisation of the National Grid as a whole which is rapidly decarbonising in line with the UK's national net zero target which is set to be achieved no later than 2050. • Various measures have been included within the design of the Proposed Development to improve sustainability, amongst others this includes: o Providing sufficient glazing to ensure natural daylight targets are achieved, reducing the reliance on artificial lighting. o Efficient LED lighting o Energy Efficient plant and white good to reduce unregulated energy load o Energy monitoring and primary plant to develop a real-life picture of energy usage and carbon emissions o Occupancy controls on equipment to reduce off-peak energy loads o Low carbon technologies such as air source heat pumps for heating and cooling water. • These measures have been introduced to support the proposed energy strategy which is being driven by the principles of 'Be Lean, Be Clean and Be Green'

Theme	Comments Received	Response
		• Based upon these the energy strategy is exceeds the requirements as set out in the Part L 2021 regulations. Full details of the above can be found in the energy strategy prepared by Ridge and submitted in support of this application.
Castlefield Viaduct	• A comment suggesting the development should link up with the National Trust portion of the Castlefield Viaduct if possible.	• Proposed Improvements to the surrounding public realm will contribute to a more attractive environment that is well connected to the City Centre, including the exhibition at the Castlefield Viaduct. • Furthermore, development of an underutilised site for residential use located near to the National Trust portion of the Castlefield Viaduct will serve to benefit the asset through an increased pool of potential visitors who will have convenient access to go and appreciate this exhibition. • The Applicant is open to dialogue with the National Trust to discuss they can support this exhibition through this development.
Parking, traffic and vehicular movement	• A comment that the proposal will serve to increase the level of traffic on what is already a heavily congested corner of Manchester. This respondent also suggested it will have an impact on Manchester's 2035 net zero target.	• A Transport Assessment has been prepared in support by SLR in support of this application. This report notes that the development will be car free, meaning there will be little impact on the nearby traffic with the only vehicle trips being generated being servicing, deliveries and pick up/drop off trips. If residents do want to travel to the Site by car then there is a considerable amount of parking available within a 10 minute walk of the Site a full list of which are provided within the Transport Statement submitted in support of this application. • In terms of its impact on the Manchester Net Zero target the Transport Assessment also assesses the modal share of trips generated which demonstrates over 85% will be via sustainable modes (Walk, Cycle, Bus, Rail, Metrolink) due to the Sites highly accessible location. The other 15% will be via vehicular transport such as Taxis, LGVs, OGVs and Car Clubs.
	• Queries as to whether Metrolink tram operation would be impacted through construction	• When constructing the Proposed Development, the team will liaise with Transport for Greater Manchester and make sure any work that could impact the Metrolink would take place outside of operational hours.

Theme	Comments Received	Response
		• We would anticipate a condition is attached to any subsequent Planning Permission and will be agreed with TfGM prior to works commencing. It is also important to note that all necessary offsets are maintained or exceeded.
	• A request for further information regarding how vehicular access from Trafford Street will be managed. • A comment noting the importance of including parking for refuse vehicles.	• A full Transport Assessment produced by SLR has been submitted in support of this application which details surrounding traffic control methods. • The Transport Assessment notes that it is not possible for vehicles to turn right from the Trafford Street ramp onto Albion Street to head south. Therefore, vehicles will be required to continue left from Trafford Street on to Albion Street, then let onto Great Bridgewater Street and again into Deansgate before heading out of the City Centre. This is as per the existing situation noting the slip road from Albion Street to Great Bridgewater Street will be removed to improve the pedestrian experience. As per the Waste Management Strategy produced by SLR in support of this application refuse vehicles will use the Viaduct level service yard.
	• A pedestrian-centred Construction Management Plan would be provided. Assurance should also be given that adequate protection will be afforded to cyclists during the construction process.	• A construction management chapter has been included within the Environmental Statement which provides details related to risk assessments, health and safety, environmental management and Logistics and Traffic Management. A detailed programme of construction activities and sequencing will be provided by the Contractors as part of the detailed CMP and the applicant and contractors are committed to collaborate with surrounding developers to co-ordinate construction activities and enhance safety. • It will be ensured that during the construction phase of development appropriate protection measures will be put in place to ensure the safety of cyclists in the local area. • It is expected a full Construction Management Plan will be provided in relation to a condition attached to any subsequent Planning Application.

Theme	Comments Received	Response
Overdevelopment	• Comments that the proposal represents further overdevelopment and will overcrowd the area.	• The Proposed Development has been designed to respond to the surrounding area and context. A comprehensive townscape and visual analysis have been undertaken to ensure that the scale of the development reflects its prominent location at a key gateway into the City Centre. It achieves the desired streetscape variety and will act as a landmark entry-point to the City Centre. The Proposed Development fully complies with the City Council's policies and guidance in relation to tall buildings.
	• Suggestions that the development will contribute to the loss of the historic character of the area. • Another respondent suggested that historic areas such as this should left as they are with as minimal intervention as possible.	• The Site has been a long-term regeneration priority for the City, and has been included in a number of Regeneration Frameworks. • The Proposed Development has been developed to minimise the impact on the historic character of the area. A key way in which this is to be achieved is through the re-activation of the listed arches which are currently underutilised and underappreciated. By re-activating these arches through the provision of active frontages will allow for better appreciation of this important heritage asset. • In terms of interaction with the listed viaduct itself a significant amount of work has been undertaken to reduce this interaction to ensure the amount of viaduct that is lost is minimized. As a result a solution has been proposed through which there is a 40% reduction in the amount of viaduct loss in comparison to the previously consented scheme. Full details of the proposed interaction with the Listed Railway Viaduct are outlined within the Listed Building Structural report prepared by Renaissance and submitted in support of this application.
Local services, infrastructure and amenities	• A comment that the proposal should provide a financial contribution to support local services, such as a doctor's surgery and childcare facilities, as well as public transport in the area.	• In terms of Healthcare the Socio-Economic assessment undertaken in support of this application notes that as a worse case-scenario (assuming all new residents are not registered at a local GP) the impact on the local healthcare service will be +3.8% which is considered to be minor. • 133 affordable homes are being provided at Plot 2b. • Commercial space is being provided across all Phases of the Proposed Development seeking to serve both the new residential neighbourhood as well as existing communities.

Theme	Comments Received	Response
	• One respondent suggested that the Applicant should provide a financial contribution to upgrade the nearby metro stop and train station. Another respondent suggested linking the metro stop to the public realm proposals and add a waterproof facility.	• A significant contribution is already being made through the provision of affordable housing, in line with Manchester's Affordable Housing policies. • Connectivity into the city to these transport nodes is being enhanced through the introduction of a new pedestrian route from Deansgate-Castlefield tram stop down to Great Bridgewater Street via the new lift and staircase delivered as part of Viadux Phase 1. • In addition, as noted within the Transport Assessment the Proposed Development seeks to encourage active transport with over 60% of trips forecasted to be taken via walking and cycling. In this regard only 16% of trips are forecasted to be taken using the Metrolink and Rail network. It is felt that this is trip generation is within the existing capacity of the network and therefore a financial contribution to improving the infrastructure is not required.
	• A comment emphasising the importance of considering the impact of the development on local transport, educational and health services.	• The Site benefits from a highly accessible location via a range of transportation modes, primarily through the Metrolink. The Deansgate Interchange, adjacent to the Site, serves as a major gateway into the city centre. This offers residents a convenient and sustainable transport option, providing regular services across the city centre and the Greater Manchester region. • The site is also located within walking distance to both Manchester Piccadilly and Manchester Oxford Road Rail Stations respectively which offer regular services across the Greater Manchester region and nationally. This offers a further sustainable transport option located within walking distance from the Site. • The location of the Site within the City Centre also means it is within walking distance to the extensive amenities provided within the local area including health facilities and educational centers such as schools and nurseries. • As noted above, in terms of Healthcare the Socio-Economic assessment undertaken in support of this application notes that as a worse case-scenario (assuming all new residents are not registered at a local GP) the impact on the local healthcare service will be +3.8% which is considered to be minor.

Theme	Comments Received	Response
		• Through the application of a local authority benchmark (0.03), the early years pupil yield from the Proposed Development is 91 (worst-case). Given the quantity of early years providers locally, combined with the existing childcare sufficiency assessment for the local area (Deansgate ward), it is considered that this level of increased demand could be accommodated by existing provision.
Microclimate impacts	• A comment expressing concern for the impact of the development on the local microclimate, particularly in relation to wind at the street level.	• The Applicant understands the importance of creating a comfortable and sustainable living environment for both residents and pedestrians passing through the area. The Proposed Development has therefore been designed to minimise impact on the local microclimate. • The form of the 76-storey tower has been carefully modelled and chamfered to create an aerodynamic profile which will reduce wind loading, improve wind conditions and pedestrian comfort at street level. • The proposals have also been through rigorous wind analysis including CFD modelling and wind tunnels. Based upon this mitigation has been proposed as necessary to ensure appropriate comfort levels for all.
Construction	• A question regarding how long the projected build time will be.	• The projected build time for the project is broken down as follows: - Planning Submission Q1 2024 - Contract Award Q3 2024 - Site Mobilisation Q4 2024 - Completion Q3 2030
	• Queries around engagement with MCCC.	• Engagement with MCCCL commenced in 2020 in regards to the building out of Viadux Phase 1 and use of the service yard at completion. An 'Interface and Collaboration Agreement' regarding use of the service yard during construction was agreed. • Early engagement was sought throughout early 2023 in regards to the revised proposals for Phase 2 in order to understand the operations of MCCCL and how these can be incorporated into the design, in particular surrounding the structure and the movement of vehicles around it to service Central Hall. • The design layout of the proposal has minimised the structure as far as practical and significant vehicle-tracking exercises have been undertaken to confirm that once the building is constructed,

Theme	Comments Received	Response
		vehicles including large articulated trucks and trailers will still be able to serve MCCCL. • A sensitive construction management methodology will also be agreed with MCCCL which will detail the hoarding line positions and construction activities on a weekly basis.
Resident amenities	• A question as to whether the residents of the Plot 2b block will be able to access the resident's terrace in the Plot 2a tower.	• The terrace above the service yard podium will be accessible to the residents of the Phase 1 tower and Plot 2a only. Residents in 2b will have a dedicated amenity area within their residential block with private access.
Crime and anti-social behaviour	• One respondent suggested that Viadux Phase One has made the area less safe for residents and pedestrians and expressed concern that Phase 2 could exacerbate this issue.	• A Crime Impact Statement was prepared in support of the Viadux Phase 1 development which concluded that the Development was considered acceptable by Greater Manchester Police with a few minor design changes which were incorporated into the final design. • A Crime Impact Statement has also been prepared in support of this application which has noted numerous improvements to crime and security associated with the Proposed Development. The CIS also outlined a number of possible improvements to the scheme that should be considered for incorporation into the final design.

4. Summary and Conclusions

4.1. This Statement of Consultation has been prepared in support of an application for Full Planning Permission and Listed Building Consent for the redevelopment of the Viadux site in Manchester City Centre.

4.2. It sets out in detail the pre-application consultation that has been undertaken, the feedback received and how that has been considered and addressed within the final proposals where appropriate.

4.3. A consultation strategy has been employed which has been designed to be proportionate to the Proposed Development and the site-specific characteristics. This included a widely advertised online public consultation website and associated public consultation event held in advance of the submission of the planning application. Consultation, in the form of two virtual briefing meetings, also took place with local Councillors in the Deansgate Ward and with the Executive Member for Housing and Development. Consultation was also undertaken with statutory and non-statutory consultees including *inter alia* MCC planning officers, MCC environmental health, GMP and Historic England.

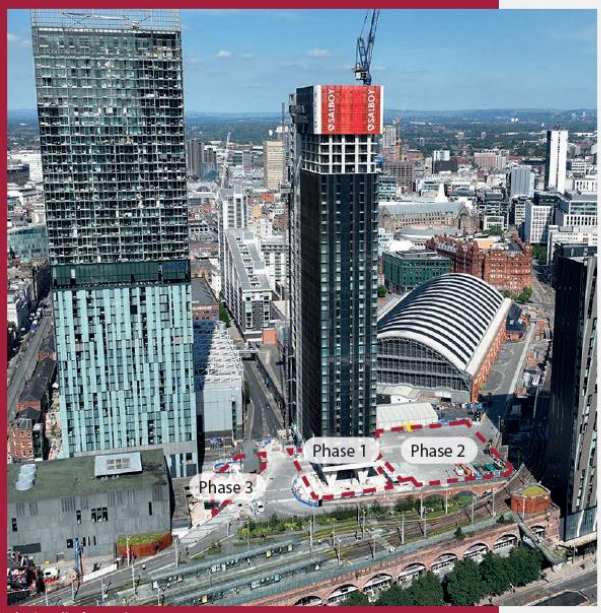
4.4. Consultation has been undertaken in accordance with the requirements of national policy (the Localism Act and the NPPF) and MCC's Statement of Community Involvement.

4.5. Comments raised in relation to the Proposed Development have largely been in relation to impact during the design of the scheme and impact on views, impacts during the construction phase of development, and impact on highways and heritage. The planning submission provides a detailed response to these considerations as summarised in this Statement.

4.6. The consultation process will continue as part of the formal statutory planning procedure managed by the Local Planning Authority. During this time, the Applicant and project team will carefully consider any comments received from consultees and will respond as appropriate through the Local Planning Authority.

Appendix A – Consultation Website Advertisement Leaflet

Consultation on Viadux Phase Two



Viadux site from above

SALBOY DOMIS

We want to hear your views on our plans

Salboy and Domis are pleased to announce refreshed plans for the next phase of development on the Viadux site, bringing a new landmark residential development to Manchester.

Located in between Manchester Central Conference Centre and Deansgate-Castlefield Metrolink Station, proposals include plans to develop an exciting development that will bring c.915 new homes including c.133 affordable homes, a commercial offering, and high-quality public spaces.

The site is within an area of the city centre that has been a long-standing regeneration priority for the city council. The proposals build upon the Viadux Phase One residential development which has already begun on site and is expected to be completed by Summer 2024.

Get involved

Our consultation will be open from **Monday 27 November to Friday 22 December 2023.**

All of the information about the proposals can be found by visiting our website: **www.viadux2-consultation.co.uk**

Here you'll also find a link to an online questionnaire should you wish to provide feedback on our plans.

Alternatively, you can also provide feedback by emailing us at **info@viadux2-consultation.co.uk**

Drop-in event

As part of the consultation, we'll also be hosting a drop-in event on **Monday 4 December 2023** at **53two** (Arch 19, Watson St, Manchester, M3 4LP) between **4pm and 7pm.**

The event will be open to members of the public and will be an opportunity to find out more about the proposals, talk to members of the project team, and provide feedback on our plans.

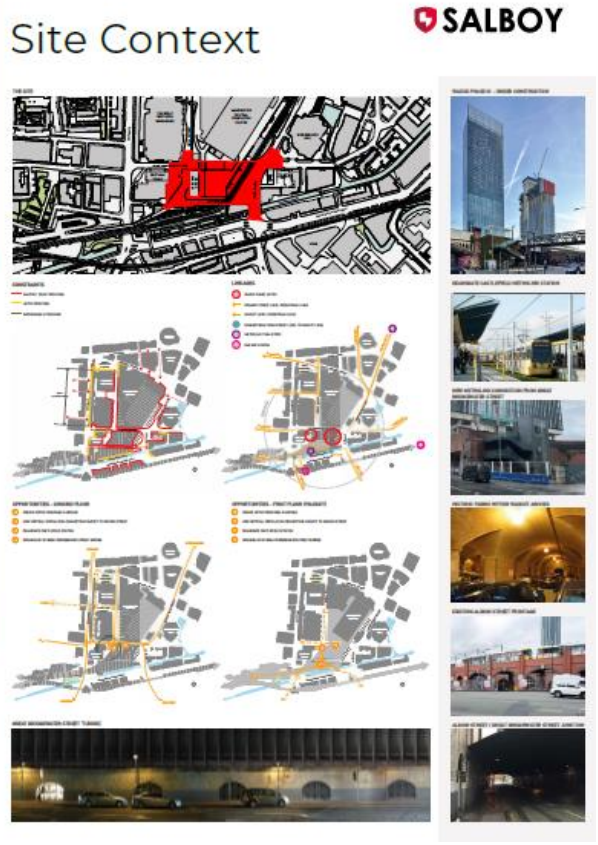
Following our consultation, we will finalise our proposals and submit planning applications to Manchester City Council.

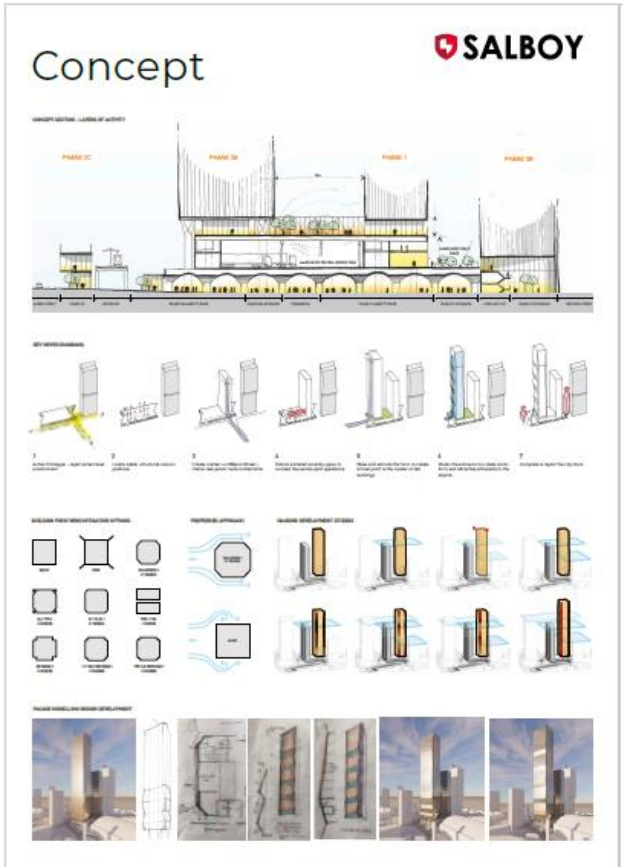
Your feedback is important to us and we look forward to hearing from you.

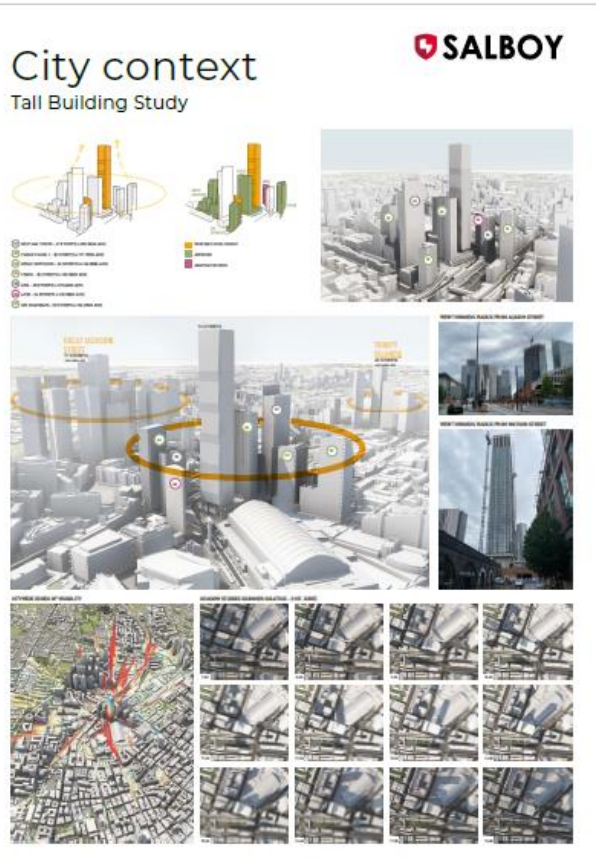
Return address if undelivered:
Counter Context, Jactin House,
24 Hood Street, Manchester, M4 6WX

Appendix B – Event Display



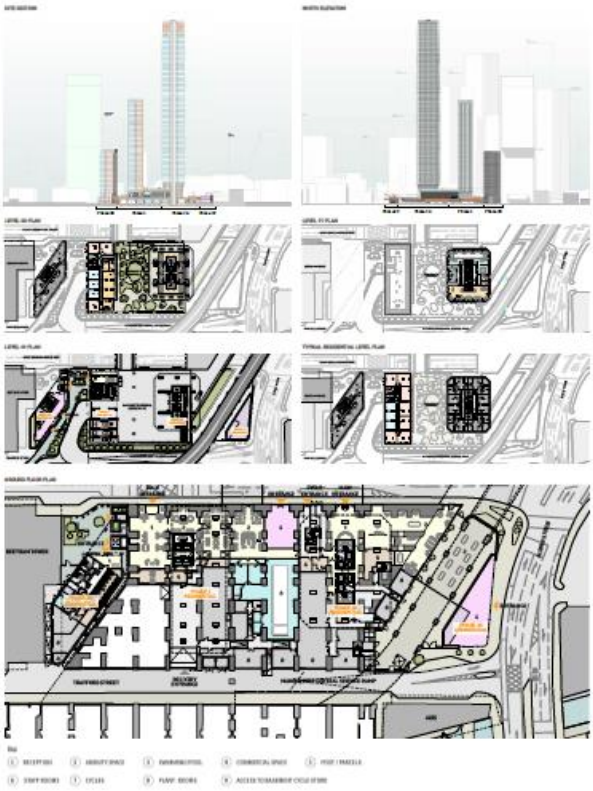






Design Proposal

SALBOY



Appearance

SALBOY



Visuals

SALBOY



Landscaping

SALBOY



Next Steps

SALBOY

The consultation on our proposals for Viadux Phases Two and Three will be open from **Monday 27 November** to **Friday 22 December 2023** and we are keen to hear your thoughts on our proposals.

You'll find all the information presented here on our website at: **www.viadux2-consultation.co.uk** where you can also have your say.

Alternatively, you can fill out a paper copy here at the event – just ask a member of the team.

Once the consultation has closed, the project team will consider all of the feedback received before finalising the proposals and submitting a planning application.

If planning is approved, we will be looking to start work on site in 2024.



Deloitte.

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