



2 – 4 Whitworth Street West Statement of Consultation

December 2024

1. Introduction

- 1.1. This Statement of Consultation (the 'Statement') accompanies an application for Full Planning Permission for a residential development (Use Class C3), submitted on behalf of Glenbrook WWS Ltd (the 'Applicant') to Manchester City Council. The Site is identified in Figure 1.1 below.
- 1.2. The description of the Proposed Development on the application for Full Planning Permission is set out below:
"Demolition of buildings at 2 and 4 Whitworth Street West and the construction of a residential building (Class C3) with associated servicing arrangements, landscaping, and associated works."
- 1.3. The Applicant is Glenbrook WWS Limited. Glenbrook has an established reputation in developing high-quality residential developments across Greater Manchester and nationally. In doing so Glenbrook has established themselves as an industry leading property developer who seek to provide best in class residential developments in key urban locations to support the city's housing delivery and placemaking objectives.
- 1.4. 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

- 1.5. The Site comprises circa 0.17 hectares of brownfield land located within Manchester City Centre at 2 – 4 Whitworth Street West.
- 1.6. The Site is bound by Whitworth Street West to the north, with the listed railway viaduct and Deansgate Station platform immediately to the south and at first floor level to the existing buildings. Rowendale Street bisects the Site travelling under the railway viaduct providing vehicle and pedestrian links to Hewitt Street to the south. The Site is bound by Cameron Street to the east and Bugle Street to the west, which also provide vehicle and pedestrian access into Hewitt Street and the Knott Mill area, characterised by a mix of employment and residential buildings. Beyond Bugle Street is a live music venue (Rebellion) and Deansgate Station is beyond this.
- 1.7. The Site currently comprises two buildings. 2 Whitworth Street West is a four-storey, red-brick building which is vacant. 4 Whitworth Street West is a three-storey red brick building which is also vacant.
- 1.8. Whitworth Street West separates the Site from Deansgate Locks and the associated outdoor seating areas and the Deansgate Castlefield Metro Station located to the north and adjacent to the Rochdale Canal.

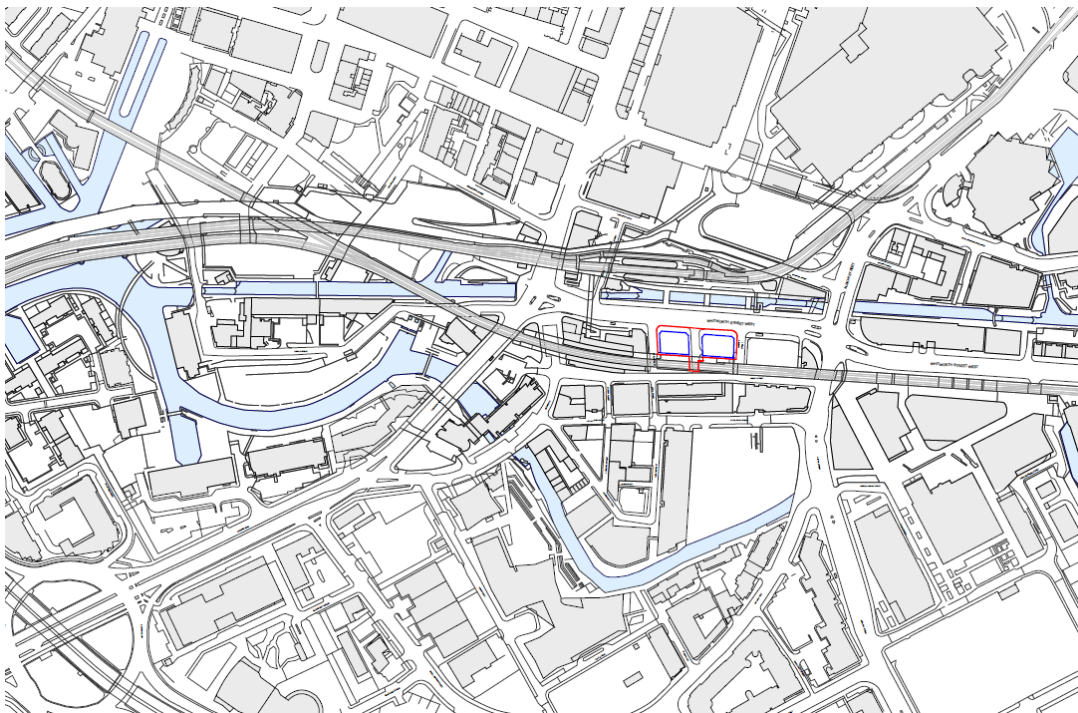


Figure 1.1: Red Line Site Location Plan (Source: Sheppard Robson, 2024)

- 1.9. The Site is located within the Deansgate Ward, an area that has witnessed significant investment and regeneration over the last 20 years.
- 1.10. The Site presents a strategically important location for the city and within a cluster of high-rise buildings within the southern gateway of the City Centre, close to key public transport hubs, to the south of the Civic Quarter and to the north of Knott Mill.
- 1.11. It is also located within the Whitworth Street West Strategic Regeneration Framework area (2008). The Site is also adjacent to the Knott Mill Masterplan area and is part of the zone of interest of the Masterplan.
- 1.12. The Great Northern Manchester Central and Castlefield Quay Strategic Regeneration Framework (2017) area is located to the north of the Rochdale Canal and Whitworth Street West.

The Proposed Development and Phasing

- 1.13. The Proposed Development comprises the demolition of existing buildings on-site, the stopping-up of Rowendale Street and the delivery of 364 residential apartments in a new development rising to 44-storeys and consisting of a mix of 1, 2 and 3 bed apartments. Access into the building will be from Whitworth Street West into the Ground Floor residents' amenity space, which also occupies Levels 1 and 2.
- 1.14. 182 secure cycle parking spaces and residents' bin storage will be provided at the Ground Floor and further residents' bin storage is proposed underneath the Viaduct, with a secure boundary and access point to the bin storage from the Hewitt Street elevation. Plant equipment will be provided internally at Ground Floor and Level 1. The proposals include new public realm comprising hard and soft landscape including rain gardens, associated seating and lighting.
- 1.15. The Proposed Development will be delivered in a single phase.

Pre-Application Consultation

- 1.16. The planning application has 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).
- 1.17. A summary of the pre-application consultation undertaken is provided below:
 - Local Planning Authority (LPA): Ongoing liaison with the LPA including meetings on 8 May 2024, 19 June 2024, 23 July 2024, 21 August 2024, and 19 September 2024.
 - Ward Councillors: Briefing emails were issued to Deansgate Ward Councillors to provide information about the Proposed Development and approach to consultation. Briefing meetings were offered with a virtual meeting subsequently taking place with Councillor McCaul on 4 October to present the plans and address queries. Written feedback and queries were raised and responded to via email with Councillor Johns.
 - Public consultation website: Pre-application public consultation was undertaken virtually and in person. A consultation website was live for three-weeks and opened on 9 October 2024. The website included information about the Site and the Proposed Development and invited members of the public to provide their feedback. The consultation was publicised via a leaflet drop to 1,533 homes, businesses and landowners in the local area and via local press. It was visited 1,350 times. The comments received have been considered as part of the design development and are summarised and responded to in this Statement.
 - Drop-in events: An in-person public drop-in event was held on 15 October to provide an opportunity for the local community to learn more about the proposals, raise questions for the project team to answer, and to provide written feedback. The drop-in session was advertised through the aforementioned leaflet drop and on the consultation website. An additional dedicated drop-in session was held for local businesses in the area and advertised through direct invites. Across both sessions, there was a total of 9 people who visited, of which 7 completed feedback forms.
 - Community organisations: Ahead of the launch of the consultation, an email was issued to the Ropeworks Residents Association to provide details about the proposals, the consultation website and drop-in events.
 - Statutory consultees: A range of statutory consultees have been engaged throughout the design development process on a range of technical matters. This includes: MCC Highways; MCC Property and Estates Team; Environmental Health; MCC Waste Team; National Air Traffic Services and Manchester Airport Group; Greater Manchester Police; and Transport for Greater Manchester (TfGM).

- Historic England: A meeting with Historic England took place virtually on 3rd October in order to discuss the proposals and seek any feedback into the design from an early stage. Historic England then issued formal feedback on 11th October setting out their broad content with the proposals subject to addressing minor recommendations highlighted in the report. The comments received have been considered as part of the design development and within the submitted Planning and Tall Building Statement.

- 1.18. Overall, pre-application engagement has indicated general support for the delivery of new residential development and public realm improvements in the area.
- 1.19. Technical queries, comments and feedback provided during the consultation period have been addressed within 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

- 1.20. 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 focused on engaging with key stakeholders regarding the Proposed Development to gather meaningful feedback. The pre-application consultation informed the detailed design of the proposals, ensuring that it responds to the site and strategic and economic context, and considers important local considerations.
- 3.3. 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 details how this has been addressed within the proposals.

Pre-application Consultation

- 3.4. 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 for the strategic need for redevelopment at the Site. 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

- 3.5. The Proposed Development was designed in consultation and collaboration with the Local Planning Authority, with meetings held on 8 May 2024, 19 June 2024, 23 July 2024, 21 August 2024, and 19 Sept 2024 alongside regular email correspondence.
- 3.6. The feedback received has been constructive and supportive in principle and has ensured an effective iterative design process. The discussions have focussed on:
- **Building design and approvals:** General support for proposed building heights, considering the location of the Site within a cluster of tall buildings adjacent to Deansgate Station and in consideration of the width of Whitworth Street West. Highlighted the need to undertake further technical studies to assess any potential impacts arising from the development.
 - **Stakeholder collaboration:** Need for collaboration with adjacent site owners, including Network Rail in respect of adjacencies to railway assets and potential for future redevelopment of Deansgate Station.
 - **Site Planning and amenity considerations:** The placement and design of the bin store, particularly its impact on Hewitt Street, require careful consideration to ensure amenity of nearby residents and occupants is protected. Proactive engagement with Environmental Health is essential to ensure compliance with waste management guidelines, with the potential to explore a Section 106 agreement to secure a commitment to additional private waste collections.
 - **Heritage:** Justification required for demolishing existing buildings in recognition of the feedback received on the previous planning application, which questioned the heritage value of the existing buildings. A robust assessment of the heritage value of the existing assets should be undertaken in support of the application.
 - **Architectural design and materiality:** Achieving a successful design involves careful attention to detail, particularly regarding window proportions, glazing, and acoustic solutions, to ensure both aesthetics and functionality. The project's architectural expression will be enhanced by using high-quality materials, with a preference for solutions beyond powder-coated finishes. Early selection of materials and colours, especially for non-anodized options, will require thorough review and should contribute to a cohesive design commensurate with its location and proposed scale. The proposals were initially presented in the form of a masonry base with a curtain walling and aluminium tower above which was viewed as a disconnected design between the plinth and the upper levels. The design evolved through direct engagement with the LPA to deliver a terracotta façade on the plinth and upper storeys to provide a comprehensive approach to the tower and base of the building.

- **Ground level design and street interface:** The concept of an arched base was well-received, demonstrating a positive step in the design process. Further exploration of the colonnade design, particularly how it wraps around the corner, was requested and subsequently responded to. Ensuring a cohesive and visually appealing transition between the building's base and the ground level at the corner junction is key.
- **Assessment of key views:** A thorough assessment of the building's impact on surrounding views will be undertaken to ensure sensitivity to the existing context.

Technical Officers

- 3.7. The technical team has engaged with relevant technical and statutory consultees.
- 3.8. This has included relevant Highway and Environmental Health Officers at MCC to agree the scope of the Environmental Impact Assessment, and to ensure a robust and acceptable approach has been taken throughout the development and assessment process. These have been outlined in further detail below.
- 3.9. Engagement has been undertaken with Network Rail, MCC Highways and MCC EHO to discuss and therefore agree a suitable refuse strategy.
- 3.10. Through the discussions with MCC Highways, it was acknowledged and accepted that any refuse strategy would be limited by the restricted nature of the Site. After exploring possible solutions, the most appropriate was identified as comprising internal bin storage and additional screened storage under the viaduct, with collections taking place from Hewitt Street to the south. Further engagement on waste storage and collections then took place with Environmental Health and the MCC Waste Management Team, who agreed that Hewitt Street collections presented the most favourable solution and requested that a back-up scenario (for additional waste storage) is defined should private collections cease. We are therefore proposing that private collections would be secured in perpetuity through a S.106 Agreement in place of a back-up scenario.
- 3.11. Further meetings (17 July 2024 and 9 September) were held with Curtins, Sheppard Robson and MCC Highways on wider transport related discussions across two separate meetings and additional on-going discussions. These included discussions on how the scheme should consider the proposed active travel scheme on Whitworth Street West. The proposal to stop-up part of the pavement on Whitworth Street West to accommodate the three-storey colonnade and associated sheltered area of pavement was also agreed. Car and cycle parking was also discussed, where it was agreed that no on-site car parking would be provided and that the existing disabled car parking spaces on Whitworth Street West would be acceptable to service the Proposed Development for disabled users. The rationale for the lower provision of cycle parking on-site than stipulated in MCC's guidance was also agreed. Further information on this can be found in the Transport Statement submitted in support of the application. These pre-application discussions have helped to shape the Proposed Development, and in particular the scope of the Transport Statement.
- 3.12. In June 2024, two rounds of consultations were held with Manchester City Council's Environmental Health department to ensure the planning submission adequately addressed noise and overheating. The consultations resulted in the requirement for an assessment of overheating control and noise ingress, and the establishment of specific, agreed-upon criteria for environmental noise, external amenity, railway vibration, entertainment noise, and building services noise, primarily based on the MCC Planning and Noise Technical Guidance document (October 2022) and other relevant guidance. Further information can be found in the Noise and Vibration Chapter of the Environmental Statement and the appendices.
- 3.13. Furthermore, an Environmental Impact Assessment Scoping Report was issued to Manchester City Council on 15th October 2024 which detailed the scope of the assessments. A response was received from Manchester City Council on 21st November 2024 confirming their agreement with the proposed Scope of the EIA.

Local Ward Councillors

- 3.14. Before initiating the consultation, the three Deansgate ward councillors—Joan Davies, Marcus Johns, and Anthony McCaul received an introductory email about the proposals and consultation process. This email also offered a briefing session with the Applicant's team.
- 3.15. On Friday, October 4th, a virtual meeting was held with Councillor McCaul via Microsoft Teams. During the meeting, the Applicant's team presented the proposals, followed by a Q&A session. Councillor McCaul was encouraged to ask questions, share initial thoughts, and directly address any concerns with the team.
- 3.16. Subsequently, on Wednesday, October 16th, Councillor Johns provided feedback on the plans via email. In addition to his comments, he posed several follow-up questions seeking further clarification on specific project details.
- 3.17. Key comments and discussion points raised in the Councillor meetings in regard to the application were as follows:
 - Positive feedback across the majority of media outlets, support through the online questionnaires and positive engagement with local businesses at the event.

- Queried whether the Proposed Development has been tested in respect of the impact on wind conditions. This specifically related to the potential impact on residents on Hewitt Street, pedestrians and cyclists on Whitworth Street West, and passengers using the Deansgate Train Station platforms.
- Enquired on the provision of affordable housing, which has been addressed within the supporting Viability Statement.

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 Development. 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 in October 2024.
- 3.20. NATS were asked to review and their feedback on the Proposed Development in relation to the operation of flights to and from Manchester Airport.
- 3.21. NATS recommended via email on 21st November 2024 they noted that consented buildings along Great Jackson Street, for which mitigation has been agreed, will shield the Proposed Development thus reducing the risk of any impact. However, as the order of construction or any changes to this or neighbouring schemes can alter the risk, NATS therefore recommended that the Applicant remains engaged and brings to its attention any proposed changes.

Historic England

- 3.22. An initial briefing session was held with Historic England on 3 October 2024 to introduce the proposals to officers. During this initial briefing, early feedback was as follows:
- The closure of Rowendale Street and its impact on access to Hewitt Street was raised as a point for consideration.
 - The design approach, which takes cues from surrounding buildings and the existing colour palette, was praised for its sensitivity to the local context.
 - The colonnade on Whitworth Street West and the arches referencing the listed viaduct were specifically highlighted as positive design features.
 - A suggestion was made to assess the view from the Grade II* listed Goods Warehouse, ensuring the development does not negatively impact views of this heritage asset.
 - It was recommended to approach landscaping in a way that respects the industrial character of the area, avoiding excessive softening and greening.
 - The use of native materials such as masonry brick and steel reflecting the fabric of the neighbourhood was supported.
 - A caution was given to select plant species carefully to prevent unwanted growth on the Viaduct's brickwork.
 - A suggestion was made to incorporate any discovered archaeological remains into the landscaping design. It was confirmed that further archaeological investigation would be a condition of any planning consent, with interpretation addressed during the discharge of conditions.
 - The proposed use of Corten steel in the arches, echoing the existing steel girders on Hewitt Street, was acknowledged.

- 3.23. Following this session, Historic England sent an advice letter on 11 October 2024, which concluded that the design and materiality are largely welcomed and that Historic England acknowledge the development will not lead to additional adverse visual impacts when viewed from the Conservation Areas and sensitive buildings in the city centre core. With that in mind, Historic England recommended that: additional visualisations are prepared; that the scheme demonstrates the effectiveness of terracotta cladding on such a tall building; as well as robustly justifies the potential harm to the significance of the listed viaduct.
- 3.24. Subject to addressing these issues Historic England highlighted that they are broadly content with the proposals. These comments have been taken on board and have influenced the design process as well as the content and structure of the Heritage chapter of the Environmental Statement and appended Heritage Statement, and as such have been addressed as part of the planning application. An overview of how the scheme has addressed these comments is highlighted in the Table below:

Comment	Response
Additional verified views from Watson Street and Deansgate (adjacent to Great Northern Warehouse)	The additional views requested by Historic England have been commissioned and considered as part of the submitted Heritage Assessment and Townscape and Visual Impact Assessment chapters of the Environmental Impact Assessment.
Green wall / to Hewitt Street elevation of external store under railway viaduct.	The proposals for the introduction of a planted green wall to the screen on Hewitt Street have been revised in light of Historic England's comments, with the amount of planting reduced and located away from the existing viaduct to avoid the risk of self-seeding. An indicative proposal for the Hewitt Street boundary treatment to the viaduct is included within the supporting pack of plans and demonstrates a revised design which respects the assets industrial character. This is proposed to be a freestanding structure that would not directly impact on the Grade II Listed structure. It is proposed that a condition is included on the consent to agree the final details of the boundary treatment prior to occupation.
Landscape	Similar to the point above, the landscape proposals have been amended to minimise the risk of harm to the physical fabric of the listed viaduct. A new structure will be created within the existing opening in order to create a secure access point which references both the proposed architectural articulation as well as the context of the viaduct. By delicately inserting a framework, the new structure can remain separate from the listed viaduct whilst creating opportunities for potential planting and integration of the landscape into the Hewitt Street elevation.
Effectiveness of terracotta cladding on a tall building	The elevations have been further developed to ensure that the terracotta cladding is visually prominent within the proposed façade. Further development of the specification will also take place in the next stage of design. The appropriateness of terracotta cladding on a tall building has been tested with the project architects which has confirmed this as a suitable façade solution.
Consideration of existing buildings as Non-Designated Heritage Assets	A robust assessment of the existing assets located on Site has been undertaken as part of the Heritage Statement prepared by Katherine Sather Associates in support of this application. This assessment concludes, as was the case for the previously approved Travelodge scheme, that these assets do not meet the criteria to be considered as Non-Designated Heritage Assets.

Greater Manchester Police: Design for Security

- 3.25. The design team met with the Design for Security team virtually on 15 August 2024 to discuss the Proposed Development and seek any advice with regards to ensuring the scheme is acceptable with regards to its level of security.
- 3.26. The scheme was generally very well received by GMP, with the proposals being noted as of a very high quality from a crime prevention perspective. It was also noted that the location of the Ground Floor amenity created an active frontage which would provide natural surveillance of the proposed public realm.
- 3.27. Many of the recommendations have already been incorporated into the submitted designs and the Design and Access Statement submitted in support of this application explains how the Proposed Development respond to the comments raised in the Crime Impact Statement. It is noted that some of the recommendations will be addressed during the subsequent detailed design stages.
- 3.28. The key recommendations and current status are listed in the Table below:

Comment	Response
Street furniture & landscape	Landscape proposal has been updated to prevent unwanted parking / vehicle access onto public realm. Final specifications of street furniture will be developed in the detailed design stages and agreed via standard condition wording requiring final landscaping details to be agreed with the Local Planning Authority prior to occupation.
Controlled access	24hr concierge proposed as part of management procedure. Key fobs for residents will ensure that access to lift / stair cores can be controlled.
Glazing specification	The feedback received will be taken into consideration during the detailed design stages.
Night-time access	Key fobs for residents will ensure that access to external doors / gates can be controlled.
Intercom system	Intercom system to be provided at main entrance for after-hour visitors.
Zoning of building	Resident key fobs will be programmed to ensure access is limited to amenity spaces and their relevant residential floor.
Residential post room	Restricted access to be controlled by resident's key fob.
Graffiti	Anti-graffiti coatings to be investigated as part of external façade specification at next stage.
Cycle storage	Cycle stores to be accessed via two lines of security - secure external gate and secure door, both controlled by key fob. Access privileges will be restricted to residents who actively use the store.
Lift access	Lift access / use to be controlled by resident's key fob.
Surveillance	The feedback received will be taken into consideration during the detailed design stages.
Physical Security	The various recommendations of section 4.0 of the CIS will be picked up in the building specifications to be developed at the next stages of design.

Network Rail

- 3.29. A series of meetings took place with Network Rail on 20 June, 11 July, 13 September 2024, and 12 November 2024 to discuss the Proposed Development.
- 3.30. The first meeting served as an introduction, focusing on the general scheme and potential collaboration opportunities. Subsequent meetings delved into the RIBA Stage 1 and Stage 2 designs, respectively. Network Rail representatives were present to understand the project, raise any concerns, and discuss coordination challenges.
- 3.31. On 12 November 2024, Glenbrook were invited to attend a meeting with Network Rail regarding the remodelling of Oxford Road and how works relating to the Proposed Development could be co-ordinated with Oxford Road to reduce disruption to Network Rail and the general public.

Community Consultation

- 3.32. The Applicant recognises the importance of community consultation and the benefit of engaging with the wider-community early to gather meaningful feedback to consider in advance of application submission. Public consultation comprised a dedicated consultation website which was live for three weeks and two drop-in events; one for the general public, and one for local businesses.
- 3.33. The following section summarises the process and feedback from the public consultation undertaken.

Advertisement

- 3.34. Leaflets were issued to 1,533 homes, businesses and landowners within the vicinity of the Site as shown by the consultation boundary in Figure 3.1 below. The leaflet advertised the public consultation website and drop-in events. 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



- 3.35. The consultation boundary was defined taking into consideration the surrounding residential uses to the north and west of the Site, as well as south and east.
- 3.36. The consultation boundary was shared and agreed with the Local Planning in advance of the issue of the leaflets. It was also shared with the local Deansgate Ward Councillors and no further comments were received.
- 3.37. Prior to the launch of the consultation, on 9 October 2024, Ropeworks Residents Association were issued an email to notify their members of the launch of the consultation. The email also provided a brief introduction to the proposals, a link to the consultation website, and an invitation to the in-person drop-in session.
- 3.38. A press release was issued to local media outlets to introduce the proposals and to publicise the consultation. As a result of issuing the press release, articles appeared in the following publications:
- Place North West
 - Manchester Evening News
 - About Manchester
 - The Manc
 - Insider News
 - Manchester World
 - Financial News

- Housing Today
- City A.M.
- Building Design & Construction Magazine
- UKREiiF
- Connect East Midlands
- Construction Enquirer
- Newsroom-BD
- Europe Real Estate
- BusinessLive

3.39. 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

3.40. The dedicated consultation website can be accessed here: <http://www.whitworthstreetswest.co/>. The website went live on 9 October 2024 and a 3 week period was allowed for comments to be made, until 27 October 2024. The consultation website has remained accessible since this date.

3.41. 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 its contribution to regeneration and placemaking, its sustainability credentials and the impact on the wider economy.

A dedicated 'Have your Say' page was provided to enable members of the public to provide comments and ask questions via the website. Further details on the feedback form and responses can be found later in this Statement.

Public Exhibition Events

3.42. An in-person drop-in session was held on Tuesday 15 October 2024 at HOME (2 Tony Wilson Place, Manchester, M15 4FN) between 3:30pm and 7pm. The venue was chosen as it ensured ease-of-access for local residents and neighbours given its close proximity to the Site.

3.43. Following the public drop-in session, a dedicated drop-in session was held for local businesses in the area between 7pm and 8pm. Representatives from Rustik Bites and Rebellion Manchester attended the session.

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

3.45. A total of 9 individuals attended these in-person events.

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

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

Public consultation Quantitative Feedback

3.48. The website had a total of 1,350 visits. In total 48 responses were received.

3.49. Of the 9 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?

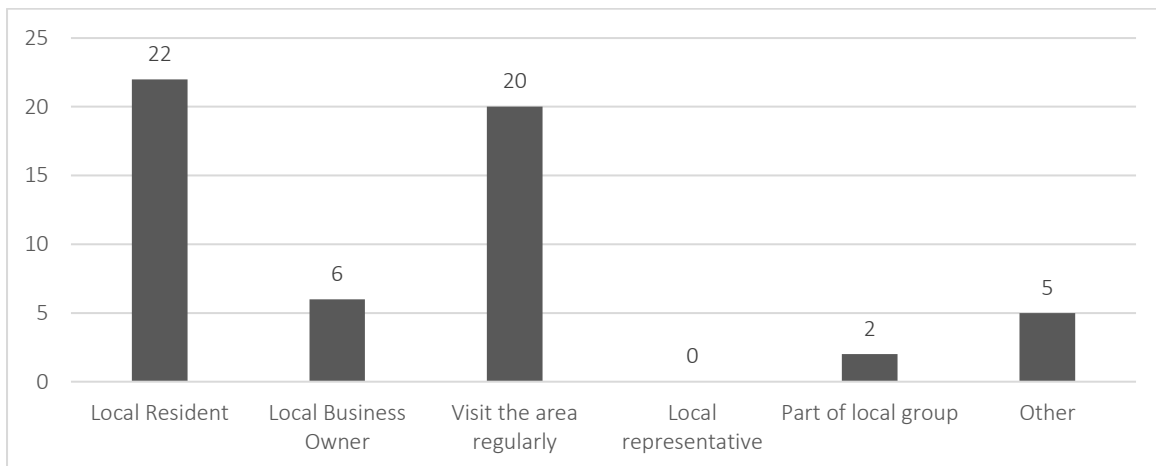
2. How did you find out about the consultation?
3. To what extent do you support the provision of new homes at this site?
4. To what extent do you support our proposed public realm improvements and the creation of new pedestrian routes?
5. To what extent do you support our approach to materiality and identity of the local context, delivering high quality architecture to support Whitworth Street West as a key destination in the city?

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

Question 1: How would you describe your interest in these proposals?

3.53. The responses to question 1 were as follows:

Figure 3.2 - Question 1: How would you describe your interest in these proposals?



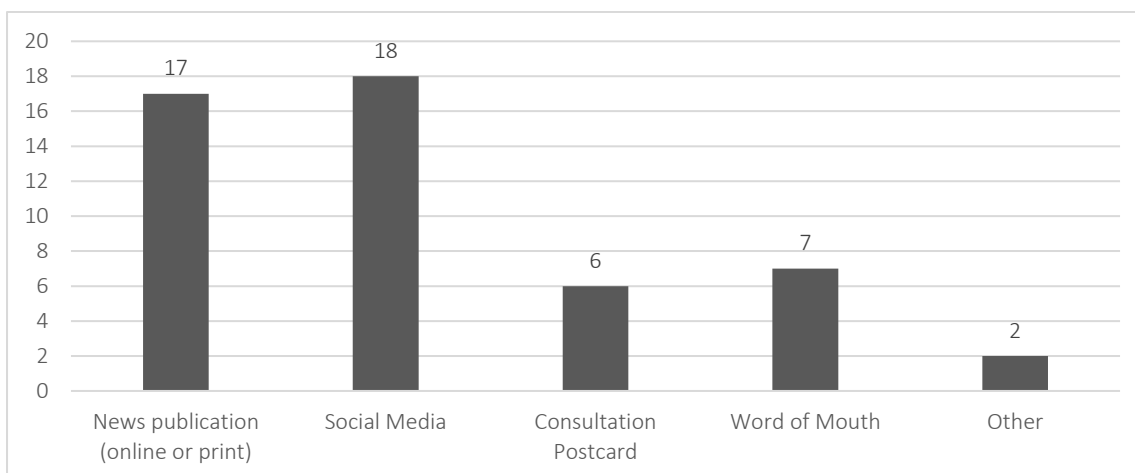
3.54. Figure 3.2 above evidences that the majority of people that shared feedback were either local residents (45%) or visited the area regularly (43%), while a smaller number (10%) were local business owners.

3.55. Of the five that selected 'Other', three stated they live in Manchester, one noted they are a member of Skyscraper City and one stated they do not live in Manchester.

Question 2: How did you find out about the consultation?

3.56. The responses to question 2 were as follows:

Figure 3.3 - Question 2: How did you find out about the consultation?

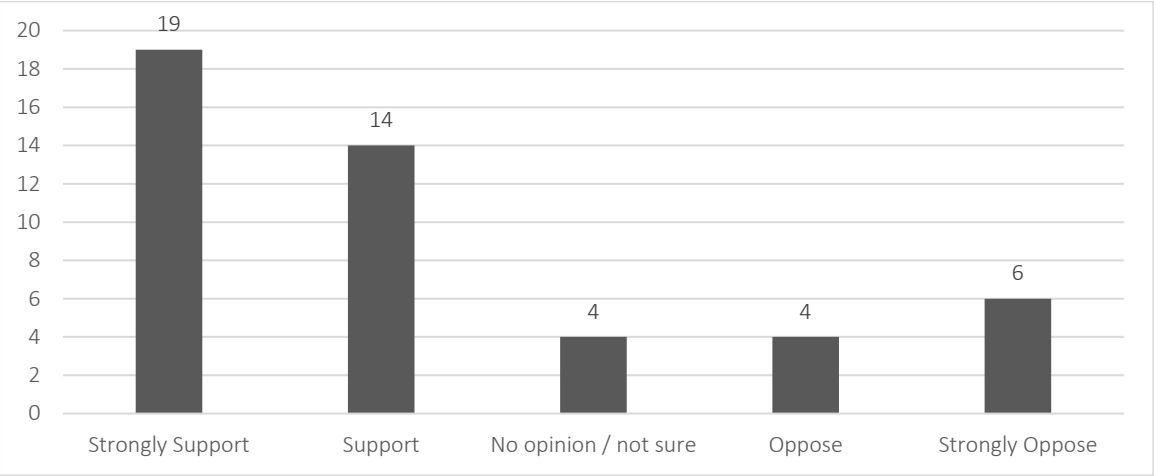


3.57. Both respondents who selected ‘Other’ were local businesses that were emailed at the start of the consultation.

Question 3: To what extent do you support the provision of new homes at this site?

3.58. The responses to question 3 were as follows:

Figure 3.4 - Question 3: To what extent do you support the provision of new homes at this site?

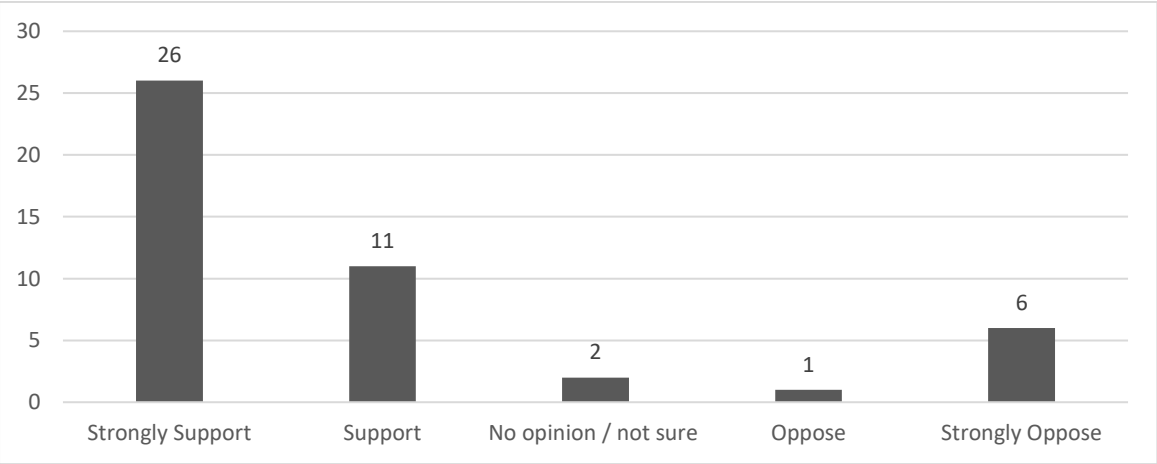


3.59. The majority (70%) of respondents either supported or strongly supported the provision of new homes at this Site.

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

3.60. The responses to question 4 were as follows:

Figure 3.5 - Question 4: To what extent do you support our proposed public realm improvements and the creation of new pedestrian routes?

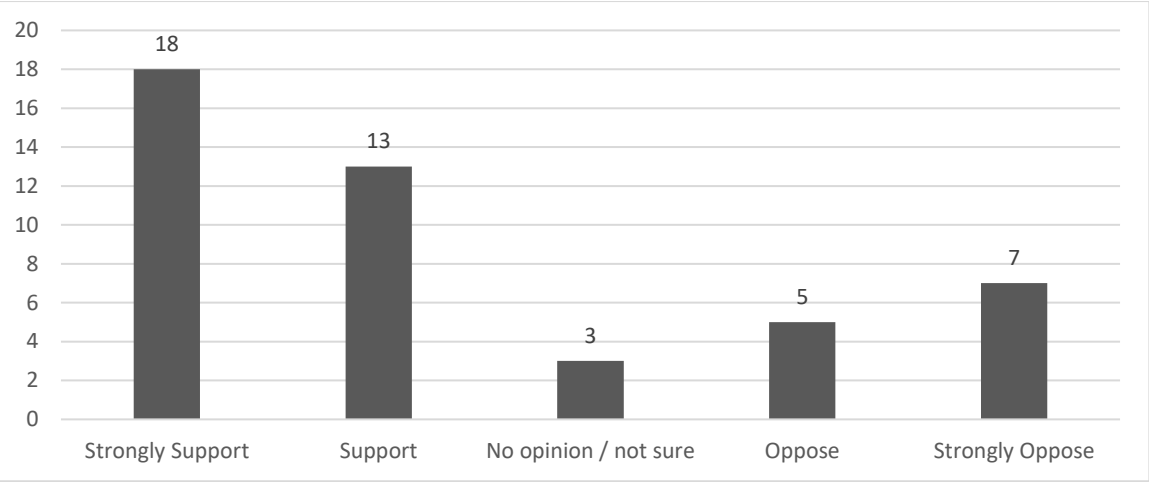


3.61. The majority of respondents (80%) either supported or strongly supported the approach to landscape and public realm improvements around the Site.

Question 5: To what extent do you support our approach to materiality and identity of the local context, delivering high quality architecture to support Whitworth Street West as a key destination in the city?

3.62. The responses to question 5 were as follows:

Figure 3.6 - Question 5: To what extent do you support our approach to materiality and identity of the local context, delivering high quality architecture to support Whitworth Street West as a key destination in the city?



3.63. The majority of respondents (67%) either supported or strongly supported the design approach.

Public consultation Written Feedback

3.64. Questions 3-5 also included space for people to provide written feedback to their responses, and question 6 gave the opportunity to provide any further comments they would like to be considered. The key themes of these answers included the following:

- Demand for Housing, Unit Mix and Tenure Type;
- Design, Height & Massing;
- Transport & Parking;
- Landscape and Public Realm;
- Local Businesses;
- Viaduct;
- Key Services and Infrastructure; and
- Construction Management.

3.65. The comments received are outlines in further detail in Table 3.1 below alongside the project team’s responses.

Table 3.1 Summary of comments received during the public consultation process and the project team’s responses

Theme	Comments Received	Response
Questioning the need for new homes	Queries around the necessity of building new homes at this Site. Some expressed doubt about whether more housing was required in this specific area, while some also suggested many of the new apartments would likely be unoccupied.	The proposed development aligns with Manchester's strategic housing targets, by providing 364 high-quality 1, 2, and 3-bedroom homes, catering to a range of housing needs. Its location within the city centre offers excellent access to essential services, amenities, and public transport, making it a desirable place to live for a diverse population. By increasing the supply of housing in this sought-after area, the development will help to alleviate pressure on the housing market and support Manchester's ambition to increase homeownership opportunities.
Affordable housing	Comments highlighting need for affordable housing in the area. It was suggested that developments such as this would contribute towards pushing locals out of the area.	The Proposed Development will deliver 364, high quality 1, 2, and 3-bedroom homes that will create a diverse community of residents. A Financial Viability Assessment has been submitted with the Planning Application and will be independently reviewed by a third party surveyor instructed by Manchester City Council. In accordance with planning policy, this process will help to determine the capacity of the scheme to support affordable housing whilst remaining deliverable.
Out of keeping with surrounding context	Suggestions that the proposed design is not in keeping with the surrounding context. Most of the respondents who raised the issue appreciated the design of the terracotta arches but were opposed to the glass tower elements.	The decision to create a cohesive design language using terracotta throughout the building's facade is deliberate. The use of terracotta, with elegant details, soaring columns, and grand arches, at the lower levels seamlessly transitions to the upper levels, creating a unified aesthetic. This approach, while employing modern building technology, pays homage to the heritage of materiality within the wider Whitworth Street West area. The design seeks to establish a complementary dialogue with the vernacular architecture and heritage assets in the vicinity rather than directly replicating them. The thinning of the structure as it rises, achieved through the diminishing presence of terracotta elements and increased glazing, enhances the tower's slenderness, a well-established architectural approach in contemporary tall building design.

Theme	Comments Received	Response
		The extensive use of glazing in the tower serves both functional and aesthetic purposes. Maximising glazing allows for increased daylight penetration into the apartments, enhancing the living environment. Additionally, the glazing provides residents with expansive views of the cityscape. To mitigate potential issues related to solar gain and energy efficiency, the design incorporates triple-glazed windows with ceramic-backed glass spandrel panels. Furthermore, glazed vents with perforated, anodised aluminium screens and profiled panels with an anodised aluminium finish are integrated into the facade to provide ventilation and visual interest.
Concerns about tower height and light blocking	A few respondents expressed concern about the height of the proposed building. It was noted that there is an abundance of skyscrapers in this area of the city, while others suggested it would block natural light for neighbouring properties, cast shadows and reduce the overall appeal and liveability of the area.	The Site is located within the 'Southern Arc': a strategic area of the city centre defined by the parallel relationship of the railway viaduct and the ring road, and what has been widely recognised as a suitable area for the clustering of tall buildings which define Manchester's skyline. Furthermore, the Site is located in close proximity to a number of existing and emerging schemes creating a cluster of tall buildings around the Deansgate transport hub. These include Axis (28 storeys), Viadux 1 (40 storeys), Stay City Deansgate (22 storeys), and emerging proposals in planning for Viadux 2 at 76 storeys. Planning permission was also previously granted on the adjacent site (10-12 Whitworth Street West) for a 35 storey development. Together, these make for a key landmark destination in the heart of Manchester. As underpinned by the National Planning Policy Framework, there is a crucial need for 'making an efficient' use of land. This is further supported by the Manchester Local Plan which identifies the City Centre as a suitable location for high-density, high-quality living, subject to consideration of any potential impacts. A series of assessments have been undertaken to ensure a tall building does not give rise to any potential negative impacts.

Theme	Comments Received	Response
		A Daylight, Sunlight and Overshadowing Assessment has been prepared as part of the Environmental Impact Assessment as well as a separate Chapter on Solar Glare. In summary, the assessments concluded that the implementation of the proposed embedded mitigation will minimise any potential impact of solar glare and daylight, sunlight and overshadowing impacts as a result of the Proposed Development and therefore no further mitigation is required. A Townscape and Visual Impact Assessment is also included as part of the Environmental Impact Assessment. The assessment concludes that the Proposed Development will be prominent in several views as a tall building and the effects of this have resulted in a very high quality approach to the design commensurate to a building of this scale. Lastly, a Heritage Statement has also been prepared for the application which concludes that the Proposed Development will have a neutral impact on heritage assets located within the immediate vicinity of the Site. In terms of the impact on heritage assets located within the wider area it is concluded that the Proposed Development will not have any significant impacts on the settings or views of these assets.
External amenity	Suggestion that external amenity in the form of balconies should be provided for residents.	The provision of external amenity, such as balconies, is acknowledged as a desirable feature. However, several factors have been considered in relation to this specific development. The Site is restricted on all four sides by rail and road infrastructure which limits the building footprint, especially considering the need for a 3m offset from the Network Rail assets. Incorporating balconies would necessitate a reduction in internal floor space, impacting the overall number of units that can be delivered and / or compliance with space standards for residential units. The Proposed Development's proximity to both a railway viaduct and a major highway raises concerns regarding noise and air quality. Balconies, particularly those extending outwards from the building, could expose residents to elevated levels of noise pollution and potentially compromise air quality within the apartments.

Theme	Comments Received	Response
		The design strategy prioritises a sleek and unified aesthetic. Balconies could detract from this vision, resulting in a more cluttered facade. Instead, the design incorporates full ceiling-to-floor glazing, maximising natural light and offering views of the surroundings while preserving a cohesive architectural design. This approach aims to balance the constraints of the Site and surrounding environment with the provision of a high-quality living experience that prioritises spaciousness, natural light, and a considered design aesthetic.
Request for protected cycle lanes	A request for improved cycling infrastructure, particularly protected cycle lanes, to make the area more accessible and safer for cyclists.	There is a recognised need for improved cycling infrastructure, including protected cycle lanes, to enhance safety and accessibility for cyclists in the area. Manchester City Council's "Active Travel (ATF) City Centre Scheme section 2: Liverpool Road – Whitworth Street West" commenced on 5 August 2024, addressing this need directly and separately from this planning application. The scheme includes roads immediately adjacent to the Site, including Deansgate, Whitworth Street West, and Bridgewater Viaduct. The scheme is expected to complete in Spring 2025, in advance of the completion of the Proposed Development. This initiative aims to significantly enhance facilities for active travel modes, particularly cycling, along this key city centre route, connecting to existing cycling infrastructure. The scheme will deliver continuous, segregated cycle lanes, improved pedestrian and cyclist crossings, and wider footways. Furthermore, the Proposed Development includes secure on-site cycle parking facilities. Provision for approximately 182 bicycles will be available via two-tier racks within a ground floor internal store. This equates to a provision rate of approximately 50% relative to the 364 proposed flats, a figure agreed in principle with Manchester City Council Highways. Additionally, five Sheffield stands will be provided within the landscaped areas surrounding the building to accommodate visitor cycle parking.
Concern about traffic and congestion	A suggestion that the influx of new residents would lead to increased congestion in the area.	The Proposed Development will be car-free, and a Travel Plan will be implemented to encourage sustainable transportation modes. The Site's highly accessible location, with proximity to tram and train stations, as well as other city centre amenities, further supports the promotion of sustainable travel options.

Theme	Comments Received	Response
		Nonetheless, concerns regarding potential traffic and congestion increases due to the influx of new residents are acknowledged. To address these concerns, a comprehensive assessment of the development's impact on the local highway network was conducted by transport consultants, Curtins, and documented in the submitted Transport Statement. The assessment concluded that the development would generate an estimated 140 additional vehicular trips daily. This represents a negligible increase of approximately 1.5% compared to existing traffic volumes on Whitworth Street West, particularly considering typical daily fluctuations in traffic flow. Furthermore, traffic counts conducted by Transport for Greater Manchester (TfGM) on other nearby roads indicate daily traffic volumes in the region of 20,000, further diminishing the development's impact to less than 1%. This minimal projected impact falls well below TfGM's threshold of 30 trips, beyond which more detailed capacity assessments are typically required. Based on their analysis, Curtins concluded that the development would not necessitate capacity assessments and that the local highway network would not experience any adverse impacts due to the development.
Green space	Comments highlighting the city's lack of green space, with a suggestion that the Site would better serve the local community as green space. Some suggested the proposals would not significantly improve the landscape around the site or add much more green space in comparison to what is already there.	The Site currently does not include any existing public realm or green space. The Proposed Development presents an opportunity to revitalise a vacant and underutilised brownfield site, transforming it into a vibrant residential development with new public realm. The design team have purposely reduced the building mass bringing it in from Cameron Street and Bugle Street to deliver more green space whilst opening up the views of the Grade 2 Listed Viaduct. As a result, the Proposed Development will deliver a net gain in biodiversity, will help to better connect the neighboring areas, improve pedestrian experience, and introduce new green elements to the streetscape. The design emphasises well-lit, publicly accessible areas to foster a welcoming atmosphere and improve permeability, making it easier for the community to navigate the Site and its surroundings.

Theme	Comments Received	Response
		The Proposed Development will also facilitate a range of other public benefits as detailed within the Planning and Tall Building Statement submitted in support of this application.
Adjacent uses	Request for ongoing engagement with Rebellion night club in respect of any potential implications on the venue arising from the Proposed Development.	The project team have had dialogue with Rebellion as the design has developed. Rebellion have expressed desire to maintain access to Bugle Street which is privately owned and outside of the redline boundary of this application. The Proposed Development will therefore not affect access to Bugle Street. The proposed design is also shaped to maintain Agent of Change principles. The Applicant is committed incorporating appropriate mitigations into the development to protect future residents from noise ingress arising from the nightclub, which be controlled via planning condition. The applicant will continue dialogue with rebellion, as appropriate, as the Proposed Development progresses.
Impact on the viaduct	Concern that the proposed development would detract from the Viaduct.	The design of the Proposed Development draws upon Manchester's rich history and local palette of materials. Terracotta has played a pivotal role in defining the architectural aesthetic of the surrounding area and our design proposals pay homage to this, with terracotta incorporated throughout. With elegant details, soaring columns and grand arches of glazed terracotta, the proposed building will create a uniquely Mancunian landmark on the city's evolving skyline and provide a visual connection with the listed railway viaduct to the south and Deansgate Station to the west.
Concern about the strain on local services	One respondent suggested that introducing a large number of new homes would put pressure on existing infrastructure and local services, such as schools, healthcare, and public transport.	An assessment of existing infrastructure capacity and the potential impact of the development has been undertaken as part of the Socio-economics Chapter in the EIA.

Theme	Comments Received	Response
		Regarding education, there are five local authority-run primary schools within a one-mile radius of the site. Additionally, nine secondary schools are located within two miles. While demand for secondary school places within the Manchester Local Authority area is currently high, with approximately 84% of Year 7 places filled for the upcoming academic year, the impact of the development is expected to be minimal. The City Centre area is characterized by a high proportion of working-age residents, suggesting a lower-than-average demand for school places. . The Site is within a one-mile walking distance of six GP practices, all accepting new patients. The nearest practice is located just 0.4 miles away. Additionally, nine dental practices are within a one-mile radius, with the closest situated only 0.3 miles from the Site. It's important to highlight that the Proposed Development will generate additional revenue for Manchester City Council through council tax and business rates. This revenue stream contributes significantly to funding essential local services, including emergency services, waste collection, libraries, and public transport. Finally, the site's highly accessible location within the City Centre core ensures convenient access to a comprehensive range of services and amenities within a short walking distance, further mitigating potential strain on local infrastructure.
Mitigation of construction impacts	Concern for the potential impacts of the construction process on existing residents, particularly around potential road closures. It was questioned how these impacts would be mitigated to minimise disruption and disturbance.	Chapter 5 of the ES sets out the proposed construction methodology and expected programme for the development. This is also captured within the Construction Management Plan submitted with the application. Any impacts on amenity during construction will be temporary in nature. Mitigation will be implemented in line with the recommendation set out by the noise and air quality assessments that have been prepared according to the relevant legislation and guidance. The construction programme for the Proposed Development will span a period of approximately 3 years. The construction programme has been based on normal construction working hours in line with Manchester City Council guidance to protect residential amenity. Construction activities will be managed in accordance with the relevant guidance and legislation.

Theme	Comments Received	Response
		The Principal Contractor will ensure that regular contact is made with local residents and community groups to ensure they are kept up to date with general progress on the site. The contractor will also be required to adhere to the Considerate Contractors initiative.
Wind Microclimate	Concerns were raised about the level of detail undertaken in assessing the proposal's impact on wind conditions. This specifically related to the potential impact on residents on Hewitt Street, pedestrians and cyclists on Whitworth Street, and passengers using the Deansgate Train Station platforms.	A Wind Microclimate Study was undertaken for the Proposed Development by GIA which comprised extensive testing of the local environment. One instance of wind conditions exceeding guidance has been identified on the platform at Deansgate Station, however this is limited a negligible change in comfort and has not been identified as a safety issue. The inclusion of the proposed development makes local wind conditions in other identified locations marginally windier than for the baseline but conditions will remain suitable in terms of pedestrian safety and comfort. Again, minimising wind impacts at street level was a driving principle underpinning the proposed massing of the building. More information can be found with the Wind Microclimate Chapter within the ES.

4. Summary and Conclusions

- 4.1. This Statement of Consultation has been prepared in support of an application for Full Planning Permission at Whitworth Street West for the demolition of existing buildings on-site and development of a residential development of up to 44 storeys with associated ground floor amenity and landscaping, 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 a series of virtual briefings as well as in-person drop-in sessions has occurred. Consultation was also undertaken with statutory and non-statutory consultees including inter alia MCC planning officers, MCC Environmental Health and Waste teams, GMP, Network Rail 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



2-4 WHITWORTH STREET WEST

Glenbrook is a Manchester based property company specialising in development. We're passionate about creating great places and neighbourhoods for existing and future communities, leaving a positive and lasting legacy.

It's for this reason we're really excited about the opportunity that Whitworth Street West presents. Alongside our design team we have been working towards creating a development that reflects the local heritage, its materials and its people.

Our proposals have been driven to deliver best in class residential homes for Manchester. Whitworth Street West is currently experiencing an exciting period of growth as it continues to evolve as a destination to work, live and play.

It is unique in its offering providing access to the world class cultural attractions our city has to offer, and Glenbrook are proud to be part of its journey.

Our vision tailors on delivering:

- A landmark development formed of high-quality architecture.
- Creating vibrancy and a sense of place and improving connections through from Whitworth Street West to the Knott Mill area, through new public realm and greater activity at street level.
- Supporting Manchester's growing demand for residential accommodation.
- Creating new construction jobs, with a focus on local employment.

Tell us your views

It's an integral part of our design development to listen to the local and wider community as we progress towards a planning application later this year and we'd love to hear from you.

The public consultation on our proposals will be open from **Wednesday 9th to Sunday 27 October 2024.**

Attending our event

We are holding an event at Home (2 Tony Wilson Place, Manchester, M15 4FN) on **Tuesday 15th October** between 3.30pm and 7pm.

You can drop in at any point during this time to meet our team, view our materials, and submit your feedback.

Visiting our website

All of our consultation information is available to view on our dedicated website: www.WhitworthStreetWest.co.uk Here you can also complete an online questionnaire to provide feedback on our proposals.

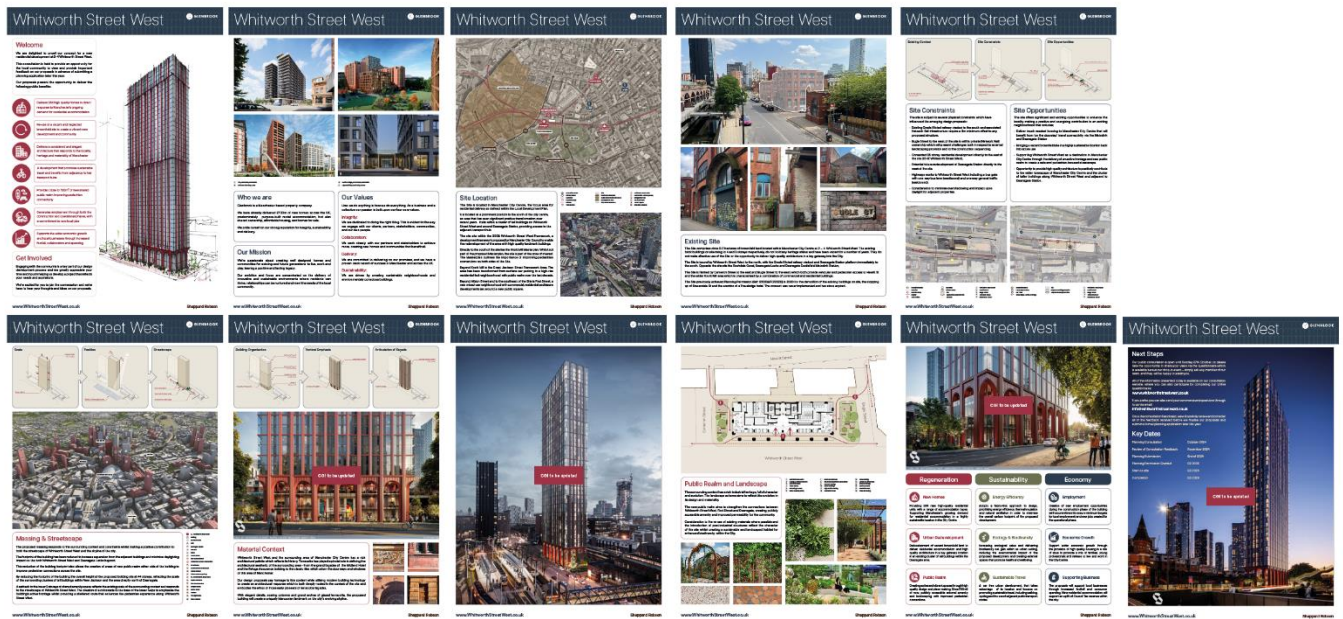
Contacting our team

You can send us any questions or additional feedback by emailing: info@WhitworthStreetWest.co.uk.



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

Appendix B – Event Display



Appendix 3 – Consultation Questionnaire

2-4 Whitworth Street West

 GLENBROOK

Consultation Questionnaire

The public consultation on our proposals for Whitworth Street West will be open until Sunday 27 October 2024.

As part of the consultation, we're keen to hear your views on our plans. Please use this form to tell us what you think.

Q1) How would you describe your interest in these proposals? (Please select as many as apply)

☐ Local resident

☐ Local business owner

☐ Visit the area regularly

☐ Local representative

☐ Part of a local community or interest group

☐ Other

Q2) How did you find out about the consultation? (Please select as many as apply)

☐ Consultation postcard

☐ Social media

☐ News publication (online or print)

☐ Word of mouth

☐ Other

Q3) Our plans seek to make effective use of a vacant site through the delivery of 364 high-quality apartments. The site is sustainably located due to its proximity to the city centre and a range of public transport options, including Deansgate Railway Station and the Metrolink.

To what extent do you support the provision of new homes at this site?

☐ Strongly support

☐ Support

☐ No opinion / not sure

☐ Oppose

☐ Strongly oppose

Please explain your answer:

Q4) Our design approach seeks to encourage greater activity at street level and improve the pedestrian environment around the site by enhancing connections to surrounding neighbourhoods and improving the external landscape.

To what extent do you support this aspect of our plans?

☐ Strongly support

☐ Support

☐ No opinion / not sure

☐ Oppose

☐ Strongly oppose

Please explain your answer:

Q5) Our proposals have been designed to respect the materiality and identity of the local context, delivering high-quality architecture to support Whitworth Street West as a key destination in the city.

To what extent do you support this approach?

☐ Strongly support

☐ Support

☐ No opinion / not sure

☐ Oppose

☐ Strongly oppose

Please explain your answer:

Q6) Do you have any further feedback that you would like our team to consider before we finalise our plans?

About You

You do not have to supply personal details. However, it will help us to work towards meeting the needs of the public during the consultation period and will enable us to contact you with updates on the scheme. Your personal details will be stored in compliance with the GDPR by Counter Context acting on behalf of Glenbrook.

Name:

Postcode:

Email address:



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