



Planning and Tall Building Statement  
Whitworth Street

December 2024

# Contents

|    |                                    |    |
|----|------------------------------------|----|
| 1. | Introduction                       | 3  |
| 2. | Pre-Application Consultation       | 6  |
| 3. | Strategic Context                  | 7  |
| 4. | Site Description and Context       | 10 |
| 5. | Proposed Development               | 14 |
| 6. | Planning Assessment                | 20 |
| 7. | Tall Building Statement            | 50 |
| 8. | Public Benefits                    | 54 |
| 9. | Conclusion                         | 58 |
|    | Appendix A – application documents | 60 |
|    | Appendix B – Planning History      | 63 |

*2-4 Whitworth Street West is a new residential development rising to 44 storeys and within a highly sustainable location at the gateway to the city's civic core in Manchester City Centre. It will deliver 364 apartments in a striking design that will create a new landmark development contributing to the existing tall building cluster around Deansgate Transport Hub. Residential amenity space will be at ground floor, Level 1 and Level 2 to enliven the street-scene and to complement the proposed areas of public realm which activates the side streets and improves linkages towards Knott Mill. Biodiversity net gain is achieved through new planting. The development will boost the local economy, providing annually an estimated 200 new jobs and £700,000 GVA during construction and £669,000 annual Council Tax revenue once occupied.*

# 1. Introduction

This section introduces the proposals and summarises the structure of this Planning and Tall Building Statement.

- 1.1. This Planning and Tall Building Statement (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 (MCC).
- 1.2. The planning application relates to land within the Petersfield area of Manchester City Centre, as shown in Figure 1.1 Site Location Plan (the ‘Site’)
- 1.3. The description of the Proposed Development on the application for 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.”*
- 1.4. The term Proposed Development used within this Statement refers to all stages of construction and operation of the development.
- 1.5. This Statement considers the Proposed Development in its strategic and local context and assesses its acceptability in the context of the Local Development Plan and other material considerations such as the National Planning Policy Framework (NPPF) and relevant guidance.

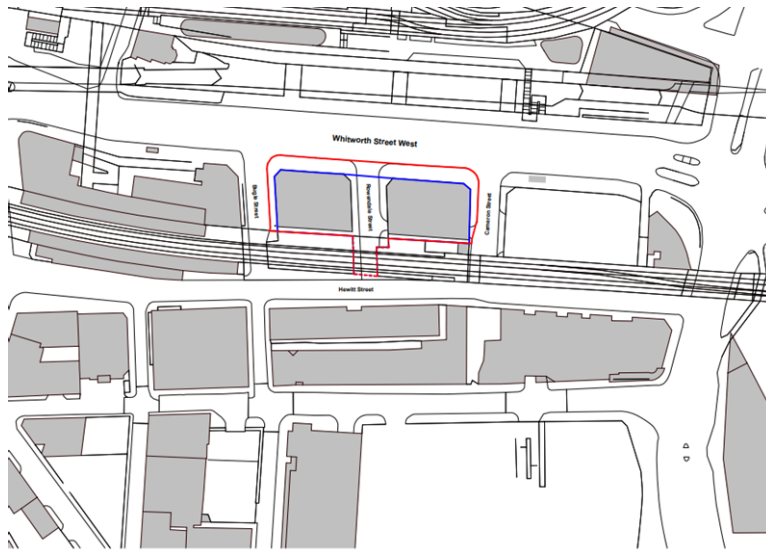
## The Applicant

- 1.6. The Applicant is Glenbrook WWS Limited. Glenbrook has an established reputation in developing high-quality residential developments across Greater Manchester with notable examples including Both Trilogy and Vox in Castlefield that jointly delivered 512 new homes, and High Definition and Duet that delivered 550 new homes to. 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.

## The Site

- 1.7. The Site comprises circa 0.17 hectares of brownfield land located within Manchester City Centre at 2 – 4 Whitworth Street West. A Site Location Plan is provided in Figure 1.1.
- 1.8. 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 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 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.
- 1.9. 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.

*Figure 1.1 – Site Location Plan*



- 1.10. The Site is located within the Deansgate Ward, an area that has witnessed significant investment and regeneration over the last 20 years. The Site presents a strategically important location within a cluster of tall buildings marking the southern gateway to the City Centre and the Deansgate-Castlefield transport hub.
- 1.11. The Site is located within an area identified as a regeneration priority for many years reflected by the Whitworth Street West Strategic Regeneration Framework area which was endorsed by MCC in 2008. The Site is adjacent to the Knott Mill Masterplan area and is part of the zone of interest of the Masterplan. The Great Northern Manchester Central and Castlefield Quay Strategic Regeneration Framework (2017) area is located to the north of the Site on the opposite side of the Rochdale Canal and Whitworth Street West and First Street is located to the south, beyond Knott Mill.

## The Proposed Development

- 1.12. The Proposed Development comprises the demolition of existing buildings on-site, the stopping-up of Rowendale Street and the delivery of 364 new homes in a new development rising to 44-storeys and consisting of a mix of 1, 2 and 3 bed apartments. Entrance into the building will be from Whitworth Street West into the Ground Floor residents' amenity space, which also occupies Levels 1 and 2.
- 1.13. 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.
- 1.14. The Proposed Development will be delivered in a single phase.
- 1.15. The Proposed Development provides an opportunity to contribute to the group of tall buildings clustered around the Deansgate-Castlefield transport hub, enhancing its profile and silhouette to provide a recognisable landmark in the cityscape, which was first established by the Beetham Tower, and now includes Axis, 325 Deansgate and Viadux. The design of the Proposed Development is sensitive to its context, complementing both the other tall buildings in the cluster and the historic materiality of Whitworth Street and the surrounding area.

## EIA Screening / Scoping

- 1.16. In accordance with the regulatory framework, a thorough screening process for the Proposed Development has been conducted and it has been determined that it falls under Schedule 2, Part 10b of the EIA Regulations 2017 (as amended). After careful consideration, it is concluded that the potential environmental impacts of this project warrant a comprehensive EIA. As part of this screening process, a detailed scoping exercise has been undertaken to determine which disciplines are to be assessed within this EIA.

- 1.17. An EIA Scoping Report was issued to MCC for consideration on 15 October 2024. A response was received from MCC on 21 November 2024 confirming their agreement with the proposed Scope of the EIA. The scope of EIA submitted with the application is detailed at Appendix A. Feedback received in this Scoping process has been considered within the EIA.

## Structure of the Planning Statement

- 1.18. The remainder of this Statement is structured as follows:
- **Section 2** – provides a summary of the pre-application consultation undertaken;
  - **Section 3** – describes the context of the Site;
  - **Section 4** – outlines the full details of the Proposed Development;
  - **Section 5** – Sets out the Economic, Strategic and Regeneration context for the Proposed Development
  - **Section 6** – provides a broader planning assessment of the Site-specific planning issues;
  - **Section 7** – provides a tall building evaluation;
  - **Section 8** – sets out the Public Benefits associated with the Scheme; and
  - **Section 9** – concludes by summarising the case for the grant of Planning Permission.
- 1.19. The documents submitted in support of the Application are set out in Appendix A of this Statement.

## 2. Pre-Application Consultation

The following section summarises the pre-application consultation and engagement that has been undertaken in preparing this planning application.

### Pre-Application Consultation

- 2.1. The planning application has been submitted following pre-application consultation with Officers at MCC, local Ward Councillors, the local community, and a wide range of statutory and non-statutory consultees. Consultation has taken place in line with MCC's Statement of Community Involvement and Historic England's advice note on tall buildings (2022).
- 2.2. Further details of the pre-application consultation undertaken, together with a summary of how comments have been considered in the design development, are contained within the supporting Statement of Consultation (SoC).
- 2.3. A summary of the pre-application consultation undertaken is provided below:
  - Ongoing liaison with the Local Planning Authority including meetings on 08 May 2024, 19 June 2024, 23 July 2024, 21 August 2024, and 19 September 2024.
  - A virtual Councillor briefing meeting with Deansgate Ward Councillor (Cllr Anthony McCaul) on 04 October 2024 to provide a summary of proposals.
  - Pre-application public consultation was undertaken virtually and in person. A consultation website went live on 09<sup>th</sup> October 2024 and closed on 27 October 2024. The website included information about the Site and the Proposed Development and invited members of the public as well as local businesses to make comments. It was publicised via a leaflet drop to 1,533 homes, local businesses and landowners in the local area and via local press. The website was visited 1,350 times. 41 people completed the questionnaire linked on the website, the comments received have been considered as part of the design development.
  - The consultation website included details of an in-person consultation event which was held on 15 October 2024, which was also publicised via the leaflet drop. 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 9 people.
  - Historic England (HE) was consulted via a virtual briefing on 03 October 2024 and formal written advice was received on 30<sup>th</sup> October 2024. A response to this feedback is provided within the Heritage Impact Assessment to be submitted with the application.
  - Other organisations were consulted during the pre-application stages including *inter alia* MCC Highways, MCC Waste, Environmental Health, Network Rail, Greater Manchester Police (GMP), and Transport for Greater Manchester (TfGM).
- 2.4. Overall, pre-application engagement has indicated general support for the delivery of new residential developments and public realm improvements in the area.
- 2.5. Technical queries, comments and issues raised during the consultation period have been addressed within the SoC, 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.

# 3. Strategic Context

This section provides an overview of the strategic context within which the Proposed Development is brought forward, with reference to the documents which capture Manchester's strategic priorities with respect to the Site and the Proposed Development.

- 3.1. The Proposed Development has been conceived and designed to contribute directly to Manchester's strategic priorities, with direct reference to the following strategic documents. As will be apparent reading this Statement, the Proposed Development for over 364 new homes on a city centre brownfield site adjacent to the Deansgate transport hub will make a direct and meaningful contribution to MCC's ambitions to achieve the visions and strategic priorities set out in these documents.

## Our Manchester Strategy – Forward to 2025 (2022)

- 3.2. Our Manchester Strategy defines the City's vision to be in the top-flight of world cities by 2025, when the city will:
- Have a competitive, dynamic, sustainable and fair economy that draws on its distinctive strengths in science, advanced manufacturing, and culture, creative and digital businesses – cultivating and encouraging new ideas.
  - Possess highly skilled, enterprising and industrious people.
  - Be connected, internationally and within the UK.
  - Play its full part in limiting the impacts of climate change.
  - Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well.
  - Be clean, attractive, culturally rich, outward-looking and welcoming.
- 3.3. To deliver on that vision, Our Manchester Strategy defines five priorities to create:
- A **thriving and sustainable city** that maintain's Manchester vibrancy and includes all communities in the life of the city; and has a strong, inclusive and innovative economy with diverse growth sectors.
  - A **highly skilled city** that gives Manchester's young people access to good-quality education and supports all residents to learn, progress, upskill and retrain so they can access the city's current and future employment opportunities.
  - A **progressive and equitable city** that is truly equal and inclusive, where everyone can thrive, with improved physical and mental-health outcomes and good access to integrated health and care services.
  - A **liveable and zero-carbon city** with sustainable, safe resilient and cohesive neighbourhoods, more affordable housing, good quality green spaces, and accessible culture and sports facilities. Green growth, sustainable design, low-carbon energy, retrofitting buildings, green infrastructure, and climate resilience will help the city achieve its zero-carbon ambitions by 2038.
  - A **connected city** will enable increased walking and cycling supported by an integrated, accessible, safe and green public transport system. Digital inclusivity will be delivered through better digital infrastructure, access to technology and skills.

## Investing in Success – an Economic Strategy for Manchester (2023)

- 3.4. Manchester's Economic Strategy seek to make the City's economy function as a net-contributor to UK GDP and provide the best possible opportunities for its residents. To achieve this, the Strategy aims to create an economy that:

- Is thriving and performing as well as the best international comparators.
- Creates great opportunities and increases social mobility for residents.
- Attracts the best of global business and talent.
- Is resilient to future shocks and a changing climate and capitalises on the opportunities created by the transition to zero-carbon.

3.5. With respect to housing, the Strategy says:

*“Housing stands as a pivotal enabler of growth, playing a crucial role in Manchester’s journey towards overall prosperity. As well as being a structural necessity, it is also a dynamic component that influences the city’s ability to attract and retain people, fostering diverse and vibrant communities. A well-balanced housing market, characterised by affordability and availability, acts as a catalyst for economic activity. It fosters an environment conducive to investment and innovation and supports the city’s ambition to create sustainable living environments that are well-connected to employment hubs, complemented by essential amenities and services.” (page 31)*

3.6. The Strategy also recognises the importance of density to the City’s continued economic success and the potential for this to be further increased within the City Centre:

*“The density of spaces significantly impacts the city’s productivity. Manchester city centre is an exemplar of high-value activity, where tradeable services – particularly in finance and other knowledge-intensive sectors – are clustering. However, the current economic scale of the city centre is not proportionate to its potential; it only accounts for 13% of total employment in the city region (when using the Centre for Cities definition of a 0.8-mile radius), a figure considerably lower than what is observed in more affluent cities such as London, where the city centre accounts for 34% of employment.”*

*“Residential density is equally crucial, providing the workforce necessary for the city’s economic activities. Manchester needs to ensure that residential developments are well integrated with commercial spaces, allowing easy access to workplaces and reducing commute times. This integration of residential and commercial spaces is not just about building more homes; it is also about creating a harmonious urban environment that supports the economic aspirations of the city while providing green spaces accessible to the dense urban population.” (page 41)*

## Manchester Housing Strategy – 2022 – 2032 (2022)

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

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

3.8. With respect to the first principle, the strategy identifies a minimum undersupply of 500 new homes per annum, leading to prices and rents increasing across the city, exacerbating affordability issues for many residents. As Manchester grows, the city must continue to work harder towards meeting exceptionally high demand for housing across all tenures.

3.9. The strategy therefore sets a target of delivering 36,000 new homes between 2022 and 2032, including 10,000 new affordable homes.

3.10. The strategy seeks to ensure that more than 80% of all homes are built by 2032 are on brownfield sites close to public transport.

## Manchester Climate Change Framework 2020-25

3.11. The framework sets the vision that by 2025 Manchester will be playing its full part in limiting the impacts of climate change, with everyone who lives, works and studies here benefiting from the health, wellbeing and economic benefits that will come as a result.

- 3.12. The framework sets four core objectives to achieve this: staying within its carbon budgets; climate adaption and resilience; health and wellbeing; and inclusive, zero carbon and climate resilient economy.

### **Manchester City Centre Transport Strategy 2040 (2021)**

- 3.13. The strategy supports the city's ambition to grow and become carbon neutral by 2038, whilst ensuring that it is well-connected to the wider area that it serves. The central aim of the Strategy – for 90% of all morning peak trips to the city centre to be made by sustainable travel before 2040 – is critical to the successful and sustainable growth of the city.

### **Biodiversity Strategy and Action Plan 2022-30 – the City of Manchester's Nature Recovery**

- 3.14. The strategy seeks to champion the role that nature plays in addressing many of the challenges which wildlife and our residents face, including climate change, poor health and wellbeing, pandemics and air quality. The Plan seeks to protect and recover habitats throughout the city, increase the understanding, connection and love for nature, and encourage everyone to recognise their role in Manchester's nature recovery.

### **Great Outdoors: A Green and Blue Infrastructure Strategy for Manchester 2015-25**

- 3.15. Recognises that parks, river valleys, gardens, street trees, green roofs and canals are an essential part of creating a successful, liveable city. The 2025 vision is that high quality, well-maintained green and blue spaces will be an integral part of all neighbourhoods, with access for communities and workers, and stimulating business investment.

### **Whitworth Street West Framework (2008)**

- 3.16. The Whitworth Street West Development Framework (2008) ('the WSW Framework') sets out a transformative vision for the area, aiming to create a thriving, well connected part of Manchester City Centre. The WSW Framework prioritises high-quality development, reflecting the areas role as a key gateway to the city from the south, and integrating with emerging growth areas such as Great Jackson Street and First Street.
- 3.17. The WSW Framework seeks to improve accessibility for pedestrians, cyclists and public transport in line with increasingly important sustainability ambitions within the City Centre. Various suitable uses are envisioned for the area including high profile office spaces, smaller flexible business spaces as well as potential for a landmark residential development, in line with the proposals as set out within this application. Architectural variety is encouraged however a strong urban design vision is set out which promotes a safe and attractive environment for both daytime and evening users.
- 3.18. Overall, the WSW Framework aims to create a well-connected, mixed-use area that enhances the City Centre's economic competitiveness and fosters a strong sense of place.

### **Knott Mill Masterplan (2019)**

- 3.19. Approved in 2019 the Knott Mill Masterplan seeks to identify and satisfy current and future demand for new dwellings and commercial space which is required to support population and economic growth within the City Centre. Although not located within the Knott Mill Masterplan area, the Site is part of the zone of interest, for which the Masterplan acknowledges the area offers an opportunity for large scale developments.

# 4. Site Description and Context

This Section describes the Site, its context in relation to the surrounding area and its suitability for the Proposed Development.

## Site Description

- 4.1. The Site comprises circa 0.17 hectares of brownfield land located within Manchester City Centre at 2 – 4 Whitworth Street West.
- 4.2. The Site is bound by Whitworth Street West to the north, with the Grade II 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 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.
- 4.3. The Site contains two vacant buildings: 2 Whitworth Street West is a four-storey, red-brick building; and 4 Whitworth Street West is a three-storey red brick building. There are no trees or areas of landscaping currently on the Site.

## Surrounding Area

- 4.4. The Site is located within an important strategic location within the city centre and within an area that has seen substantial change over the past 20 years, including along Whitworth Street West, and at the southern end of Deansgate. Its context is characterised by established and emerging clusters of tall residential buildings forming around Great Jackson Street, First Street, and the Deansgate Transport Hub. These have refined the Manchester skyline along the southern gateway to the City Centre. The Site sits within the latter cluster.
- 4.5. In addition to tall buildings already built or under construction within the cluster, planning permission was granted for a 35-storey building on the adjacent plot at 10-12 Whitworth Street West (which has since expired), and a 36 Storey building to the east at Hotspur Press live applications are submitted for buildings rising to 76 and 26 storeys respectively at Viadux Phase 2, and Apex.
- 4.6. The southern portion of the City Centre more generally is also continually changing and evolving as planning permissions are implemented and developments come forward, most notably this includes the recently approved mixed use proposals at Great Northern (up to 34 Storeys), the new hotel under construction at 325 Deansgate (22 Storeys) and ongoing development at the First Street and New Jackson neighbourhoods.
- 4.7. The Site is within a pivotal location between established and emerging residential and commercial hubs within the Civic Quarter, First Street, Knott Mill and Great Jackson Street. The Site sits in close proximity to the Central Business District and central retail areas offering excellent access to jobs amenities and leisure facilities.
- 4.8. Located in the City Centre Core, the Site sits amongst a broad range of uses:
  - Residential uses including apartments located immediately to the south (within the Knott Mill area and along Hewitt Street) and to the north (including Axis Tower, Beetham Tower, Viadux Phase 1, and Hacienda apartments).
  - Entertainment, commercial and office uses located to the north at Deansgate Locks and associated outdoor seating areas with Manchester Central beyond this, and Rebellion to the

immediate west of the Site and Bugle Street. City Road Inn Public House is located east of 10-12 Whitworth Street West. Commercial and industrial uses are also located within the viaduct arches along Hewitt Street and there are further commercial uses within the Knott Mill area.

- Transport Uses – The Deansgate Railway Station is located immediately adjacent to the Site, with both Oxford Road and Manchester Piccadilly both located within walking distance of the Site offering convenient and sustainable travel to both regional and national destinations. The Deansgate Metrolink Station is also located to the north of the Site offering a sustainable mode of travel across the City Centre and the wider Greater Manchester Region.

- 4.9. The neighbouring site at 10-12 Whitworth Street West has planning permission (Ref. 135272/JO/2022, as amended) for a 35-storey residential building. While works have commenced, the permission includes a condition regarding the timeline of the development. A construction contract for the building needed to be awarded by 31 October 2024 and by 30 November 2024, a scheme outlining the restoration, landscaping, and maintenance of the site was to be submitted to the Local Planning Authority for approval. The Planning Permission has therefore since expired, but it is considered that there is a reasonable prospect of a development of a similar nature and scale being brought forward in the future.

## Site Specific Environmental Designations

- 4.10. Under the provisions of the MCC Proposals Map (2012), the Site is allocated to be within:
- Manchester City Centre; and
  - The Regional Centre

## Air Quality

- 4.11. The Site is located within the Greater Manchester Air Quality Management Area (AQMA), referring to an area where air pollution levels are, or are likely to, exceed national air quality objectives.

## Ecology

- 4.12. The Site is not located within a statutory or non-statutory nature conservation site and no record of protected species have been found at the Site. The Site has no value in terms of the existing biodiversity with a Biodiversity Value calculated at 0 (zero) habitat biodiversity units.

## Flood Risk and Drainage

- 4.13. The Environment Agency Flood Map for the area indicates that the Site is located within Flood Zone 1 and is therefore at low risk of flooding. The Site is located within a Critical Drainage Area (CDA) meaning a Flood Risk Assessment has been prepared in support of this application. The nearest watercourse to the Site is the Rochdale Canal located 23m north of the Site.

## Heritage

- 4.14. The Site is not located within a conservation area. The following conservation areas lie to the north, and west of the Site: St Peter's Square Conservation area (375m); Albert Square Conservation Area (520m); Deansgate Conservation Area (411m); St John Street Conservation Area (368m); and Castlefield Conservation Area (97m). Whitworth Street Conservation area is located to the east of the Site (537m).
- 4.15. The two existing vacant buildings on the Site are not listed. Neither is considered to meet the threshold to be considered non-designated heritage assets. The Castlefield Viaduct, which forms the southern boundary and part of the Site is Grade II Listed. The redline boundary runs underneath the Grade II Listed Viaduct, however, the roadway underneath the Viaduct to which the Site relates, does not form part of the Grade II listed structure.
- 4.16. There are 72 listed buildings within a 500m radius of the Site, including 0 Grade I Listed, 5 Grade II\* Listed, and 66 Grade II Listed buildings as well as one monument. These include the following closest assets, in order of proximity:
- Deansgate Station (Grade II Listed);

- Rochdale Canal Lock Number 90 (Grade II Listed);
- Rochdale Canal Lock Number 91 (Grade II Listed);
- Rochdale Canal Lock Keeper Cottage (Grade II Listed);
- Rochdale Canal Lock Number 89 (Grade II Listed);
- 13 to 17 Albion Street (Grade II Listed);
- The Britons Protection Public House (Grade II Listed);
- Former Congregational Chapel (Grade II Listed);
- Electricity Box in Castlefield Canal Basin (Grade II Listed);
- Boundary Stone on Knott Mill Bridge (Grade II Listed);
- Floodgate on east side of Knott Mill Bridge (Grade II Listed); and
- Manchester Central (Grade II\* Listed).

## Archaeology

- 4.17. As outlined within the Archaeological Assessment submitted in support of this application, the Site lies within the City Centre and adjacent to the Castlefield area of Manchester. As such, it is considered that there is the potential for the Site to contain buried archaeological remains associated with the Roman and industrial period. Any remains that do exist within the Site are likely to be of low (local) and medium (regional) significance.

## Accessibility

- 4.18. The Site, centrally situated in Manchester, enjoys excellent transport links. The Deansgate-Castlefield Metrolink station, located immediately north of the Site, acts as a major entry point to the city, offering residents regular services across Greater Manchester. Additionally, Manchester Piccadilly, Manchester Oxford Road and Deansgate Railway Stations are all within walking distance. Numerous bus stops are located along Whitworth Street West that provide further sustainable transport options, all conveniently close to the Site. See below for accessibility breakdown by sustainable transport modes.

## Vehicular Access

- 4.19. Vehicular access to the Site can be obtained from Whitworth Street West, Bugle Street, Hewitt Street and Cameron Street. Works are ongoing in relation to Whitworth Street West as part of the active travel scheme to enhance the quality of active travel infrastructure with a one-way restriction also in place along Whitworth Street West. A taxi rank is located to the northern side of Whitworth Street West.

## Walking

- 4.20. Given the city centre location of the proposals, pedestrian accessibility to the surrounding area is excellent. As demonstrated in the Transport Statement submitted in support of this application, a 2km walk covers the entirety of Manchester City Centre, providing access to extensive retail, employment and leisure opportunities.
- 4.21. Existing pedestrian links are present around the Site via Whitworth Street West which leads to the primary routes towards the centre of Manchester along Lower Mosley Street and Deansgate to the west and east respectively.

## Cycling

- 4.22. Analysis has been undertaken within the Transport Statement with regard to the cycling catchment area in relation to the Proposed Development which demonstrates the whole of Manchester City Centre can be reached in a 5-minute cycle journey and much of the surrounding conurbation can be reached within a 25 minute cycling trip. Key cycling routes were also assessed as part of this analysis which highlights that on road cycling facilities are provided along Whitworth Street West (which are currently undergoing improvements) alongside Deansgate as part of the Active Travel Scheme.

## Bus

- 4.23. There is a free bus service linking all the main destinations across Manchester City Centre and provides convenient access to major activity centres in the City. Free Bus buses are available which can be accessed by disabled users and run on a 10-minute daytime frequency. It gives the Site quick and convenient public transport connections to all mainline railway stations, principal car parks and retail centres with a route located along Whitworth Street West.
- 4.24. Other significant bus services are available within a short walk of the Site. The bus stops are located along Whitworth Street West, with Station Stops D (westbound) and C (eastbound), located circa 80m and 200m walks from the Proposed Development.

## Metrolink

- 4.25. The Metrolink is easily accessible from the Proposed Development with the Deansgate-Castlefield interchange located immediately to the north of the Site to the northern side of Whitworth Street West. The existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts, including:
- Bury (via Manchester Victoria);
  - Oldham & Rochdale (via Manchester Victoria);
  - Ashton-Under-Lyne (via Manchester Piccadilly);
  - East Didsbury;
  - Manchester Airport (with a change at Cornbrook);
  - Altrincham;
  - The Trafford Centre; and
  - Eccles and Media City.
- 4.26. The Metrolink will therefore offer excellent public transport connectivity for occupants and visitors to the Proposed Development.

## Rail

- 4.27. The Site is conveniently located near to a number of railway stations. Deansgate Railway Station is located immediately to the southwest of the Site. Oxford Road Station is a short walk (c.10 minutes). Manchester Piccadilly Station is accessible by a longer walk but is readily accessible by the Free Bus or train from Deansgate Rail Station and access to further regional and national services is provided from this station.

## Planning History

- 4.28. Planning Permission (Ref: 126308/FO/2020) was granted on the Site in 2020 for the demolition of the two buildings on Site and the erection of a Travelodge hotel with ground floor retail.
- 4.29. A full summary of the Planning History can be found in Appendix B of this report.

# 5. Proposed Development

This section summarises the key elements of the Proposed Development and should be read in conjunction with the submitted application drawings and Design and Access Statement.

## Use and Amount

- 5.1. The Proposed Development comprises the demolition of the two existing buildings, the stopping-up of Rowendale Street, and the erection of a 44-storey residential tower, alongside new high quality public realm.
- 5.2. Levels 3 and above comprise of 364 residential units, consisting of a mixture of 1-bed, 2-bed and 3-bed apartments. The ground floor comprises plant, bin storage and secure cycle parking alongside residents’ amenity space, which also occupies Levels 1 and 2. Further bin storage is proposed underneath the Viaduct and a secure boundary is proposed to the Hewitt Street Elevation, with the final details to be agreed via a condition.
- 5.3. The Proposed Development is accessed at Ground Floor via the primary elevation along Whitworth Street West with secondary access points on either side of the building for servicing purposes.
- 5.4. New high quality public realm is proposed, wrapping around the base of the building to provide an attractive space for both residents and members of the public. The proposed public realm will consist of a mix of hard and soft landscaping, including planting, seating areas and space for external amenity.

Table 5.1 outlines the quantum of the Proposed Development (AOD: Above Ordinance Datum):

| Parameters for Development |                                          |        |
|----------------------------|------------------------------------------|--------|
| Site Area                  | Ha 0.17                                  |        |
| Residential (homes)        | Total Apartments (homes)                 | 364    |
| Height                     | Total Storeys (including ground)         | 44     |
|                            | Building heights (m)                     | 136.5m |
|                            | AOD (m)                                  | 170.3m |
| Cycle Parking              | Spaces                                   | 182    |
| Public Realm               | TOTAL Public realm (sqm) across the Site | 706    |
| Private Amenity Space      | Private Amenity Space (sqm)              | 718    |

## Scale and Massing

- 5.5. The scale of the Proposed Development seeks to respond to the existing and emerging character of the surrounding area. At 44 storeys, the massing and scale of the Proposed Development aims to contribute to the existing tall building cluster around Deansgate Transport Hub. The Proposed Development will therefore complement surrounding tall developments including Viadux Phase 1, Axis Tower and the Beetham Tower.
- 5.6. The three storey architectural colonnade arches wrap around the base of the building grounding it effectively along Whitworth Street West, Bugle Street and Cameron Street. The impressive external design of the lower three floors helps to enhance the prominence of the Proposed Development along Whitworth Street West further contributing to the high-quality design.

## Appearance and Materiality

### Elevation Concept

- 5.7. The Proposed Development's external design takes inspiration from the surrounding context. While the character and architecture along Whitworth Street West and adjacent to the Deansgate Transport hub is varied, the Proposed Development aims to respect the industrial and Victorian infrastructure, which is close to the Site, including the Grade II listed viaduct. It aims to compliment this through careful and detailed architectural design and materiality, whilst delivering a modern aesthetic and positive addition to Manchester's skyline.
- 5.8. The elevational design has been the subject of an iterative design process with input from Planning Officers at MCC, ultimately helping to ensure the design was of a high architectural quality.

### External Elevations

- 5.9. The design of the external elevations are a direct response to the Site's context, the building's functional requirements, and technical considerations. It aims to connect the Proposed Development with the existing streetscape of Whitworth Street West while creating a positive architectural addition to Manchester.
- 5.10. The three-storey colonnade base connects the building to its surrounding context through creatively reflecting the arches of the adjacent viaduct in its design. The base also wraps around the either side of the building on Bugle Street and Cameron Street, ensuring the building is of a high quality on all elevations.
- 5.11. A consistent materiality from the base upwards ensures that the design is cohesive, whilst the design of the upper floors have been carefully considered to effectively break down the massing with vertical and horizontal architectural features.
- 5.12. The façade design carefully considers technical factors such as thermal and acoustic performance, natural ventilation, daylighting, overheating, glare, and buildability. This approach ensures a high-quality building that meets both aesthetic and functional requirements.

### Façade Materials and Finishes

- 5.13. As part of façade development, a series of material options were considered and tested with planning officers, including brick, metal, glass and terracotta. The results of this optioneering led to a final preferred material of terracotta, which is considered to deliver a high-quality and cohesive façade design that is characterful of the surrounding area. As detailed within the Design and Access Statement, terracotta can be found on many buildings in the surrounding area and has played a prominent role in defining the local architectural character, including for example the Midland Hotel and Refuge Assurance building.
- 5.14. Terracotta cladding was also chosen for its versatility and ability to create visually appealing designs. The manufacturing process allows for the creation of numerous shapes and forms, enabling a unique façade composition. The proposed design incorporates detailed profiles that add visual interest and complements the architectural styles found in the surrounding area.
- 5.15. A wide range of colours, textures, and finishes are offered by terracotta cladding which allows for a thorough exploration of design options to best reflect the development's context and surroundings. A deep red is the preferred colouration, drawing inspiration from the tones of brickwork in the local area and referencing the traditional colours found on the structures and bridges of the adjacent viaduct.

## Internal Layout

### Building Organisation

- 5.16. The entrance into the Proposed Development is from Whitworth Street West at Ground Floor Level. The Ground Floor and the two floors above accommodate the residents' amenity areas and supporting ancillary spaces.
- 5.17. The upper levels of the building (Levels 3 to 43) comprise residential apartments. There are four different types of residential floorplates within the Proposed Development consisting of a range of

1, 2 and 3 bed apartment types. All apartments are designed to Nationally Described Space Standards.

- 5.18. The roof (Level 44) contains plant uses concealed by the continuation of the façade and therefore not visible when viewing the building externally.
- 5.19. The core is situated on the south of the floorplate.

## Ground Floor

- 5.20. The Ground Floor comprises the entrance to the Proposed Development, leads into a welcoming double-height reception area with residents' amenity space. This area provides access to the main lifts and stairwells, located behind the reception desk.
- 5.21. Residents' amenity spaces are proposed to Whitworth Street West side of the floorplate and wrap around the side elevations to maximise the active frontage onto Whitworth Street West and to address the proposed public realm along the adjacent side-streets.
- 5.22. Plant equipment, secure cycle parking, bin storage, management suite and a post room are also located at Ground Floor. These uses are proposed to the rear of the building, allowing easy access for the bins to be moved between the holding area located within the viaduct and the building. This also allows active uses to be located on the main elevations of the building.

## Level 1

- 5.23. At Level 1, further residential amenity spaces are proposed towards the Whitworth Street West elevation to enhance the active frontage. Plant equipment is located at the rear, directly above the Ground Floor plant area. This ensures that any necessary louvres are positioned on the least prominent part of the façade, minimising their visual impact. The amenity spaces are proposed to comprise of resident lounges. A management suite for staff is also proposed at this level.

## Level 2

- 5.24. Level 2 is entirely dedicated to residents' amenity space. The gym and studio are located to the rear of the building either side of the lift lobby while the resident's lounges are towards the Whitworth Street West elevation to further enhance the active frontage. External terraces are also located at the east and west façade.

## Typical Residential Floor

- 5.25. All floors above Level 2 comprise solely of residential apartments which provide a range of 1, 2 and 3 bed apartments across a total of 41 storeys. There are four typical residential floor layouts throughout the building, full details of which can be found within Section 5.4 of the Design and Access Statement prepared by Sheppard Robson and submitted in support of this application.

## Accessibility

### Access and Inclusion

- 5.26. Throughout design development measures have been undertaken to ensure principles of accessibility and inclusion have been incorporated within the design notably with reference to Part M of the Building Regulations, the Equality Act and other relevant regulations and standards. The following key access provisions have been incorporated within the design:
- Step free access from the landscape into and around the building.
  - Provision of accessible WC facilities to each of the amenity floors.
  - 100% provision of category M4(1) apartments, ensuring all residential units are suitable for visitors with restricted or other accessibility needs.
  - 100% provision of category M4(2) apartments suitable to be adapted for a wide range of occupants, including older people and those with reduced or restricted mobility and wheelchair users.

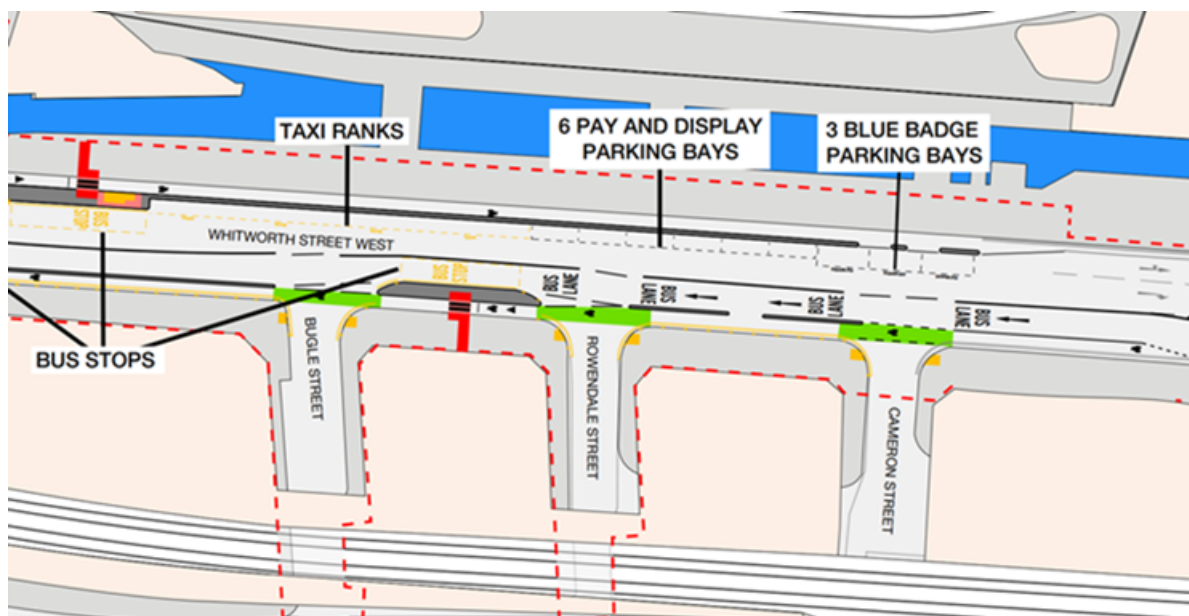
### Access to Site

- 5.27. Pedestrian access to the Site will generally remain unchanged, utilising existing routes with the primary access from Whitworth Street West. Rowendale Street will be stopped-up to facilitate the Proposed Development, as previously granted for the Travelodge Planning Permission granted for the Site in 2020 (Ref 126308/FO/2020.). Access towards Knott Mill will be maintained along Bugle Street and Cameron Street, and improved through greater activity and new public realm.
- 5.28. Cycle access to the Site will largely be from the existing cycle network on Whitworth Street West. Cyclists will access the building from the Bugle Street to access the secure bike store at Ground Floor.

## Parking

- 5.29. In light of the Site's excellent accessibility via active and sustainable transport modes, the Proposed Development will be car-free, meaning no car parking will be provided.
- 5.30. The accessible parking strategy for the site is to utilise three accessible spaces that will be available on Whitworth Street West. These spaces are located opposite Cameron Street, incorporated as part of an Active Travel Scheme currently being implemented on Whitworth Street West. These spaces are c. 20m from the site. The figure below shows the placement of the disabled parking bays on Whitworth Street West following the completion of the Active Travel Scheme; they are in a similar location to the three existing spaces for disabled people.

Figure 5.1 Accessible Parking Bay Locations



- 5.31. Alternative options were considered during the course of the design development. It is noted that the boundaries of the Site are highly constrained, due to the presence of the railway viaduct to the south and the bus lane under construction along Whitworth Street West.
- 5.32. The provision of parking for disabled people within the Site, accessed from Bugle Street, was considered at the request of MCC Highways. A layout option that included an accessible parking space within the landscaping around the building was presented to MCC Highways on 9th September 2024. It was determined through discussion with MCC Highways that, in practice, this would not be suitable and would have limited value. As such, it was agreed with MCC Highways that the accessible space could be removed in acknowledgement of the nearby existing spaces, and replaced with additional landscaping, that would add greater benefit to the local community.
- 5.33. The indoor bike store at Ground Floor will provide secure parking at a ratio of 1:2 bikes to flats with a total of 182 spaces being provided. Further cycle storage, predominantly for visitors will be provided in the public realm, with the final number to be agreed via the discharge of a condition requiring final landscaping details to be agreed prior to occupation.

## Waste and Servicing

### Waste

- 5.34. The proposed waste and servicing strategy has been informed through consultation with MCC Environmental Health and Waste Management teams.
- 5.35. Residents will deposit waste and recyclables into the designated internal store located to the rear of the Ground Floor where a range of bins are located for various waste streams. Once full, building management will move the bins to the external holding area under the railway viaduct, ready for collection from Hewitt Street. The external bin store will be closed to members of the public and residents and will only be accessible to the building management team and collection operatives.
- 5.36. The Site is constrained in terms of its small size and its location immediately adjacent to various structures such as Deansgate Railway Station and the Grade II Listed Viaduct. As such, the proposed waste strategy have been considered on balance with wider strategic and placemaking ambitions, principally creating an active frontage to Whitworth Street West.
- 5.37. The proposed strategy for collections is set out below:
- 1 collection per fortnight (MCC); and
  - Additional 2 collections per fortnight (private).
- 5.38. The proposed capacity of the waste stores are as follows:
- 1,110l Eurobin x 30; and
  - 240l bin x 6.
- 5.39. Waste Storage requirements based upon 1x MCC collection and 2x private collections fortnightly are as follows:
- General Waste 13x 1,110l Eurobin;
  - Pulpable Recycling 7x 1,110l Eurobin;
  - Mixed Recycling 7x 1,110l Eurobin; and
  - Food Waste 6x 240l bin.
- 5.40. The proposed combined capacity of the waste and recycling stores are circa 50% higher than the capacity required by the proposed collection strategy, with this flexibility allowing for potential future increases in demand or changes to recycling provision within Manchester.

## Deliveries

- 5.41. Standard day-to-day deliveries will be received and managed by the 24hr concierge at the main reception. Delivery vehicles will be able to use Cameron Street with a turning area for vehicles being provided at the south end of the street, sensitively within the landscaping area.
- 5.42. Deliveries will be taken around to the main entrance on foot and left with reception. The building management will then contact the resident directly and will transfer deliveries to the secure post room located on the Ground Floor.
- 5.43. Deliveries from large vehicles will be managed by residents and the building management. Deliveries will be received via Hewitt Street, with access through the external storage area and directly into the circulation core if required.
- 5.44. The design of the adjacent, consented development at 10-12 Whitworth Street West (MCC planning reference: 111003/FO/2016/C1) includes a loading bay on the eastern side of Cameron Street. Consent has expired, and therefore the Applicant proposes a S.278 agreement to agree final details of this loading bay for use as part of the Proposed Development. It is however acknowledged that there is a reasonable prospect of a similar proposal coming forward in the future that relies on the loading bay. In such circumstance the Applicant and the adjacent developer will share the use and responsibilities for implementation of the loading bay.
- 5.45. Daily deliveries would use the loading bay and proposed turning head off Cameron Street.
- 5.46. Refuse would be collected from Hewitt Street, with no formal loading bay provided. Hewitt Street would also serve to deliver or collect large items that require a vehicle larger than 7.5t, which is anticipated to be extremely infrequent.

## Landscaping and Public Realm

- 5.47. The proposed landscaping strategy aims to create a series of external spaces to wrap around the building. It aims to improve the street scene and connectivity along Whitworth Street West and through to Knott Mill from Cameron Street and Bugle Street, through providing an attractive, welcoming and safe environment.
- 5.48. Along Whitworth Street West, the Proposed Development comprises predominantly of hard landscaping underneath the colonnades to provide effective circulation space at the entrance to the building. This creates an attractive and sheltered pedestrian route and widened pavement along Whitworth Street West. It is proposed that there will be some planting adjacent to the colonnades to soften the street scene.
- 5.49. Along the Bugle Street and Cameron Street elevations, two areas of public realm comprised of a mix of soft and hard landscaping are proposed, which will include seating areas, tree and shrub planting and visitor cycle parking. The design seeks to deliver "garden rooms" where planting softens the hard landscaping, resulting in a welcoming and environmentally conscious public space that supports the delivery of a biodiversity net gain on-site.
- 5.50. In order to create vertical interest and to better define a relationship with the surrounding mass and character of the Proposed Development, nearby canal locks, bridges, and railway viaduct, architectural vertical structures are proposed. These will be softened into the public realm by planting.
- 5.51. Materials have been chosen to reflect the character of the local area. It is proposed that the bricks from the existing buildings will be re-purposed for use in the hard landscaping materials. In doing so the scheme aims to recognise and celebrate the industrial past of the Site and its context.
- 5.52. Rowendale Street will be stopped-up as a result of the Proposed Development and bin storage will be accommodated underneath the viaduct. This offers the opportunity to make a positive contribution to the existing streetscape along Hewitt Street with a new elevational treatment. A new structure is proposed within the existing opening in order to create a secure access point which references both the proposed design of the building's façade as well as respecting the industrial character of the Grade II Listed viaduct. It is proposed that this would be a freestanding structure which would not impact directly on the Listed viaduct structure.
- 5.53. The final details of this boundary treatment, and the final hard and soft landscaping details will be agreed prior to occupation via appropriately worded conditions attached to any subsequent planning permission.

# 6. Planning Assessment

The following section sets out the Development Plan and Material Considerations and assesses the Proposed Development against these.

6.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 (PCPA) states:

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

## Planning Framework

6.2. The Development Plan for the Site and Proposed Development is comprised of the following key documents. Additional documents and material considerations relevant for consideration are identified and assessed throughout this section.

| DEVELOPMENT PLAN                |                                                     |                                           |                                                          |
|---------------------------------|-----------------------------------------------------|-------------------------------------------|----------------------------------------------------------|
| REGIONAL                        | GM Places for Everyone (2024)                       | GM Joint Waste Development Plan (2012)    | GM Joint Minerals Plan (2013)                            |
| LOCAL                           | Manchester Core Strategy (2012) and Addendum (2024) | Manchester Proposals Map (2012)           | Saved Unitary Development Plan Policies (1995)           |
| MATERIAL CONSIDERATIONS         |                                                     |                                           |                                                          |
| NATIONAL                        |                                                     | National Planning Policy Framework (2024) | Historic England’s Guidance Note 4 Tall Buildings (2022) |
| LOCAL                           | Supplementary Planning Documents                    | Guide to Development in Manchester (2007) | Provision for Housing Choice (2008)                      |
| Supplementary Planning Guidance |                                                     | Design for Access (2003)                  | Manchester Residential Quality Guidance (2017)           |
| Regeneration Framework          |                                                     | Whitworth Street West Framework (2008)    |                                                          |

6.3. Other key Policy Documents and Material Considerations assessed within this section include:

- Town and Country Planning Act (1990)
- City Centre Strategic Plan (2015)
- Manchester Climate Change Framework (2020 – 2025)
- Future Buildings Standard (2021)
- Waste Storage and Collection Guidance Note (GD04) (2023)

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

- Principle of Development
  - Overall case for development
  - Density and height
  - Use and contribution towards housing delivery

- Affordable housing
- Design and Appearance
  - Architectural quality and Inclusive Design
  - Landscaping and public realm
  - Climate change and energy
  - Designing out crime
  - Waste management
- Townscape and Heritage
  - Townscape and visual impact
  - Heritage
  - Archaeology
- Environmental Considerations
  - Traffic and transport
  - Flood Risk and drainage
  - Ecology and biodiversity
  - Ground conditions
  - Noise and vibration
  - Acoustics, ventilation and overheating
  - Air quality
- Microclimate Considerations
  - Wind
  - Daylight and sunlight
  - Solar glare
- Other Considerations
  - Construction management
  - Operational management
  - Socio-economic effects
  - TV reception and broadband
  - Aviation

## Principle of Development

### Relevant policies and guidance:

#### Development Plan

- Places for Everyone Joint Development Plan (2024)
  - JPStrat2: City Centre
  - JP-S1 Sustainable Development
  - JP-J1: Supporting Long-Term Economic Growth
  - JP-H1: Scale, Distribution and Phasing of New Housing Development
  - JP-H4: Density of New Housing
  - JP-P2: Heritage
- Core Strategy Policy SP1 – Spatial Principles
- Core Strategy Policy CC3 – Housing
- Core Strategy Policy CC6 – City Centre High Density Development
- Core Strategy Policy CC8 – Change and Renewal
- Core Strategy Policy CC10 – A Place for Everyone
- Core Strategy Policy H1 – Overall Housing Provision
- Core Strategy Policy EN2 – Tall Buildings
- Core Strategy Policy EN3 – Heritage

#### Material Considerations

- NPPF (2024 Update)
- Great Northern, Manchester Central and Castlefield Quay SRF (2017)
- Manchester Residential Quality Guidance (2017)
- Historic England Guidance Note 4 – Tall Buildings (2022)

### Overall Assessment of development

- 6.5. In line with the first part of S38(6) of the TPCPA the Proposed Development accords with Development Plan as a whole. The principle of the comprehensive redevelopment the Site is clearly established through regional and local planning policy, namely the policies in the Core Strategy (2012). In line with the second part of S38(6) it is prudent to assess the Proposed Development against other material considerations, in this regard due consideration has been had to the NPPF and the Site's location within a range of regeneration framework documents. The Site is within the Petersfield as defined in the City Centre Strategic Plan (2015) and is within The Whitworth Street West Framework (2008).
- 6.6. At the heart of the NPPF is the presumption in favour of sustainable development (Paragraph 11) which states that development proposals that accord with an up-to-date development plan should be approved without delay.
- 6.7. At the Regional level, PfE enforces the ambition to bring forward urban / brownfield land for development. Policy JP-Strat2 supports the expanding role the City Centre plays in supporting residential development. With development in the City Centre being high density. In terms of housing delivery, Manchester has committed to bring forward the highest proportion of homes in the region (Policy JP-H1).
- 6.8. At the local level, the Site falls within the City Centre and Regional Centre for which a number of Core Strategy Policies apply with specific reference to the principle of development. Those most relevant to the principle of the Proposed Development include:
- Policy SP1, which guides Manchester's strategic development, emphasises City and Regional Centres as hubs for commercial, retail, and leisure activities, complemented by residential development. The proposed development aligns with this vision due to its strategic City Centre location. Providing additional housing here offers residents convenient access to a mix of commercial and leisure uses, directly boosting the City Centre's economic vitality.
  - Policy CC3 outlines Manchester's housing needs and highlights key locations for development. The proposed development directly addresses this policy by delivering 364 high-quality homes in a prime City Centre location, making a significant contribution to the city's housing targets.

- Policy EC3 and CC6 support high density residential development in the city centre, noting that this will be higher density than in other locations. At 44-storeys, delivering 364 apartments, the Proposed Development therefore aligns with this policy objective..
- Policy CC8 outlines the development types and approaches most likely to achieve the City Centre's vision. It is noted that Proposals reflecting this policy vision will generally receive support. The Proposed Development aligns with this Policy by introducing a large-scale development within the City Centre. This will boost the area's economic vitality through increased footfall and improved access to existing employment and commercial opportunities.
- Policy CC10 notes that The City Centre will develop as a location which appeals to a wide range of residents and visitors. This will be achieved through diversifying activity within the City Centre and providing high standards of accessibility to buildings and spaces across the City. The Proposed Development prioritises accessibility for all users, including those with mobility impairments, through its design and adherence to M4(2) Building Regulations. Furthermore, the development promotes sustainable transport options due to its proximity to public transportation and cycling infrastructure, contributing to improved public health and reduced carbon emissions.
- Policy H1 states that high-density developments (exceeding 75 units per hectare) are suitable for both the City Centre and parts of the Regional Centre due to their accessibility. The Policy in particular, favours high-density housing within mixed-use schemes. This approach supports regeneration by providing sustainable, well-designed accommodation for Manchester's growing workforce. The Proposed Development aligns with this policy by delivering a high-quality, high-density residential development in the City Centre, estimated to house approximately 760 residents within a constrained Site.
- Policy EN2 outlines the criteria for tall building proposals to gain Local Planning Authority (LPA) support. These criteria focus on design, location, sustainability, and associated benefits. A detailed assessment of the Proposed Development's alignment with Policy EN2 is provided in Section 7 of this report, which analyses how the proposal responds to each of these criteria.
- Policy EN3 encourages development that complements and reflects the city's unique historical and heritage assets. New developments must prioritise the conservation and enhancement of the historic environment. The Proposed Development achieves this by incorporating design elements, such as carefully selected materials and a complementary colour palette, that complements the established character of the surrounding area.

- 6.9. In accordance with the above policies, The Proposed Development is supported by the Development Plan when read as a whole.
- 6.10. In addition, it is noted that the Site has been vacant for numerous years with the existing commercial structures located on the Site reaching the end of their economic lifecycle. These buildings have been assessed by the specialist Heritage Consultant, Kathryn Sather & Associates, who have concluded that they do not meet the criteria to be considered Non-Designated Heritage assets.
- 6.11. The principle of redeveloping the Site was previously assessed through the 2020 (126308/FO/2020) application and approval for the demolition of on-site structures and development of a mixed use building consisting of food and beverage uses at ground floor levels and a hotel at the upper floors. However, this permission never came forward and it is considered that residential use is a more appropriate for the Site in line with the development plan.
- 6.12. The principle of regenerating the Site is also deemed appropriate from a transport perspective. The site benefits from excellent sustainable transport links due to its central Manchester location. It is in close proximity to the Deansgate Interchange Metrolink station, Deansgate Railway Station, and within walking distance of both Manchester Piccadilly and Manchester Oxford Road Rail stations, providing easy access to the wider city and region. Furthermore, numerous bus stops are within walking distance, and the entirety of Manchester City Centre, with its extensive retail, employment, and leisure opportunities, falls within a 5km radius for pedestrians.
- 6.13. The Proposed Development also demonstrates an ability to ground a tall building effectively in order to enhance the pedestrian environment along Whitworth Street West. This is achieved

through the provision of high quality public realm located at the base of the building and the introduction of active facades, with residential amenity spaces located at the lower three floors. In doing so, proposals seek to create an attractive and welcoming environment along Whitworth Street West which can be enjoyed by both residents and members of the public.

- 6.14. Further discussion in relation to density and height and use is included below, taking into consideration other material considerations is considered below.

## Density and Height

- 6.15. The Proposed Development accords with Development Plan Policies that relate to density and tall buildings, namely Core Strategy Policies CC3 and CC6, all of which seek to locate density within the City Centre, where scale and massing of developments would exceed what is appropriate elsewhere. Policy EN2 states that tall buildings should be located outside of conservation areas in close proximity to transport hubs; the Proposed Development clearly meets this locational criteria. Policy EN2 also sets criteria for tall buildings, against which the proposals are considered in Section 7. The suitability of the Site for a tall building is discussed in greater detail with respect to townscape and heritage considerations below.
- 6.16. The Proposed Development is in a key gateway location into the City Centre and the massing and scale of the Proposed Development aims to contribute to the existing tall building cluster around Deansgate-Castlefield Transport Hub. The Proposed Development will therefore complement surrounding tall developments including Viadux Phase 1, Axis Tower and the Beetham Tower.
- 6.17. The Whitworth Street West Framework (2008) identifies this site as uniquely qualified to advance the area's destination status further through the development of landmark structures, highlighting that the Site has been identified for regeneration for many years.
- 6.18. Furthermore, as noted in Section 3, the design development has taken into consideration Historic England's Guidance Note 4 on tall building clusters. In addition, Section 7 provides a full analysis against Historic England's Guidance Note 4, alongside Core Strategy Policy EN2, again this concludes full compliance against the Guidance.
- 6.19. The ability of the Site to accommodate a tall building has also been rigorously tested through the Environmental Impact Assessment which has been submitted in support of this application.

## Use and Contribution Toward Housing Delivery

- 6.20. Chapter 5 of the NPPF emphasises the Government's objective of "significantly boosting the supply of homes"
- 6.21. The NPPF promotes the effective and efficient use of land in meeting the need for new homes and other strategic uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Paragraph 124 specifically encourages development that makes as much use as possible of previously developed or "brownfield" land. Paragraph 125 (c) gives substantial weight to the value of redeveloping suitable brownfield land (particularly where underutilised) to meet identified housing needs.
- 6.22. As noted above, Manchester has committed to significant housing delivery as part of PfE. The Core Strategy policies support housing delivery in the City Centre, Policy CC3 notes specific locations where housing delivery is acceptable, with other parts of the city needing to comply with Policy CC7. The Site is located in an area that has been subject to significant change since the Core Strategy was adopted and the significant quantum of home, that the Proposed Development provides will ultimately support wider employment opportunities in adjacent employment areas.
- 6.23. Petersfield and the Civic Quarter has undergone significant investment over recent years, in line with the ambition of the City Centre Strategic Plan and Civic Quarter Framework, with a focus on Grade A Office Space around St Peters Square, mixed use development around Albert Square, including St Michaels, Brazenrose Street and Lincoln Square alongside the investment in public realm and transport in the Squares themselves along with the ongoing Town Hall transformation programme.
- 6.24. In addition, numerous employment locations have evolved within the City Centre – including St Peters Square, First Street and Circle Square. In addition, there is significant amounts of office in

the pipeline at locations such as ID Manchester, Mayfield and St Mary's Parsonage. In comparison the area around the Site has evolved as a primary residential location.

- 6.25. Proposed high-density residential use will contribute significantly to the continuing demand for Manchester to provide quality accommodation to support its economic growth and regeneration. It complements the surrounding residential uses (at Beetham, Viadux Phase 1 and Axis). In the Petersfield context, the residential use complements the significant office floorspace and other mixed-use developments that have been delivered at and around St Peter's Square, Albert Square and the forthcoming redevelopment at Great Northern Warehouse, in addition to First Street.
- 6.26. By increasing the residential population, it will boost economic and social activity within Manchester City Centre and support the wider retention and attraction of talent to the city. Fundamentally, the Proposed Development delivers on long standing Development Plan objectives that are further supported by other material considerations.
- 6.27. The redevelopment of the Site for use as a high density residential-led development is in accordance with the Development Plan policies and other Material Considerations when read as a whole. A well-managed, high-density development in a city location such as this is critical to creating a vibrant and sustainable city centre, whilst addressing other key Policies such as design and heritage alongside local amenity issues such as air quality, noise, visual quality, environmental improvements, and safety. The impact of the Proposed Development on all key technical disciplines has been rigorously tested through the preparation of an Environmental Impact Assessment with input from various specialist technical consultants, submitted in support of this application.
- 6.28. The remainder of this Statement demonstrates that the Proposed Development is supported by with other relevant Development Plan Policies and Material Considerations when read as a whole in so far as they relate to the technical disciplines.

## Affordable Housing and Viability

### Relevant policies and guidance:

- **Development Plan**
    - Core Strategy Policy H8 – Affordable Housing
    - Core Strategy Policy PA1 – Developer Contributions
  - **Material Considerations:**
    - NPPF (2024 Update)
    - NPPG
- 

- 6.29. Core Strategy Policy H8 sets out requirements for affordable housing or an equivalent financial contribution, as set out in any published SPD and Planning Guidance. The policy applies to sites of 0.3 hectares and above or where 15 or more homes are proposed.
- 6.30. Policy H8 highlights that 20% affordable housing provision should be provided for residential schemes. The Policy does however note that an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that provision of affordable housing is not appropriate. This necessitates the submission of a viability appraisal.
- 6.31. The NPPF and NPPG provides the framework for the Council to mitigate the effects of conducting upfront viability assessments, based on scheme estimates, with a reconciliation appraisal based on actual performance of the scheme.
- 6.32. A Financial Viability Statement has been prepared by the Applicant and CBRE and is submitted in support of this planning application.
- 6.33. The Financial Viability Statement demonstrates that, when incorporating the Benchmark Land Value (BLV) as a fixed input, and 20% affordable housing (in the form of APR units at 80% of local market rent), the outturn residual profit generated is -3.6% on cost. This residual profit margin falls significantly below the target risk-adjusted developer's return.
- 6.34. The delivery of the Proposed Development on a basis of a 20% affordable housing contribution therefore fails to generate a profit sufficient to meet the target minimum risk-adjusted developer's return on cost. It is therefore the recommendation of CBRE that the Proposed Development does not incorporate any affordable housing units or any sums in lieu of on-site provision towards planning obligations at determination stage.
- 6.35. The viability appraisal produced by CBRE notes that it is expected that market conditions would improve and there will be further opportunities to reduce construction costs in during the detailed design stage. As such, a late-stage review will be incorporated into the Section 106 Agreement that will allow for MCC to secure up to a policy-compliant level of planning obligations, subject to the performance of the Proposed Development upon delivery. In addition, the details as set out within the Viability Assessment will be subject to independent assessment during forward consideration of the planning application.

## Design and Appearance

### Relevant policies and guidance:

#### Development Plan

- Core Strategy Policy EN1 – Design Principles and Strategic Character Areas
- Core Strategy Policy CC6 – City Centre High Density Development
- Core Strategy Policy CC9 - Design and Heritage
- Core Strategy Policy DM1 – Development Management
- Core Strategy Policy CC10 – A Place for Everyone
- Core Strategy Policy EN2 – Tall Buildings
- Core Strategy Policy EN3 – Heritage
- Core Strategy Policy EN9 – Green Infrastructure
- Places for Everyone Policy JP-H1 Scale, Distribution and Phasing of New Housing Development
- Places for Everyone Policy JP-H3 – Type, Size and Design of New Housing
- Places for Everyone Policy JP-H4 – Density of New Housing

#### Material considerations

- Manchester Residential Quality Guidance (2017)
- Design for Access 2 (2003)

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- 6.36. Core Strategy Policy EN1 Design Principles and Strategic Character Areas states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the Proposed Development is located.
- 6.37. Core Strategy Policy DM1 Development Management states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detailing as well as the impact on the surrounding areas in terms of the design, scale and appearance.
- 6.38. The NPPF advises that good design is a key aspect of sustainable development. At Paragraph 135 it is advised that planning policies and decisions should ensure that developments:
- Will function well and add to the overall quality of the area, over the lifetime of the development;
  - Are visually attractive;
  - Are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change;
  - Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
  - Optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and,
  - Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users' and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 6.39. In addition, Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015) provides design guidance for developers. The Residential Quality Guide to Development in Manchester sets a number of design criteria that should be followed for residential schemes.
- 6.40. The Residential Quality Guide to Development in Manchester planning guidance sets a number of design criteria that should be followed within the scheme.
- 6.41. The Design for Access 2 manual provides a practical and clear set of best practice standards supporting equal access to facilities in building and measures that should be incorporated into schemes to increase their accessibility.

- 6.42. The Proposed Development has been developed by a design team, led by Sheppard Robson, with extensive experience in designing high-quality developments in city centre and edge of city centre locations. In addition, landscaping has been developed by Layer Studios.

### **Architectural Quality and Inclusive Design**

- 6.43. The Development is well integrated into and positively responds to the immediate tall building cluster in the surrounding area, in line with the criteria as set out in Policy EN2 of the Manchester which notes that tall buildings must be located appropriately. It provides a well-defined variation of heights that provide a landmark entrance point when entering the City Centre from the south.
- 6.44. In accordance with Policy EN2, in order for tall buildings to be supported they must be of the highest design quality. As such, the elevational treatment of the Proposed Development has been through significant and robust testing, including through engagement with the Local Planning Authority and Historic England. Materials have been chosen to respond to the established and emerging context of the area through predominant and detailed use of terracotta. This has been carefully tested throughout the design development process to ensure it is both robust and deliverable. An attention to detailing will be maintained by conditions throughout the detailed design stages.
- 6.45. Active frontages are incorporated into the lower levels of the Proposed Development as well as significant public realm at the base in order to enhance the vibrancy along Whitworth Street West, and effectively contributing to the emerging residential neighbourhood.
- 6.46. In alignment with Policy JP-H3 of the adopted Places for Everyone policy document the proposals provide 100% provision of category M4(2) apartments suitable to be adapted for a wide range of occupants, including older people and those with reduced or restricted mobility and wheelchair users.

### **Landscaping and Public Realm**

- 6.47. The proposals also contain new areas of public realm which will support the delivery of a high-quality residential development and an improved local environment accessible for all.
- 6.48. A series of external spaces along Whitworth Street West, Bugle Street and Cameron Street will provide a welcoming and safe pedestrian environment and will improve the attractiveness of routes through to Knott Mill.
- 6.49. Materials have been chosen to reflect the character of the local area through re-purposing of materials from the existing buildings within the hard landscaping. This will celebrate the industrial past of the Site and its context, whilst addressing current needs through increasing public green space and a net gain in biodiversity on site.
- 6.50. A more detailed summary of the design and appearance of the proposed landscaping is provided within Section 4 of this report as well as the Design and Access Statement produced by Sheppard Robson in support of this application. Final hard and soft landscaping details and boundary treatments will be agreed prior to the occupation of the development via condition.
- 6.51. It is therefore considered that the design and appearance of the Proposed Development is supported by policies set out within the Development Plan.

### **Climate Change and Energy**

#### **Relevant policies and guidance:**

##### **Development Plan**

- Core Strategy Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Core Strategy Policy EN8 – Adaption to Climate Change
- Core Strategy Policy EN9 – Green Infrastructure
- Places for Everyone Policy JP-S1 – Sustainable Development
- Places for Everyone Policy JP-S2 – Carbon and Energy
- Places for Everyone Policy JP-P1 – Sustainable Places

##### **Other Planning Policy and Material Considerations**

- NPPF Paragraph 136 (2024)
- Manchester City Council Climate Change Action Plan (2020-2025)

## Relevant policies and guidance:

- 6.52. A Climate Emergency was declared by MCC on 10 July 2019, with the target to make Manchester carbon neutral by 2038. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020- 2025. The five year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport. The measures include retrofitting buildings to improve energy efficiency, increasing the use of Electric Vehicle Vehicles, and seeking 100% renewable energy. Whilst this has also not been formally adopted into planning policy, it is a material consideration for development proposals.
- 6.53. At a national level, on 15 December 2021 the government announced changes to The Building Regulations to help the UK deliver net zero. The changes include a requirement for new homes to produce around 30% less CO2 than current standards, and a 27% reduction in emissions from other new buildings.
- 6.54. The Future Buildings Standard policy document sets out new building regulations and the proposed changes to Part L (the conservation of fuel and power), and Part F (building ventilation), and introduces a new requirement, Part O, to address the risk of overheating in new residential buildings via limiting unwanted solar gain during summer months and providing adequate means to remove excess heat. Changes to Part L and Part F of building regulations came into force on 15 June 2022 as an interim step toward The Future Buildings Standard. The full technical specification of the Future Homes Standard was consulted upon in 2023 and is set to be laid in 2024, with new legislation being introduced and implemented by 2025.
- 6.55. Places for Everyone 2024 sets out a requirement that all new dwellings should seek a minimum 19% carbon reduction against Part L of the 2013 Building Regulations. The Energy Strategy set out in relation to the Proposed Development has been tested against and pass Part L 2021 which in themselves require a 31% reduction in CO2 emissions compared with the 2013 regulations. These proposals are therefore well within the guidance as set out within Places for Everyone (2024).
- 6.56. Sustainable principles have been the heart of the design development process, as such the Proposed Development seeks to reduce demand on energy use in terms of heating and power, transport and waste. Sustainability targets have been developed in response to local and national requirements as well as the applicants' aspirations to deliver a sustainable development in design, construction and operation.
- 6.57. The Proposed Development seeks to achieve the following sustainability targets:
- Home Quality Mark - Level 4
  - Building Regulations Part L (2021)
  - Energy Performance Certificate - B Rating
  - RIBA & LETI best practice for embodied carbon and operational energy
- 6.58. As such, the following sustainability features have been incorporated within the proposed design, for full details please see the Sustainability Strategy and Whole Life Carbon Assessment prepared by Mainer and the associated Energy Statement produced by Futureserv prepared and submitted in support of this application:
- Efficient, simple massing to minimise the buildings for factor and wall to floor ratio, reducing the scope for heat loss through the envelope.
  - Highly efficient building envelope which has been designed to perform better than current Building Regulation (Approved Document Part L 2021).
  - Optimised façade design with balanced approach to glazing (circa 60/40 solid to glazing ratio) and integrated passive strategies to reduce solar gains.
  - Integrated opening vents within the façade to prioritise natural ventilation for all apartments, with circa 80% of spaces suitable for natural ventilation.
  - Life cycle approach to design, considering longevity, adaptability and disassembly.

- The façade has been developed with minimum number of individual panels and maximum amount of repeatability to allow for off-site construction of unitised system, reducing waste during the construction process.
- Structural design with a regular and uniform structural grid through the full height to avoid the need for heavy transfer structures.
- Target of 25% Ground Granulated Blast-furnace Slag for all concrete elements within the structural frame (columns, slabs and core / sheer walls) in order to reduce embodied carbon.
- Increased efficiencies in MEP systems including hot water generation, low energy LED lighting, combined natural and mechanical ventilation with heat recovery systems.
- Air source heat pumps and photovoltaic panels to reduce energy demands and associated operational carbon.
- Use of recycled (demolished) building material will be explored within proposed external hard landscaping.

- 6.59. It is also considered that the Proposed Development is deemed sustainable from a transport perspective. The Site is located within a highly sustainable location within the City Centre with extensive local amenities being accessible by active transport modes such as walking and cycling. In addition, the Site is highly accessible by sustainable public transport modes including bus, rail and Metrolink, with the Site located immediately adjacent to Deansgate Railway Rail Station and opposite Deansgate Metrolink Station.
- 6.60. The Proposed Development is also intended to be car free with no on-site parking on offer to residents, limiting the number of journeys to be made by car.
- 6.61. Based upon the above it is considered that the Proposed Development is highly sustainable from a transport perspective, limiting potential emissions generated from vehicular travel. This is in line with policy JP-S5: Clean Air within the recently adopted Places for Everyone (2024) plan which notes development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution.
- 6.62. Based upon the above it is considered that the Proposed Development is in line with both local and national policy in relation to climate change impacts.

## Crime and Security

### Relevant policies and guidance:

#### Development Plan

- Core Strategy Policy DM1 – Development Management
- Places for Everyone Policy JP-P1 Sustainable Places

- 6.63. Core Strategy Policy DM1 outlines that all development should have regard to specific issues including community safety and crime prevention.
- 6.64. The Proposed Development has been designed in consultation with GMP which has had a direct impact on the security measures proposed. A Crime Impact Statement (CIS) has been prepared by GMP, who have identified a number of features of the Proposed Development that would make a positive contribution to the prevention of crime and fear of crime, these can be found in full within the CIS submitted in support of this application.
- 6.65. The CIS outlined a number of possible improvements to the scheme that should be considered for incorporation into the final design. The project team have subsequently revised the design to address any valid concerns. Full details in relation to the design response are provided in the DAS.
- 6.66. It is anticipated that a condition will be attached to any subsequent planning permission requiring secure by design accreditation.

## Waste and Servicing

## Relevant policies and guidance:

### Development Plan

- Core Strategy Policy EN19 – Waste
- Places for Everyone Policy JP-C1 – An Integrated Network
- Places for Everyone Policy JP-S5 Clean Air

### Other Planning Policy and Guidance

- Waste and Storage Collection Guidance Note (GD04)

- 6.67. MCC has prepared a Waste Storage and Collection Guidance Note (GD04) which contains minimum standards to be considered for the storage and collection of waste. This guidance follows the recommendations set on the Waste Management Plan for England, strongly encouraging and promoting high levels of quality recycling.
- 6.68. The note states that all planning applications for new developments and conversions must include a Waste Management Strategy that includes:
- An estimated storage area for the waste produced by the development, including residential, F&B and retail uses;
  - Details of internal and external stores for both waste and recycling; and
  - Location of the proposed collection point and details of the route the collection will take
- 6.69. Core Strategy Policy EN19 requires all developers to demonstrate the proposals consistency with the principles of the waste hierarchy.
- 6.70. A Waste Management Strategy has been prepared by Curtins in support of this application following consultation with MCC, a summary of consultation with MCC is provided within Section 4 of this report. The Strategy sets out the approximate volume of waste generated by the Proposed Development including the main recycling waste streams and the number and type of bins needed. The area of the proposed bin stores suggests that there is sufficient capacity to accommodate the required no. of bins, including consideration of a contingency layout should private collections not be possible in the future.
- 6.71. The scale of provision for the storage and collection of waste and recyclables is as follows:
- 1 collection per fortnight (MCC); and
  - Additional 2 collections per fortnight (Private).
- 6.72. The monitoring of bin capacity, cleanliness, and the transfer of bins between bin stores and on street for collection will be managed by the on-site management team.
- 6.73. A full summary of the waste and servicing proposals can be found within Section 4 of this Planning Statement as well as within the Design and Access Statement and Waste and Servicing Report produced by CIVIC.
- 6.74. It is anticipated that details of waste management be subject to a compliance condition attached to any subsequent planning permission and additional private collections be secured in perpetuity through a S106 Agreement.

## Townscape and Heritage

## Relevant policies and guidance:

### Development Plan

- Core Strategy Policy CC6 – City Centre High Density Development
- Core Strategy Policy CC9 – Design and Heritage
- Core Strategy Policy EN2 – Tall Buildings
- Core Strategy Policy EN3 – Heritage
- Saved UDP Policy DC18.1 – Conservation Areas
- Saved UDP Policy DC19.1 – Listed Buildings
- Places for Everyone Policy JP-P2 - Heritage

### Other Planning Policy and Guidance

- NPPF (2024 Update)

## Relevant policies and guidance:

- Historic England Tall Building Advice Note 4 (2022)

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## Townscape and Visual Impact

- 6.75. A Townscape and Visual Impact Assessment (TVIA), has been undertaken by Layer Studio and is submitted in the Environmental Statement, to assess the impact of the Proposed Development on local townscape character.

### Construction

- 6.76. Construction of the Proposed Development will include various activities that could have potential impacts on townscape and visual receptors such as:
- Site Clearance including the demolition of existing buildings on Site.
  - Erection of Site hoardings to the perimeter of the Site.
  - Closure of Rowendale Street.
  - Construction and Activity of Cranes.
  - Construction of a tall building.
  - Changes to ground level public realm.
  - Increased construction traffic.

### Site lighting.

- 6.77. Consequently, construction phase townscape impacts range from minor to moderate adverse. The majority of viewpoints shall experience a minor/moderate level of impact, with only one viewpoint (Viewpoint 7 Whitworth Street West) experiencing a moderate / major level of impact.
- 6.78. During construction, 2 views experience a minor neutral impact, 5 views experience minor / moderate neutral impact and 3 views experience minor / moderate adverse impacts. Only a single view, view 7, looking along Whitworth Street West is considered to be a high sensitivity view that experiences a moderate / major adverse impact.
- 6.79. Construction of the Proposed Development will result in a change to the urban grain, compressing two existing plots into one. This transformation will involve the demolition of existing structures and the erection of a new building, leading to temporary disruptions to the public realm and streetscape during the construction phase. The visual impact of these changes will vary depending on the proximity of the receptor to the site.
- 6.80. From distant locations, the initial demolition and construction phases may not be readily visible due to intervening buildings. However, as the new structure gains height, it will become increasingly apparent from more distant viewpoints. The most significant visual impact will be experienced by receptors in close proximity to the site, particularly those with direct lines of sight to the construction activities.

6.81.

### Operation

- 6.82. During operation the following has been identified to potentially impact townscape and visual receptors;
- Presence of a single 44 storey tower in the place of two lower rise buildings.
  - New ground floor public realm.
  - Closure of Rowendale Street to pedestrians and motorists.
  - Gated service access of Hewitt Street.

- 6.83. During operation, 2 views experience Minor Neutral impact, 4 Views experience Minor / Moderate Neutral impact, 4 Views experience Minor / Moderate Adverse impact. Only a single view, view 7, looking along Whitworth Street West is considered to be a high sensitivity view that experiences a moderate / major adverse impact.
- 6.84. The Proposed Development will result in a more consolidated urban grain due to the amalgamation of two plots into one. The new footprint, while larger than the existing condition, remains compatible with the surrounding Petersfield area and Hewitt Street.
- 6.85. The proposed residential use aligns with existing and emerging residential developments within Petersfield and the neighbouring areas of Castlefield and First Street, ensuring continuity with the surrounding land use pattern.
- 6.86. While the Proposed Development exceeds the height of the existing buildings on the Site, it is important to consider its context within the wider Petersfield area. Given the presence of other tall residential buildings in close proximity, the Proposed Development is considered to be in keeping with its surroundings, resulting in a neutral impact on the skyline.
- 6.87. The development will significantly enhance the public realm by providing more pedestrian space and opportunities for engagement with the streetscape. Upon completion, the building will present an active frontage onto adjoining streets, complemented by new public realm elements such as soft landscaping, rain gardens, feature archways, and seating areas. These improvements represent a substantial enhancement over the existing condition, benefiting both the public realm and the overall character of the site
- 6.88. In addition, it is also considered that the Proposed Development will not lead to significant adverse impact on nearby heritage as outlined in the Heritage Assessment prepared by KSA in support of this application which is summarised below.

#### Mitigation

- 6.89. As the project has evolved, the following mitigation measures have been embedded into the design of the built form of the Proposed Development:
- Colonnade design means ground floor footprint is smaller than those above, therefore creating space for public realm and enhancements to the street scene.
  - Residents' amenity space is located on the ground floor to activate frontage onto Whitworth Street West.
  - Soft landscaping will front onto Whitworth Street West, Bugle Street and Cameron Street, enhancing pedestrian links between Whitworth Street West and Hewitt Street.
  - The materials palette for the Proposed Development reflects the colours and textures of the demolished 2-4 Whitworth Street West and complements materials of the listed buildings nearby.
- 6.90. In advance of construction commencing it is expected the following secondary mitigation activities will be considered during the demolition and construction phase to minimise townscape and visual impacts:
- Site compound to be located at the back of the path so that a pedestrian route along Whitworth Street West is maintained.
  - Solid site hoarding will screen the workings of a construction site from view.
  - Lighting will be strategically placed to minimise "spill" towards sensitive receptors
  - Construction traffic will be managed to minimise disruption on adjoining streets
- 6.91. No further mitigation is proposed beyond what is embedded into the design of the Proposed Development.
- 6.92. Overall, there is considered to be a minor/moderate significance of impact on the townscape and visual receptors. During the construction phase the nature of effect will be adverse but this will reduce once the building is operational, so that in most instances the nature of the effect becomes neutral.

6.93. During the operational phase, with respect to visual impact, the building has a neutral nature of effect for the majority of views assessed. Whilst there are instances of adverse impact from a minority of views, the building will generally be experienced as a member of an established cluster of tall buildings formed around the Deansgate-Castlefield transport hub. Proposed architecture and materials connect the building to its ground level and skyline settings. In terms of townscape, the Proposed Development has a beneficial effect on land use, public realm and the site's character.

6.94.

## Heritage

6.95. Historic mapping demonstrates that the Site was partially developed by the late 18th century, with terraced housing and gardens present. By the mid-19th century, the construction of the Manchester South Junction and Altrincham Railway viaduct and Knott Mill Station significantly altered the area, leading to street renaming and redevelopment. The site was cleared of housing by 1908, and subsequently redeveloped as warehouses and offices (2 and 4 Whitworth Street West) in the early 20th century, with the buildings remaining largely unchanged since their completion in the inter-war period.

6.96. Based on Historic England criteria for Non-Designated Heritage Assets, 2 and 4 Whitworth Street West do not meet the necessary requirements. Their age and common architectural style (red brick construction) are typical of commercial buildings from their period in Manchester. They lack group value, association with significant architects, distinctive decorative features, or innovative design elements. Therefore, in accordance with the 2019 Planning Practice Guidance, 2 and 4 Whitworth Street are not considered to hold sufficient interest for classification as Non-Designated Heritage Assets.

6.97. An assessment of the seven closest listed heritage assets demonstrates that while the Site is situated within the wider setting of these assets, it does not significantly contribute to their significance. The Site forms part of peripheral views towards Deansgate Station and the Manchester South Junction & Altrincham Railway Viaduct, but these are not the primary viewpoints. Furthermore, the Site has no visual relationship with the Castlefield Conservation Area and lacks any functional or associative connections with the identified heritage assets.

6.98. The Site is physically and visually separated from the Castlefield Conservation Area by Deansgate Station, a footbridge, and a major road junction. It does not fall within any identified views to or from Castlefield Conservation Area, nor does it have any historical association with its focal points, namely the former Roman fort and the Museum of Science and Industry. Therefore, the Site does not hold a significant relationship with the setting of this Conservation Area.

6.99. Boundary treatments are shown indicatively as part of this application. The ambition is that these would not be directly attached or impact the Grade II Listed Viaduct.. They are to be free standing structures. The final details will be defined in the detailed design stage and subject to further agreements with MCC via condition. . The infilling of Rowendale Street, while a direct impact, is mitigated through photographic recording as the street itself is not a designated heritage asset. Similarly, the demolition of 2 and 4 Whitworth Street West, assessed as not meeting the criteria for non-designated heritage asset status, will be mitigated through photographic recording. It was agreed prior to application submission following consultation with Greater Manchester Archaeological Advisory Service (GMAAS) that a historic building survey is required to record the existing buildings.

6.100. The Proposed Development has been assessed against its potential impact on nearby designated heritage assets of varying significance. While there is no direct historic or functional relationship between the Site and these assets, the development's high-quality, contextually sensitive design and materials are considered embedded mitigating factors. The Proposed Development's impact on the setting of these assets is deemed negligible, resulting in a neutral impact overall. Temporary adverse impacts during the construction phase are anticipated but considered minor.

6.101. The Proposed Development's proximity to the Grade II Listed viaduct necessitates a specific assessment of its impact on this asset. The ability to appreciate a very small section of the Manchester South Junction and Altrincham Railway Viaduct will be adversely affected by the Proposed Development as the existing arch to Rowendale Street will be hidden from the public.

However, although Rowendale Street will be lost, views along both Cameron Street and Bugle Street will be enhanced and opened up. In addition, this is not a significant effect considering that the railway viaduct is an imposing, long structure which has a conspicuous presence in the streetscape and forms the backdrop to the structures in the area. The Proposed Development, while visible, will not dominate the viaduct or diminish its cultural significance. The area's existing tall buildings and those approved for construction further contextualise the Proposed Development's scale.

- 6.102. Consultation has been undertaken with Historic England during the design development process with a meeting being undertaken on 3<sup>rd</sup> October 2024 in order to discuss the proposals and seek any feedback into the design from an early stage. Feedback was received on 11<sup>th</sup> October 2024 setting out their broad content with the proposals subject to addressing minor recommendations highlighted within their report. Responses to these recommendations have been provided within Section 3 of the Statement of Community Involvement submitted in support of this application.
- 6.103. The Proposed Development's impact on views from heritage assets in the wider area, including St. Peter's Square, has been carefully considered. The development will join an established cluster of tall buildings around the Deansgate-Castlefield transport hub and is therefore not anticipated to significantly impact views from these assets due to the existing tall buildings already surrounding the Site.
- 6.104. It is considered that the Proposed Development will result overall result in less than substantial harm from a heritage perspective, albeit on the very low end of this scale. As such, the Proposed Development must therefore be tested against Paragraph 215 of the NPPF (2024). It is for the decision-maker to determine whether the public benefits outweigh the harm caused by the Proposed Development. Section 8 of this Statement clearly sets out the public benefits of the proposals. This Statement concludes that the very considerable public benefits of the Proposed Development considerably and demonstrably outweigh the identified less than substantial heritage harm.

## Archaeology

- 6.105. The Archaeological Assessment highlights a high potential for the Site to contain buried archaeological remains, and any remains that do exist within the Site are likely to be of low (local), and potentially to medium (regional) significance. Further archaeological investigations are required in advance of below ground works to establish the presence or absence of buried archaeological remains.
- 6.106. Should significant archaeological remains be encountered during the archaeological evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the NPPF.
- 6.107. Therefore, the Proposed Development is considered to comply with the relevant statutory considerations and local and national planning policy in respect of heritage and archaeology when taken as a whole.

## Environmental Considerations

### Traffic and Transport

#### Relevant policies and guidance:

##### Development Plan

- Core Strategy Policy T1 – Sustainable Transport
- Core Strategy Policy T2 – Accessible Areas of Opportunity and Needs
- Core Strategy Policy CC5 – Transport
- Places for Everyone Policy JP-C1 – An Integrated Network
- Places for Everyone Policy JP-C3 – Public Transport
- Places for Everyone Policy JP-C5 Streets for All
- Places for Everyone Policy JP-C6 – Walking and Cycling

##### Other Planning Policy and Guidance

- City Centre Transport Strategy to 2040

- 6.108. Core Strategy Policy T2 sets out that in developments regard should also be given to the need for disabled and cycle parking provision. Core Strategy Policy CC5 outlines that developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.
- 6.109. A Transport Assessment and Framework Travel Plan have been prepared by Curtins in order to assess the impact of the Proposed Development on transport.
- 6.110. The Proposed Development will be car free as it seeks to contribute to Manchester's wider vision of encouraging modal shift away from private car usage and towards more sustainable modes such as public and active transport.
- 6.111. Due to its City Centre location, the Site is highly accessible by a range of sustainable transport primarily through the Metrolink. An overview of Metrolink accessibility is provided within Section 3 of this report. The Deansgate Interchange located immediately north of the Site serves as a major gateway into the City Centre. This offers residents a convenient and sustainable transport option, providing regular service across the City Centre and Manchester Region.
- 6.112. The Site is also located immediately adjacent to the Deansgate Railway Station as well as within walking distance to both Manchester Piccadilly and Manchester Oxford Road Rail stations which offer regular services across the Greater Manchester Region and nationally. In addition, the Site is located within walking distance to numerous bus stops with two located along Whitworth Street West 80m and 200m away from the Site respectively. This offers a further sustainable transport option located within walking distance of the Site.
- 6.113. The Site is also located within walking distance of a wide array of services and amenities, facilitating sustainable travel for residents to various destinations from the Proposed Development with the Transport Assessment highlighting the entirety of Manchester City Centre is covered within a 5km walking distance providing access to extensive retail, employment and leisure opportunities.
- 6.114. The development will be serviced via a loading bay located on Cameron Street, which is to be delivered under a Section 278 agreement. The loading bay is in the same location as that proposed to serve the approved and now lapsed residential consent at 2-4 Whitworth Street (Ref. 111003/FO/2016/C1). If similar proposals for high density residential development on 2-4 Whitworth Street were to come forward in the future, the loading bay would have capacity to serve both properties
- 6.115. In terms of trip generation, the number of total vehicle trips generated by the Proposed Development across the whole day would constitute 181 movements. The number of trips in the immediate highway network has been estimated at 140 per day, since 41 of these trips would start and finish elsewhere as there is no parking proposed on the Site. The impact on the immediate network is therefore considered to be negligible.
- 6.116. The proposed accessible parking strategy for the site relies on three existing spaces on Whitworth Street West, approximately 20m away,. Although providing an on-site accessible space was considered and discussed with Manchester City Council (MCC) Highways, it was deemed unsuitable and of limited practical value. MCC Highways agreed that removing the on-site space in favour of additional landscaping would be more beneficial to the community, considering the proximity of existing accessible parking.
- 6.117. Additionally, measures have been proposed within the associated Framework Travel Plan to increase levels of walking, cycling and public transport use to and from the Site and reduce the reliance on the private car.
- 6.118. Highways improvement works have commenced along Whitworth Street West as part of Manchester's Active Travel Scheme. These works seek to improve active travel infrastructure along Whitworth Street West and Deansgate in order to encourage more people to walk and cycle along this route. Once complete, the Site will benefit from direct access to this active travel infrastructure.
- 6.119. To facilitate the Proposed Development, Rowendale Street is proposed to be stopped-up, as was previously approved under the previous Travelodge consent for the Site. Draft 'Stopping-Up Extents' and 'Stopping-up Boundaries' plans are submitted in support of this application. Following submission of this application, the Applicant will make a separate stopping-up application to MCC

Highways for approval followed by an application to the Department for Transport. This will include final stopping-up plans for consideration.

- 6.120. As a result, the Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in respect of traffic and transport, when taken as a whole.

## Flood Risk and Drainage

### Relevant policies and guidance:

#### Development Plan

- Core Strategy Policy EN14 – Flood Risk
- Core Strategy Policy EN17 – Water Quality

#### Other Planning Policy and Guidance

- NPPF (2024 Update) – Chapter 14
- PPS25

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- 6.121. Core Strategy Policy EN14 notes that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SuDS) and the appropriate use of green infrastructure. Developers should have regard to the surface water run-off rates in the Strategic Flood Risk Assessment User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.
- 6.122. The Site is approximately 0.17 hectares and is identified as being located within Flood Zone 1 which has less than a 0.1% chance of fluvial flooding each year. According to the Strategic Flood Risk Assessment, the Site also lies within a Critical Drainage Area. A Flood Risk Assessment and a Drainage Strategy have therefore been prepared by AKT in line with PPS25 and Core Strategy Policy EN14 and are submitted in support of this planning application.
- 6.123. The Drainage Strategy accounts for increases in storm intensities of 40% for a 1 in 100-year events, which is consistent with the effects of climate change for a development with a design life of 100 years, as outlined in NPPF.
- 6.124. As part of the Drainage Strategy, a SuDS Assessment has been undertaken which provides an analysis of the various above and below ground SuDS that can provide management of flows to reduce runoff rates and volumes. This assessment highlights various potential SuDS that have been identified as appropriate for the Proposed Development.
- 6.125. In terms of Surface Water Drainage, this will be limited to the Q<sub>100</sub> greenfield rate of 1.5 litres per second which will be achieved through the use of an attenuation tank with a flow control device. Foul water will be disposed of via the existing public combined sewers.
- 6.126. Based upon the above, it is considered that the Proposed Development is in accordance with relevant planning policy and guidance in respect of flood risk and drainage, when taken as a whole.
- 6.127. It is anticipated that the Council's standard drainage conditions be attached to any subsequent planning permission, including in respect of the final agreed drainage design and associated SuDS.

## Ecology and Biodiversity

### Relevant policies and guidance:

#### Development Plan

- Core Strategy Policy EN15 – Biodiversity and Geological Conservation
- Core Strategy Policy EN9 – Green Infrastructure
- Core Strategy Policy EN17 – Water Quality
- Places for Everyone Policy JP-G2 – Green Infrastructure Network
- Places for Everyone Policy JP-G6 Urban Greenspace
- Places for Everyone Policy JP-G8 A net Enhancement of Biodiversity and Geodiversity

#### Other Planning Policy and Guidance

- Manchester's Green and Blue Infrastructure Strategy (2018 updated in 2022)
- NPPF (2024 Update) – Paragraph 187

## Relevant policies and guidance:

- 6.128. The Ecological Appraisal, prepared by Hillson Moran, notes that the Site does not contain any nature conservation sites. Three sites were reported within a 2km radius of the Site, comprising the Rochdale Canal, River Irwell and Ashton Canal. Any identified non-statutory sites are of a sufficient distance from the Site that they are unlikely to be impacted by the Proposed Development.
- 6.129. A study area of 1.5km around the Site was analysed and 925 records of birds were identified within this area. However, the most recent record was a black redstart reported in June 2023 circa 485m northeast of the Site. The closest current record was for a dunnoek reported approximately 100m north of the Site in 2022.
- 6.130. An on-site assessment was also undertaken in relation to flora and fauna. Small areas of growth, namely buddleia (*Buddleja* sp.) were located throughout the Site, however this did not meet minimum mapping requirements for Biodiversity Net Gain. As a result, the Site was deemed to be of negligible ecological value with regard to flora.
- 6.131. The Ecological Appraisal noted that there was evidence within the eastern most building of nesting birds within the ground floor area and within the stairwell in the east of the Site. Consequently, appropriate mitigation measures, in line with BS 42020, have been identified to ensure biodiversity is considered throughout the development and ensure any potential risk is minimised throughout.
- 6.132. In terms of biodiversity, the pre-development habitat was calculated to have a baseline value of 0 habitat units. The Proposed Development will yield a post-construction value of 0.82 habitat units. Owing to the baseline being 0, a net gain percentage cannot be calculated, however proposals do result in a significant enhancement to on-site biodiversity.
- 6.133. It is acknowledged within the Ecological Assessment produced by Hilson Moran that the Rochdale Canal lies 20m north of the site, although does not benefit from any nature conservation designations along this section. Similarly, no records of protected or notable species of aquatic flora or fauna associated with the canal habitat were returned during the desk study and data search.
- 6.134. Although it is likely that shading of the canal will impact the habitats around the Proposed Development, the canal does not benefit from designations along this section and therefore there will be no impacts to a designated site. However, appropriate mitigation measures, in line with BS 42020, have been identified to ensure biodiversity is considered throughout the development and ensure any potential risk to biodiversity is minimised throughout. These include appropriate measures and consideration of lighting implications on the site and consideration of the potential change in condition of potential features on the suite to ensure any subsequent changes are identified.
- 6.135. As a result, the Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in respect of ecology and biodiversity, when taken as a whole.

## Ground Conditions

### Relevant policies and guidance:

#### Development Plan

- Core Strategy Policy EN18 – Contaminated Land and Ground Stability

#### Other Planning Policy and Guidance

- NPPF (2024 Update) Paragraph 196

- 6.136. Paragraph 196 of the NPPF and Core Strategy Policy EN18 requires that planning policies and decisions should ensure that sites are suitable for any proposed use by taking account of ground conditions and risks arising from land instability and contamination.
- 6.137. A Phase I Geo-Environmental Investigation Report has been prepared by IGE Consulting and is submitted in support of this planning application.

- 6.138. This report concludes that there is a low to moderate risk to human health on the basis that contaminative linkages have been located in localised areas. In addition, a low to moderate risk to controlled waters has been identified through anticipated migration through existing and historic drainage present below the Site.
- 6.139. A low ground gas risk has been identified based upon results of ground gas monitoring. On this basis less than 1% of the homes are above the action level meaning no radon protection measures are necessary.
- 6.140. Based upon these findings further investigation works are required in order to determine the ground conditions with a greater degree of certainty. Consequently, if the Phase 2 ground investigation work identifies a potential risk and/or a requirement for further detailed site specific assessment, a Phase 3 environmental report and/or remedial strategy may be required.
- 6.141. It is anticipated that prior to the commencement of below ground works, a report (the Preliminary Risk Assessment) will be required to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to that phase shall be submitted to and approved in writing by the Local Planning Authority. This will be secured by a suitably worded planning condition attached to any subsequent planning permission.
- 6.142. As a result, the Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in respect of ground conditions, when taken as a whole.

## Noise and Vibration

### Relevant policies and guidance:

#### Development Plan

- Saved UDP Policy DC26.1 and DC26.5 – Development and Noise
- Core Strategy Policy DM1

#### Other Planning Policy and Guidance

NPPF (2024 Update) Paragraph 198

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- 6.143. Saved UDP Policy DC26 Development and Noise outlines the Council intends to use the Development Control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:
- the effect of new development proposals which are likely to be generators of noise; and
  - the implications of new development being exposed to existing noise sources which are effectively outside planning control.
- 6.144. Chapter 11 of the EIA assesses the impact of the Proposed Development. Noise surveys have been conducted to determine the pre-existing daytime and night time noise levels at and around the Site.
- 6.145. During construction the assessment concludes that construction activities have the potential to cause temporary vibration disturbances to surrounding sensitive receptors during piling works. The report does however note this can be controlled through the use of low vibration piling techniques. Consequently, construction noise is expected to cause negligible adverse effects on surrounding receptors.
- 6.146. The noise surveys showed that levels of music noise from the Rebellion nightclub during DJ sets on Friday and Saturday nights are such that mitigation is required to attenuate noise ingress to a level compliant with MCC's entertainment noise limits in the apartments. It is anticipated that this would be achieved via either insulation within the façade build-up or attenuation measures at source within the nightclub premises, or a combination of the two. In the event that attenuation is required at source then this could be secured via a Grampian condition attached to the consent. In any event, it is recommended that the following condition be attached to the planning permission:
- "No development shall take place, except for demolition, unless and until a noise mitigation strategy has been submitted to, and approved in writing by, the City Council, as local planning authority. The noise mitigation strategy shall include full details of any measures to be implemented on neighbouring premises, if required, which shall be fully implemented, prior to the first occupation of any residential units."*

- 6.147. During operation within external residential amenity spaces noise levels are expected to be elevated, however it is felt that this is to be expected due to the Site's location within an urban environment and should therefore not prohibit development. Mitigation in the form of imperforate balustrades is proposed to the external terrace areas in order to reduce noise levels to a degree.
- 6.148. Vibration and related structure borne noise from passing trains on the railway lines to the south of the Site has also been assessed within the Environmental Statement. The levels were found to be insignificant, and no mitigation is required to achieve suitable levels for the uses proposed.
- 6.149. Based upon the above the Proposed Development is considered to be in compliance with the Development Plan and NPPF with regards to Noise and Vibration, when taken as a whole.
- 6.150. It is expected that a standard condition will be applied to any subsequent condition in relation to controlling noise from plant equipment.

## Ventilation and Overheating

### Relevant policies and guidance:

#### Development Plan

- Saved UDP Policy DC26 – Development and Noise
- Core Strategy Policy DM1 – Development Management

#### Other Planning Policy and Guidance

- Acoustic, Ventilation and Overheating Residential Guide (2020)

- 6.151. A Ventilation Statement has been produced by Futureserv and submitted in support of this application. This report outlines the ventilation strategy for the Proposed Development in line with key policy and guidance documents. The strategy seeks to comply with Building Regulations (Part F) and provide energy-efficient ventilation for a healthy residential environment. This involves the use of a continuous mechanical supply and extract system with heat recovery (MVHR) for apartments, reducing the amount of heat lost and improved air quality.
- 6.152. In terms of system design, each apartment will have an MVHR unit with intake and exhaust louvres located on the building façade. The system will operate continuously at low speeds, with boost options for kitchens and bathrooms. Purge ventilation is also incorporated within the system design, in order to enhance occupant comfort.
- 6.153. Amenity and ancillary spaces will have dedicated heat recovery and ventilation systems with a supply rate of 10 l/s per person. Toilets, refuse areas and plant rooms will have mechanical extract systems with natural or mechanical makeup air provision as needed.
- 6.154. In terms of smoke ventilation, a smoke clearance system is integrated into the design, utilising automatic opening vents (AOVs) in stair cores and corridors. Smoke detectors and roof-level fans will activate in case of fire, ensuring safe evacuation and smoke management.
- 6.155. Overall, the report concludes that the ventilation strategy improves on the fundamental principles of the Building Regulations and will make a contribution to reducing the annual CO2 emissions of the Proposed Development.
- 6.156. As a result, the Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in respect of ventilation and overheating, when taken as a whole.

## Air Quality

### Relevant policies and guidance:

#### Development Plan

- Core Strategy Policy EN16 – Air Quality

#### Other Planning Policy and Guidance

- Manchester's Guide to Development SPD
- NPPG

- 6.157. In line with Core Strategy Policy EN16, an Air Quality Assessment has been prepared by SRL assessing the impact of the Proposed Development and is submitted in support of this planning application.
- 6.158. The assessment outlines that demolition and construction activity associated with the Proposed Development delivers a high risk for dust soiling and medium risk for human health impacts. Extensive mitigation measures are therefore proposed during the construction period which are set out in full within Section 7.1 of the Air Quality Assessment produced by SRL in support of this application. It is assessed that the proposed mitigation will render any adverse impacts negligible during the demolition and construction phase.
- 6.159. During operation occupants of the Proposed Development will not be exposed to an unacceptable level of nitrogen dioxide or other relevant particulate matter concentrations. Although the impact of on local air quality has been identified as negligible, mitigation measures have still been recommended in line with Section 5.10 of the IAQM/EPUK guidance to limit exposure to poor air quality and reduce air pollution. These mitigation measures are outlined in full within Section 7.2 of the Air Quality Assessment produced by SRL in support of this application.
- 6.160. It is also noted within the Air Quality Assessment that construction phase and operational phase traffic generated by the Proposed Development will have a negligible impact on air quality at new and existing receptors.
- 6.161. Based upon the above, it is considered that the Proposed Development is in accordance with relevant planning policy and guidance in respect of air quality, when taken as a whole.

## Microclimate Considerations

### Wind

#### Relevant policies and guidance:

##### Development Plan

- Core Strategy Policy EN2 – Tall Buildings

##### Other Planning Policy and Guidance

- NPPF (2024 Update) Paragraph 130

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- 6.162. Core Strategy Policy EN2 Tall Buildings states that, *“by their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.”*
- 6.163. A CFD study has been carried by GIA out to assess the wind microclimate for the Proposed Development. The wind study has enabled the pedestrian level environment at the Site to be quantified and classified in terms of suitability for current and planned usage, based on the industry standard Lawson criteria for pedestrian comfort and safety..
- 6.164. During construction, conditions will gradually change from the baseline conditions to conditions for the completed and operational development. Therefore, construction effects can be inferred from the effects due to the completed and operational development..
- 6.165. During operation, there are no safety exceedances identified. A minor localised comfort exceedance is identified in the future baseline (i.e. together with other committed developments) at the northern platform of Deansgate Railway station.
- 6.166. The assessment notes that this exceedance of target conditions is only experienced during winter months and for circa 6.5% of the winter season. This equates to five to six days per year. In any event, the assessment of the future baseline identifies this as a result of the other committed developments and not as a direct result of the Proposed Development itself.
- 6.167. Based upon the above it has been deemed that no mitigation measures in relation to wind are required either at the construction or operational phase. Full details of the study are provided within the Chapter 15 of the Environmental Statement, which is included within this application.
- 6.168. As a result, the Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in respect of wind when taken as a whole.

## Daylight, Sunlight and Overshadowing

### Relevant policies and guidance:

#### Development Plan

- Saved UDP Policy DC 1.2 – Residential Extensions
- Core Strategy Policy DM1 – Development Management

#### Other Planning Policy and Guidance

- Manchester Residential Quality Guidance (2017)

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- 6.169. Chapter 8 of the Environmental Statement provides an assessment of the Daylight, Sunlight and Overshadowing impacts of the Proposed Development.
- 6.170. The assessment of daylight and sunlight effects is based principally on the amount of visible sky before and after the construction of a new development.
- 6.171. Using a 3D model of the Site and surrounding properties and specialist software, the amount of natural light and direct sunlight within the surrounding residential properties has been assessed both before the construction of the Proposed Development and after it.
- 6.172. The before and after assessment results are then compared and reviewed against the guidance given in the Building Research Establishment's (BRE) document entitled Site layout planning for daylight and sunlight: A guide to good practice (the BRE Guidelines).
- 6.173. Whilst the construction of the Proposed Development will result in some changes in the levels of daylight and sunlight amenity within some of the surrounding properties that will be beyond the levels discussed within the BRE Guidelines, the levels of change and retained levels of amenity are considered to be reasonable in context.
- 6.174. The following properties were assessed in detail in relation to daylight and sunlight impacts within the Environmental Impact Assessment:

### Hill Quays

#### Daylight:

- 6.175. A total of 192 windows serving 95 rooms were assessed for daylight within this building.
- 6.176. Changes in diffuse daylight (VSC & NSL) to 64 (67%) of the 95 rooms assessed will be fully BRE compliant. The effect upon diffuse daylight within these 64 rooms is therefore considered to be negligible (not significant).
- 6.177. 24 (25%) of 31 rooms will experience minor adverse (not significant) changes in Vertical Sky Component (VSC) and/or No Sky Line (NSL) .
- 6.178. The windows serving three of the remaining seven rooms have very low (0.1% to 6.8%) baseline VSC levels against the BRE recommended 27%. The small absolute VSC changes of 0.1% to 2.4% therefore disproportionately present themselves as moderate magnitude of percentage of baseline changes when, in reality, the changes are unlikely to be noticeable. The changes in NSL to the rooms served by these windows are fully BRE compliant with the rooms retaining NSL to between 88.6% and 92.2% of the rooms' areas. The effect upon the diffuse daylight within these three rooms is therefore considered to be minor adverse (not significant).
- 6.179. The remaining four rooms are all served by three windows of which one will experience a moderate magnitude of VSC change. The windows which will experience this change all have baseline VSC values that are below the BRE recommended 27% (8.6 % to 24.7%) and so the small (2.6% to 7.8%) absolute VSC changes disproportionately present themselves as moderate magnitude of percentage of baseline changes. As there are two other windows serving these four rooms, the changes in NSL are fully BRE compliant with all rooms retaining NSL to between 93.9% and 100% of the rooms' areas. The effect upon the diffuse daylight within these four rooms is therefore considered to be minor adverse (not significant).

#### Sunlight:

- 6.180. Any changes to the sunlight amenity within the 59 rooms, considered material for assessment, will be fully BRE compliant.

## 14 Albion Street

### Daylight:

- 6.181. A total of eight windows serving seven rooms were assessed for daylight within this building.
- 6.182. Any changes in diffuse daylight (VSC & NSL) to six (86%) of the seven rooms assessed will be fully BRE compliant. The effect upon diffuse daylight within these six rooms is therefore considered to be negligible (not significant).
- 6.183. The window serving the remaining room has a low (12.5%) baseline VSC level against the BRE recommended 27%. The 3.9% absolute VSC change therefore disproportionately presents itself as a moderate magnitude of percentage of baseline change. The change in NSL to this room will be fully BRE compliant with the room retaining NSL to 85.5% of its area.

### Sunlight:

- 6.184. Sunlight is not considered for this property as none of its windows are orientated to within 90 degrees of due south.

## The Ropeworks

### Daylight

- 6.185. A total of 228 windows serving 96 rooms were assessed for daylight within this building.
- 6.186. Any changes in diffuse daylight (VSC & NSL) to 52 (54%) of the 96 rooms assessed will be fully BRE compliant. The effect upon the diffuse daylight within these 52 rooms is therefore considered to be negligible (not significant).
- 6.187. In accordance with the significance criteria described above, 27 (28%) of the remaining 44 rooms will experience changes in VSC and/or NSL which are minor. The effect upon the diffuse daylight within these 27 rooms is therefore considered to be minor adverse (not significant).
- 6.188. The remaining 17 (18%) rooms are all served by multiple windows of which at least one will experience a magnitude of VSC changes that is greater than minor. The windows experiencing these greater magnitudes of VSC change all have low baseline VSC levels (7.2% to 25.1%). The small (2.4% to 9.4%) absolute VSC changes therefore disproportionately present themselves as moderate and major magnitude of percentage of baseline changes.
- 6.189. These affected windows are also one of a multiple number of windows serving the room where, in most cases, the other windows will experience much lower magnitudes of VSC change with the magnitude of change to some of those windows being negligible. With the exception of one, which will be minor, the changes in NSL to these rooms will be fully BRE compliant with the rooms retaining NSL to between 34% and 99.4% of their areas with, for context, the average being 87%.

### Sunlight:

- 6.190. Any changes to the sunlight amenity within the eight rooms will be fully BRE compliant.

## 21 Little Peter Street

### Daylight:

- 6.191. A total of 43 windows serving 22 rooms were assessed for daylight within this building.
- 6.192. Changes in diffuse daylight (VSC & NSL) have been identified to one (5%) of the 22 rooms assessed however these will be fully BRE compliant. The effect upon the diffuse daylight within this room is therefore considered to be negligible (not significant).
- 6.193. In accordance with the significance criteria described above, 19 (86%) of the remaining 21 rooms will experience changes in VSC and/or NSL which are minor. The effect upon the diffuse daylight within these 19 rooms is therefore considered to be minor adverse (not significant).

- 6.194. The windows serving the remaining two (9%) rooms all have low baseline VSC (12% to 16.4%) baseline values. The small (5% to 5.5%) absolute VSC changes therefore disproportionately present themselves as moderate and major magnitude of percentage of baseline changes. Both rooms are, however served by two windows and, therefore, the rooms will have an NSL magnitude of change of no great than minor and retain NSL to between 58.5% and 68.5% of the rooms' areas. The effect upon the diffuse daylight within these two rooms is therefore considered to be minor adverse (not significant).

#### Sunlight

- 6.195. Changes to the sunlight amenity have been identified within three rooms however these will be fully BRE compliant.

### 375 – 361 Deansgate

#### Daylight:

- 6.196. A total of 44 windows serving 36 rooms were assessed for daylight within this building.
- 6.197. Any changes in diffuse daylight (VSC & NSL) to 32 (89%) of the 36 rooms assessed will be fully BRE compliant. The effect upon the diffuse daylight within this room is therefore considered to be negligible (not significant).
- 6.198. In accordance with the significance criteria described above, one (3%) of the remaining four rooms will experience changes in VSC and/or NSL which are minor. The effect upon the diffuse daylight within this room is therefore considered to be minor adverse (not significant).
- 6.199. The windows serving the remaining three (8%) rooms all have low baseline VSC (0.2% to 5.3%) baseline values. The small (0.2% to 1.6%) absolute VSC changes therefore disproportionately present themselves as moderate and major magnitudes of percentage of baseline changes which, in reality, are unlikely to be noticeable. One of the rooms will experience no change in NSL. The other two rooms have very low (1.2%) baseline values. The small (0.2 sqm) absolute NSL changes therefore disproportionately present themselves as a major magnitudes of percentage of baseline changes which, in reality, are unlikely to be noticeable.

#### Sunlight:

- 6.200. Any changes to the sunlight amenity within the five rooms will be fully BRE compliant.

### Summary

- 6.201. Any development in a tightly knit urban area is likely to give rise to daylight, sunlight and overshadowing impacts. Relative to other sites, developments, and tall buildings within Manchester and elsewhere in the UK, the Proposed Development performs well in this regard leading to very limited levels of significant impacts upon adjacent properties. Whilst some impacts are inevitable, and are clearly detailed in this section and the submitted DSO Assessment, these are not out of kilter with its city centre location and are considered acceptable in planning terms.
- 6.202. As a result, the Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in respect of daylight, sunlight and overshadowing, when taken as a whole.

### Solar Glare

#### Relevant policies and guidance:

##### Development Plan

- Core Strategy Policy DM1 – Development Management

##### Other Planning Policy and Guidance

- NPPF (2024 Update)

- 6.203. Solar glare assessments are considered necessary when a Proposed Development has sections of glazed façade that may reflect sunlight and obstruct the vision of road and rail users to ensure that

the development is safe and well designed in line with Paragraph 131 of the NPPF and Core Strategy Policy DM1.

- 6.204. Overall, 14 sensitive locations were assessed with regards to the impact of Solar Glare from the Proposed Development. Significant effects have been identified at 5 locations:
- CSCP - Collier Street Car Park pedestrian crossing (Minor-Moderate adverse)
  - Tram 4-6 - Eastbound trams from Cornbrook to Deansgate-Castlefield (Minor-Moderate Adverse)
  - Rail 1-2 - Westbound trains from Manchester Oxford Road Station to Deansgate Station (Moderate Adverse)
  - Rail 3-6 - Eastbound trains from Trafford Park (Moderate Adverse)
  - Rail 3,4 & 7 - Eastbound trains from Salford – (Minor-Moderate Adverse)
- 6.205. Owing to the proximity of the Site to several sensitive road and tram/rail locations, as well as the highly glazed nature of the Proposed Development, a comprehensive, iterative review process was undertaken to incorporate mitigation strategies within the detailed façade design.
- 6.206. This review process ran alongside the development of the façades from the early massing stages and has comprised of an initial massing review, whereby the massing was tested to identify which nearby junctions are most sensitive to reflections and identify any facades that would likely require strategies deployed to reduce the area and intensity of any reflections. Then as the façade design progressed, the façade strategies were reviewed to ensure the embedded solar glare mitigation reduced the risk of solar glare as much as practicable.
- 6.207. Therefore, the assessments reported within the Chapter 13 of the Environmental Statement on Solar Glare have been undertaken on a scheme that has been designed to address potential solar glare risks as much as possible. In addition, it should be noted that the assessment considers a scenario whereby the sun shines on every day of the year to consider all potential circumstances in which reflections will occur (i.e. 'worst case'). According to the sunlight availability protractor, based on UK weather data, the sunshine probability will be significantly reduced and therefore the likelihood of the instances of reflections are reduced accordingly.
- 6.208. In terms of mitigation, the design team have allowed for the potential for low-reflectivity glazing to be used in specific areas where high-intensity reflections may occur. It is recommended within the assessment that it is specified on the following facades:
- Northern Elevation - full height;
  - Eastern Elevation - full height;
  - Southern Elevation - up to Level 20; and
  - Western Elevation - full height.
- 6.209. Low-reflectivity glazing will be implemented in the areas identified. This would minimise the potential for glare and the significant effects that have been reported. Due to the design of the facades already including extensive mitigation and the effectiveness of low reflectivity glazing at minimising the potential for an instance of solar glare occurring, there are no further façade design mitigation measures proposed.
- 6.210. As a result, the Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in respect of solar glare when taken as a whole.

## Other Considerations

### Construction Management

#### Relevant policies and guidance:

##### Development Plan

- Core Strategy Policy DM1 – Development Management
- Core Strategy Policy SP1 – Spatial Principles

## Relevant policies and guidance:

- 6.211. The Construction Methodology and Programme Chapter of the ES (Volume 1, Chapter 5) has been prepared by the Applicant. The Chapter sets out best practise for the construction and demolition processes to minimise the impact on residential amenity and the surrounding area in line with Core Strategy Policy DM1 and has informed the assessments within the ES technical chapters.
- 6.212. The construction and demolition methodologies have been refined through the Applicant's extensive experience in the construction of major development across Greater Manchester.
- 6.213. Demolition of the existing structures on the Site is to set to take place in Q3 2026 with Construction of the Proposed Development following this and set for completion by Q3 2029.
- 6.214. An Outline Demolition and Construction Management Plan is appended to the ES and includes measures to mitigate against noise, vibration and air quality matters.
- 6.215. In terms of site access a strict one-way vehicle access regime will be operated to minimise disruption. Only one vehicle will be permitted on-site at any given time, with others queuing off-site in a manner that avoids impacting adjacent streets. To further reduce traffic on-site parking will not be available for staff or operatives. The site benefits from excellent proximity to existing public and active travel infrastructure and site workers will be encouraged to use these to access the Site where possible. Where this is not possible numerous public car parks such as the Great Northern Warehouse, Little Peter Street Q-Park and First Street.
- 6.216. A series of meetings have been held with Network Rail to discuss the Proposed Development on 20 June 2024, 11 July 2024, 13 September 2024, 12 November 2024. These meetings focused on discussing potential collaboration opportunities, highlighting potential co-ordination challenges and raising any concerns held by Network Rail in relation to construction activities.
- 6.217. Site operating hours will adhere with MCC's 'Environmental Protection Information for Developers' which shall be as follows:
- Monday – Friday 07:30 – 18:00 hrs
  - Saturday – 08:30 – 14:00
  - Sunday / Bank Holidays – No works permitted
- 6.218. It is anticipated that two conditions will be attached to any subsequent planning permission that requires agreement to a Demolition Management Plan in advance of demolition and a detailed Construction Management Plan in advance of below ground works.

## Operational Management

### Relevant policies and guidance:

#### Development Plan

- Core Strategy Policy DM1 – Development Management

#### Other Planning Policy and Guidance

- Manchester Residential Quality Guidance (2017)

- 6.219. The Manchester Residential Quality Design Guidance (2017) acknowledges that effective operational management of a development is central to maintaining quality of the accommodation and the use and enjoyment of the space by its residents over the long term. Early consideration of operational requirements is important. The Guidance also recognises the benefits of new technologies to establish networks as part of the operational management strategies.
- 6.220. A Residential and Commercial Management Strategy has been produced by the Applicant in support of this application. This outlines that a professional building management company with a proven track record in residential property management will be appointed to manage the operation of the Proposed Development.

- 6.221. Building management will be responsible for the day-to-day operations of the development, ensuring a 24/7 on-site presence to address any issues promptly and efficiently. The management team will comprise experienced professionals, ensuring all aspects of building management are effectively covered including in respect of waste and servicing, deliveries and access.
- 6.222. It is anticipated that a detailed Operational Management Strategy be subject to a condition attached to any subsequent planning permission.

## Socio Economic

### Relevant policies and guidance:

#### Development Plan

- Core Strategy Policy CC1 – Primary Development Focus: City Centre and Fringe
- Core Strategy Policy CC5 – Transport
- Core Strategy Policy C10 – A Place for Everyone
- Core Strategy Policy EN1 – Design Principles and Strategic Character Areas

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- 6.223. Chapter 12 of the ES provides an assessment of the Socio-Economic impacts of the Proposed Development.

## Employment

- 6.224. It is estimated that the Proposed Development will lead to 200 Full Time Equivalent (FTE) construction workers per annum throughout the 3-year construction period. This employment could be expected to include a broad range of job-types and occupations, both on-Site as well as off-Site (i.e. both direct and indirect / supply chain employment). A number of these jobs could be expected to be filled by residents of Manchester and who may currently be unemployed.
- 6.225. The construction sector currently supports around 65,000 FTE jobs across Greater Manchester. The estimated annual construction jobs supported during the period of works could therefore be expected to represent 0.3% of all sub-regional employment in the construction sector.
- 6.226. As per the Local Labour Statement submitted in support of this application the Applicant is committed to working with MCC Work and Skills to secure opportunities for employment of local people.
- 6.227. It is estimated that the Proposed Development will support up to 9 net FTEs once completed and fully operational.

## Healthcare

- 6.228. The Proposed Development is expected to yield a population of 768 persons. As a worst-case scenario, assuming all of these residents would be additional (and not already registered with GPs in the study area), this would lead to an increase in the number of registered patients per FTE GP by approximately 1%. It is however noted that it is extremely unlikely that the entire population of the Proposed Development will be new and not registered with the existing services and therefore this represents a worst-case scenario and is deemed within the EIA as not-significant.

## Education

- 6.229. At a Manchester level, 0.14 primary aged pupils are generated per resident. Applying this benchmark to the estimated total population yield from the Proposed Development (once fully built out and occupied) leads to the generation of 108 primary aged pupils. This is presented as a worst case scenario since it is highly unlikely that all residents will be new to the area. The addition of 108 pupils to the primary school roll within the study area (2 mile walking distance) would lead to a deficit in pupil places against capacity (64 places). However, this will be offset by the additional capacity generated at Crown Street Primary School, once fully operational.
- 6.230. Within this context, the magnitude of change with respect to primary and early years education is assessed as being minor adverse within the EIA.

- 6.231. It is therefore considered that the Proposed Development will have a positive socio-economic impact, deliver social value to local residents and will support the sustainable growth of Manchester and is therefore supported by relevant planning policy and guidance as a whole.

## TV Reception, Broadband Connectivity

### Relevant policies and guidance:

#### Development Plan

- Saved UDP Policy DC26 – Development and Noise
- Core Strategy Policy DM1 – Development Management

#### Other Planning Policy and Guidance

- Acoustic, Ventilation and Overheating Residential Guide (2020)

## TV Reception

- 6.232. Under MCC planning guidance, any development over four storeys requires a TV Reception Impact Assessment. The report should assess the possible interference created by the Proposed Development on TV and radio reception within the area.
- 6.233. A Television and Radio Reception Impact Assessment has been undertaken by Gtech, to determine the potential effects on the local reception of television broadcast services arising from the Proposed Development.
- 6.234. The Proposed Development is not expected to cause any interference to the reception of digital terrestrial television (DTT) services.
- 6.235. The construction process, specifically crane use, has the potential to temporarily disrupt digital satellite television services for residents located northwest of the Site, primarily on Burton Street and Southern Street. This interference is due to potential obstruction of the satellite signal. Solutions for affected residents include repositioning satellite dishes or utilising alternative digital television receiving equipment such as DTT (Digital Terrestrial Television). Any disruption caused by crane activity will be limited to working hours and will cease entirely upon their removal.

## Broadband Connectivity

- 6.236. Under MCC Planning Guidance, all new residential developments must incorporate measures to facilitate digital connectivity, having regard to the Data Ducting Infrastructure Guidance produced by the Department for Communities and Local Government.
- 6.237. A Broadband Connectivity Assessment has been prepared by Gtech in support of this Application. The Assessment seeks to ensure that new residences have access to superfast broadband speed, to ensure future occupants can obtain the associated services.
- 6.238. The findings of this broadband connectivity assessment indicate that existing broadband infrastructure and good connectivity is already available in the study area, with existing fibre installed along streets adjacent to the Site. Fast download speeds are likely to be experienced. It is recommended within the assessment that the Applicant engages with BT Openreach to facilitate a connection to their fibre network.
- 6.239. As a result, the Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in respect of TV reception and broadband connectivity when taken as a whole.

## Aviation Considerations

### Relevant policies and guidance:

#### Development Plan

- Saved UDP Policy DC26 – Development and Noise
- Core Strategy Policy DM1 – Development Management

#### Other Planning Policy and Guidance

- Acoustic, Ventilation and Overheating Residential Guide (2020)

- 6.240. Paragraph 20 of the National Planning Practice Guidance on Consultation and Pre-Decision Matters refers to the need for additional consultation to take place in specific local circumstances. This process, 'consultation direction' includes the consideration of proposals in the vicinity of existing facilities, including airports.
- 6.241. An assessment undertaken by Gtech has identified It is unlikely that any significant adverse effect upon SSR operations at Manchester Airport is likely to occur, due to the massing of the Proposed Development and the location of the Site relative to the number of existing significantly tall buildings surrounding the Site. If any impact is identified by NATS, mitigation would be suggested. Once mitigation has been implemented (unlikely to be required for the Proposed Development), there would be no residual effects.
- 6.242. Significant effects upon helicopter operations are not predicted due to the external lighting requirements of the Proposed Development and the cranes used during the construction phase making them more visible to pilots at night and during certain weather conditions.
- 6.243. On this basis, it is not likely significant effects would be expected with respect to aviation.

## Fire Strategy

### Relevant policies and guidance:

#### Other Planning Policy and Guidance

- Town and Country Planning (Development Management Procedure and Section 62A Application (England) (Amendment) Order 2021.

- 6.244. The requirement for a fire statement at planning is requested under the Town and Country Planning (Development Management Procedure and Section 62A Application (England) (Amendment) Order 2021.
- 6.245. An Outline Fire Strategy has been prepared by OFR Consultants and has been submitted in support of this application.
- 6.246. The strategy addresses applicable guidance and legislation, including the Building Regulations 2010, the Building Safety Act 2022, and the Regulatory Reform (Fire Safety) Order 2005. It outlines the proposed fire safety systems, including a BS 9251:2021 residential sprinkler system, automatic fire detection and alarm systems, smoke ventilation systems, emergency lighting, and emergency power provisions.
- 6.247. In addition, means of warning and escape are outlined, focusing on a "safe to stay, safe to leave" evacuation strategy for residential units. Horizontal and vertical means of escape are referenced, including provisions for mobility impaired persons. The strategy also addresses internal and external fire spread, compartmentation, fire doors, fire and smoke curtains, and cavity barriers. Access and facilities for the Fire & Rescue Service, include internal and external firefighting facilities, wayfinding signage, and secure information boxes.

## Summary

- 6.248. This section of the report provides a summary of how the Proposed Development has been comprehensively assessed in relation to the Development Plan and other material considerations. This has taken place during an extensive process of pre-application consultation and technical due diligence including the preparation of an EIA and other technical reports.
- 6.249. The Proposed Development has also been prepared in line with Section 38(6) of the Planning and Compulsory Purchase Act (2004) and is in accordance with the development plan and relevant material considerations when read as a whole which has been set out within Section 6 of this report.

# 7. Tall Building Statement

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

| Policy EN2/HE Tall Building Guidance criteria                                                                                                                                                                                                                                                                                    | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| Proposals for tall buildings will be supported where it can be demonstrated that they:                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|  <p>CS Policy EN2: Are of excellent design quality.</p> <p>Historic England Tall Building Guidance:</p> <ul style="list-style-type: none"> <li>• Responds to local context.</li> <li>• Architectural Quality and functional design.</li> </ul> | <p>The Proposed Development has undergone significant design development to ensure that it is of excellent design quality as part of an existing tall building cluster. This is explained in detail in the DAS and Section 4 of this statement.</p> <p>The Proposed Development is designed by Sheppard Robson, who have designed numerous high-profile developments across Manchester City Centre. This established portfolio of work demonstrates that they have the experience to work with the wider design team to deliver attractive and well used spaces and successful places.</p> <p>The Proposed Development seeks to improve the visual amenity of the existing site, currently occupied by two vacant buildings. The Proposed Development is in a key gateway location into the City Centre and the massing and scale of the Proposed Development aims to contribute to the existing tall building cluster around Deansgate Transport Hub. The Proposed Development will therefore complement surrounding tall developments including Viadux Phase 1, Axis Tower and the Beetham Tower.</p> <p>Active frontages have been incorporated into the Design of the Proposed Development to help enhance the pedestrian environment along Whitworth Street West. This is supported by the provision of extensive public realm at the base of the building creating an attractive and welcoming public space.</p> <p>High quality materials have been proposed that are appropriate to their purpose and location, and attention to detailing will be maintained to ensure an exemplar of good design.</p> <p>A full breakdown of the design evolution for the Proposed Development can be found in the Design and Access Statement prepared by Sheppard Robson and submitted in support of this application.</p> |
|  <p>CS Policy EN2: Are appropriately located.</p>                                                                                                                                                                                              | <p>The Proposed Development is located within a highly sustainable location in terms of transport, most notably Deansgate Station adjacent to the Site and the Metrolink which is located to the</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

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|                                                                                    |                                                                                                                                                  | <p>north of the Site. The Site is also located within walking distance from numerous bus stops including those on the Oxford Road Corridor. Due to its City Centre location extensive amenities are also located within walking/cycle distance of the Site.</p> <p>The Proposed Development is also located within the City Centre meaning it is close to the associated amenities however is not located within any Conservation Areas.</p> <p>In addition, the Site is located within an existing tall building cluster consisting of developments such as Viadux Phase 1, Beetham Tower and Axis Tower. The Proposed Development has been designed to complement these buildings and contribute effectively to this existing cluster.</p> <p>Based upon the above in terms of the Site not being located in Conservation Area and being adjacent to a key transport hub it is considered that the Site is suitably located for a tall building in line with the relevant Core Strategy Policy.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|  | <p><b>Policy EN2: Contribute positively to sustainability.</b></p> <p><b>HE Tall Building Guidance: Sustainable Design and Construction.</b></p> | <p>Sustainability goals lie at the heart of the Proposed Development with numerous key measures being introduced to enhance the environmental performance and sustainability of the buildings.</p> <p><b>Energy-efficient design:</b> Simple building massing and a high-performance envelope minimise heat loss, exceeding current Building Regulation standards.</p> <p><b>Optimised façade:</b> A balanced glazing ratio (60/40 solid to glazing) with integrated passive strategies reduces solar gains, while prioritising natural ventilation for most apartments.</p> <p><b>Sustainable construction:</b> The façade design promotes off-site construction of unitised systems, minimising waste, and the structural design employs a regular grid to reduce the need for heavy transfer structures. In order to minimise impacts from embodied carbon a set of mitigation measures have also been recommended including carbon monitoring and goal setting system in order to limit embodied carbon.</p> <p><b>Reduced environmental impact:</b> The project targets a 25% GGBS content in concrete elements to lower embodied carbon and incorporates efficient MEP systems, including air source heat pumps, photovoltaic panels, and heat recovery ventilation. The Proposed Development will utilise electric systems which takes advantage of the decarbonisation of the National Grid.</p> <p>As mentioned in Section 6 of this report the Framework Travel Plan also notes that the Proposed Development will be car free and is located in an area that is highly accessible by sustainable transport modes.</p> |

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|   | <p><b>Policy EN2: Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance.</b></p> <p><b>HE Tall Building Guidance: A well designed inclusive environment.</b></p> | <p>The Proposed Development will deliver much needed residential apartments within a development rising to 44 storeys located in a highly sustainable location at a gateway to the City Centre’s civic core and southern gateway. It will deliver 364 apartments in a striking design that will create a new landmark development contributing to the existing tall building cluster around Deansgate Transport Hub.</p> <p>The Proposed Development has been designed to contribute effectively to the existing tall building cluster in the area, so while tall is in keeping with the appearance of the immediately surrounding tall buildings and others elsewhere such as New Jackson. In addition, the proposed scale helps to signpost the Deansgate Transport Hub which is as an important transport node providing services through both rail and tram modes to regional and national destinations.</p> <p>Placemaking is addressed within the Proposed Development by implementing a strong architectural narrative through the colonnade design as well as materiality that reflects both the surrounding area and historic character of Whitworth Street West. The provision of high-quality public realm located at the base of the building will also enhance the pedestrian experience along Whitworth Street West, further contributing to a sense of place.</p> |
|  | <p><b>Policy EN2: Will bring significant regeneration benefits.</b></p>                                                                                                                                                                          | <p>The Proposed Development will bring the following significant regeneration benefits which are outlined further in the following Section of this Statement:</p> <ul style="list-style-type: none"> <li>- Development of a currently underutilised Site comprising only vacant commercial buildings and introduction of active façade to Whitworth Street West, Bugle Street and Cameron Street.</li> <li>- Introduction of high-quality public realm which improves the street scene along Whitworth Street West and connections through to Knott Mill.</li> <li>- 364 new homes built to modern standards to help meet the Council’s housing target.</li> <li>- Creation of jobs through construction and operation, comprising: 200 FTE jobs created per annum over the construction period; and 12 FTE jobs created during the operational phase of development.</li> <li>- Highly accessible location encouraging the use of sustainable transport modes in line with Manchester’s sustainability objectives.</li> <li>- Significant ecological benefits with a BNG of over 10% in line with relevant legislation.</li> </ul>                                                                                                                                                                                                                                              |

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|    | <p><b>Policy EN2: The effect of the tall building on the local environment and its micro-climate, including creating an attractive, pedestrian friendly local environment.</b></p> <p><b>HE Tall Building Guidance: Impact on the local environment.</b></p> | <p>The two existing buildings on-site are currently vacant and do not make effective use of this highly accessible Site in Manchester City Centre. The Proposed Development represents the opportunity to transform this vacant Site into a high-quality residential development. The public realm proposals and active uses from Ground Floor to Level 2 will create further activity in this part of Manchester City Centre and significantly enhance the pedestrian environment.</p> <p>The Proposed Development has been through an iterative design process with early-stage testing to ensure that the proposals have sought to minimise the potential for microclimate impacts, including in respect of daylight, sunlight and overshadowing, wind, and solar glare. An assessment of these impacts is provided within the ES submitted in support of this application, and the proposed approach to mitigation discussed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|  | <p><b>Policy EN2: That the proposals for a tall building are viable and deliverable.</b></p>                                                                                                                                                                 | <p>The Applicant is an experienced developer with a significant track-record in Greater Manchester and beyond. The Applicant is supported by an experienced design team, familiar with the issues associated with developing high quality and high-rise buildings in City Centre locations.</p> <p>A significant amount of time has been spent developing the proposals through the design stages and in consultation with a range of stakeholders including MCC and Historic England.</p> <p>Market demand for new housing to meet the specific needs of a growing population and changing demographics, means that there will be demand for the type of residential accommodation proposed.</p> <p>A Viability Assessment has been undertaken by CBRE and submitted in support of this application. The Financial Viability Statement demonstrates that, when incorporating the Benchmark Land Value (BLV) as a fixed input, the residual profit margin falls significantly below the target risk-adjusted developer's return.</p> <p>However, the viability appraisal produced by CBRE notes that it is expected that market conditions would improve and there will be further opportunities to reduce construction costs during the detailed design stage. Given the Applicant's experience and track record of delivery, they are confident that the development is both viable and deliverable. A late-stage review will be incorporated into the Section 106 Agreement that will allow for MCC to secure up to a policy-compliant level of planning obligations, subject to the performance of the Proposed Development upon delivery. In addition, the details as set out within the Viability Assessment will be subject to independent assessment during forward consideration of the planning application.</p> |

# 8. Public Benefits

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

| Public Benefit                                                                     |                                              | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Economic                                                                           |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|    | A viable use of an underused brownfield site | <p>Redevelopment urban/brownfield land for housing is a national, regional and local priority. Places for Everyone reinforces the ambition to bring forward brownfield land for development. The existing buildings on the Site being vacant for a number of years. In addition, the Site has remained undeveloped since being granted planning permission for hotel use in 2020.</p> <p>Proposals ensure the most efficient use for this brownfield site through providing high density residential development. Furthermore, it will provide an attractive environment encouraging further investment into the surrounding area.</p>                                                                                                                                                                                                                                                                                                                                                                                               |
|  | Support employment opportunities             | <p>Employment Opportunities will be created during both construction and operation phases, including opportunities to encourage and develop skills, internships and apprenticeships among the varied and specialised trade contractors during the construction phase. A breakdown of the forecasted job creation as outlined within the Socio-Economic chapter of the Environmental Impact Assessment is listed as follows:</p> <ul style="list-style-type: none"> <li>• During construction the Proposed Development is estimated to generate 200 jobs over the 3 year construction period</li> <li>• During the operational phase the Proposed Development is expected to support 12 FTE jobs.</li> </ul> <p>The proposed development will help to stimulate the local economy by attracting residents which leads to increased spending on local goods and services, supporting businesses such as restaurants, shops, and entertainment venues, fostering job growth and boosting the overall economic vitality of the area.</p> |
|  | Support economic growth                      | <p>The forecasted economic growth of Manchester indicates that employment opportunities will be concentrated in the City Centre. Suitable housing is needed to support these jobs and to retain existing skillsets. The creation of residential homes in a mix of sizes will promote a mix of families, young professionals and retirees to live and work in the city centre, in turn encouraging expenditure.</p> <p>As mentioned above, the Proposed Development will deliver employment opportunities during construction and operation. Chapter 11 of the ES</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

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|                                                                                     |                                                                         | also outlines that the level of direct on-site employment could support an estimated GVA uplift of £700k per annum, whilst it is estimated that £699k of Council Tax Revenue will be generated per annum as a result of the Proposed Development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|    | <b>Provide direct access to opportunities in the City Centre</b>        | <p>The Site's City Centre location allows for easy access via sustainable transport, including rail, Metrolink and bus. The Deansgate Interchange, located nearby, is a key gateway to the City Centre, offering residents convenient and sustainable transportation with regular services throughout Manchester and the Greater Manchester region.</p> <p>The Site is conveniently situated near numerous services and amenities, enabling residents to easily walk to various destinations from the Proposed Development. The Transport Assessment shows that the entirety of Manchester City Centre is within a 5km walking distance, granting access to extensive retail, employment, and leisure opportunities.</p>                       |
| <b>Environmental</b>                                                                |                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|   | <b>Provision of a significant area of new high-quality public realm</b> | The proposals introduce significant new landscaped areas and public spaces, enhancing the pedestrian experience around the development. A high-quality public realm will wrap around the building's base and will be activated by residential uses on the Ground Floor. The new public realm will feature a series of interconnected external spaces with carefully selected planting and street furniture, creating a more welcoming, safe and active environment for residents and visitors. As a result, the public realm will improve connections down Whitworth Street West and through to Knott Mill. High-quality materials and sensitive design will ensure that the public realm effectively integrates into the surrounding context. |
|  | <b>Biodiversity Net Gains</b>                                           | In terms of Biodiversity, the pre-development habitat was calculated to have a baseline value of 0 habitat units. The Proposed Development will yield a post-construction value of 0.82 habitat units. Owing to the baseline being 0, a net gain percentage cannot be calculated, however proposals do result in a significant enhancement to on-site biodiversity which would exceed a 10% net gain.                                                                                                                                                                                                                                                                                                                                          |
|   | <b>Sustainable development</b>                                          | <p>Various measures have been included within the design of the Proposed Development to improve sustainability, amongst others this includes:</p> <p><b>Energy-efficient design:</b> Simple building massing and a high-performance envelope minimise heat loss, exceeding current Building Regulation standards.</p>                                                                                                                                                                                                                                                                                                                                                                                                                          |

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|  |  | <p><b>Optimised façade:</b> A balanced glazing ratio (60/40 solid to glazing) with integrated passive strategies reduces solar gains, while prioritising natural ventilation for most apartments.</p> <p><b>Sustainable construction:</b> The façade design promotes off-site construction of unitised systems, minimising waste, and the structural design employs a regular grid to reduce the need for heavy transfer structures.</p> <p><b>Reduced environmental impact:</b> The project targets a 25% GGBS content in concrete elements to lower embodied carbon and incorporates efficient MEP systems, including air source heat pumps, photovoltaic panels, and heat recovery ventilation.</p> <p>Based upon these strategies the building is compliant with Part L 2021 regulations meaning it significantly exceeds the regulations as set out in Part L 2013.</p> |
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## Social

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|  | <p><b>Provision of significant homes to support Residential Demand</b></p>    | <p>The Proposed Development will help to meet the recognised demand for City Centre living in Manchester City Centre. This is particularly relevant given the Council's commitment in PfE to bringing forward a significant number of new homes during the PfE period. The Proposed Development will directly assist MCC in this key strategic objective. The Site is wholly suitable for residential use as supported by the Development Plan and other material guidance documents.</p> <p>The proposals maximise the contribution of the Site providing 364 new homes which will be accommodate approximately 768 people.</p> <p>A range of 1 bed, 2 bed and 3 bed apartments will meet the varying demand for City Centre living.</p> |
|   | <p><b>Improved pedestrian connections</b></p>                                 | <p>The redevelopment of the Site and the subsequent increase in activity will animate the area and make it a more welcoming environment for pedestrians. This will be enhanced through the introduction of significant public realm at the base of the building as well as an active façade facing out onto Whitworth Street West, Bugle Street and Cameron Street.</p> <p>The Site is ideally located for residents to reach a wide range of facilities including work, leisure and a wide range of social infrastructure on foot as well as through numerous sustainable transport options.</p>                                                                                                                                         |
|   | <p><b>Providing high quality, highly visible, well-designed buildings</b></p> | <p>There is a need for high quality architecture to come forward at the Site due to its highly prominent location within Manchester City Centre. The benefits of good architecture are evident from the interest that this brings to the area. Good architecture will attract people, create a destination and contribute towards presenting a true identity within an area.</p>                                                                                                                                                                                                                                                                                                                                                          |

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|                                                                                     |                                                                                  | <p>The Proposed Development will act as a landmark development, in line with the ambitions of the Whitworth Street West Development Framework, and would contribute to the existing cluster of tall buildings adjacent to the Deansgate Transport hub. This provides a unique opportunity to create a series of places of similar quality connecting a series of tall building clusters that signalise the entrance to the City Centre from the Southern Gateway.</p> <p>Well-designed places provide extensive public benefits as they are where people feel safe, included and at home, therefore improving wellbeing. They are where residents can feel a sense of social identity and civic pride, where they are encouraged to interact with their neighbours in ways that help to strengthen the community. In such places, there are, in turn, benefits to people's health, prosperity, good will, morale and self-esteem. New residential developments like this one, with well-designed homes, spaces and amenities, will help to improve the appeal of an area.</p> |
|  | <b>Accessibility</b>                                                             | <p>The Proposed Development has been designed to be accessible to all users including those whose mobility is impaired.</p> <p>Given the highly accessible nature of the Site, the Proposed Development will also encourage the use of sustainable transport due to its proximity to numerous sustainable modes such as the Deansgate Metrolink Station and Deansgate Railway Station as well as existing cycling infrastructure, supported by the provision of 182 Cycle Spaces. This will contribute to improving levels of public health through provision of active transport as well as helping to reduce carbon emissions.</p> <p>The Proposed Development has also been designed with accessibility requirements in mind as per the M4(2) Building Regulations. As per Places for Everyone Policy JP-H3 100% of dwellings will be M4(2) compliant.</p>                                                                                                                                                                                                                 |
|   | <b>Provision of a new high-quality public realm to create a sense of 'place'</b> | <p>The proposed landscaping strategy for the development at 2-4 Whitworth Street West focuses on creating inviting and functional outdoor spaces. Along Whitworth Street West, the design incorporates landscaped areas beneath the colonnades, providing a sheltered pedestrian walkway and enhancing the streetscape. Public realm spaces along Bugle Street and Cameron Street will feature seating, greenery, and cycle parking. The inclusion of architectural vertical structures, softened by planting, adds visual interest and complements the surrounding urban landscape. Overall, the landscaping strategy aims to enhance connectivity, promote biodiversity, and create a welcoming environment for residents and the public.</p>                                                                                                                                                                                                                                                                                                                               |

# 9. Conclusion

- 9.1. This Planning and Tall Building Statement has been prepared in support of an application for Full Planning Permission for a new 44-storey residential development at 2-4 Whitworth Street West located within Manchester City Centre. The Applicant, Glenbrook WWS Ltd who have a track record for delivering high quality developments both in Greater Manchester and Nationally and envision a transformative project that will deliver a residential development comprising much needed high-quality apartments, alongside new public realm and supporting residential amenity spaces.
- 9.2. The Site has now been vacant for numerous years and has long been identified as suitable for regeneration as part of the Whitworth Street West Regeneration Framework (2008). The existing vacant buildings on Site have reached the end of their economic lifecycle and have been assessed not to meet the criteria to be considered Non-Designated Heritage Assets.
- 9.3. Planning Permission (Ref: 126308/FO/2020) was granted on the Site in 2020 for the demolition of the two buildings on Site and the erection of a Travelodge hotel with ground floor retail. This development however has not come forward and it is now deemed that residential use is more appropriate in line with the development plan.
- 9.4. The Proposed Development will contribute directly to the City's Council's strategic objectives as detailed in Our Manchester Strategy: Forward to 2025, the Economic Strategy and the Housing Strategy.
- 9.5. It is designed with consideration of a range of housing needs including families, through the provision of one, two and three bed apartments. This will contribute to meeting Manchester's annual housing need as stated in Manchester's Core Strategy Policy H1 (Overall Housing Provision), and the Manchester Residential Growth Strategy. The increased housing provision will in turn support Manchester's future economic growth.
- 9.6. The Site is in a highly sustainable location due to the proximity of a wide range of transport links and the two existing buildings proposed for demolition have been vacant for a number of years and do not make effective use of the Site. The Site is within easy reach of areas of employment, leisure facilities, public transport and other social infrastructure facilities and would cater to the growing need for housing in Manchester and Greater Manchester more broadly.
- 9.7. A comprehensive design evolution process has been undertaken. The design has been continuously tested to ensure that the optimal solution for the Site is achieved and that a viable and deliverable scheme is proposed. This has included consultation with a range of stakeholders including MCC, Historic England, Local Ward Councillors, GMP and the wider community.
- 9.8. The Proposed Development has been carefully designed to respond to the existing context, complementing the surrounding land uses and architecture. The site is located within a cluster of tall buildings around the Deansgate transport hub, including the Beetham Tower, Axis Tower, and Viadux Phase 1. In addition, the suitability of the Site for a building of this scale and its potential impacts on key technical disciplines has been rigorously tested through the Environmental Impact Assessment submitted in support of this application. The proposed scale and height are therefore considered appropriate, contributing to the established character of the area.
- 9.9. The Proposed Development will result in a number of benefits, as follows:

## Economic

- **A viable use of a brownfield site** - Redeveloping this vacant brownfield site for high-density residential use aligns with national and local priorities, including the Places for Everyone plan. The viable and deliverable proposal will efficiently utilise the land, create an attractive environment, and encourage further investment in the area.
- **Support employment opportunities** - The Proposed Development will create significant employment opportunities, with an estimated 200 construction jobs annually over three years

and 12 full-time equivalent jobs upon completion. It will also offer valuable skills development opportunities through apprenticeships and internships which will be secured via a condition surrounding local labour commitment attached to any future planning permission.

- **Support economic growth** - This development will support Manchester's economic growth by providing housing for a diverse workforce, creating 200 construction jobs per annum and 12 operational jobs. It will also generate an estimated £700k annual GVA uplift and £699k in Council Tax revenue.
- **Demand** - The proposed residential development will help to meet the recognised demand for City Centre living.

## Environmental, Social and Cultural

- **Provision of a significant area of new high-quality public realm** - The development will create a welcoming and safe public realm with high-quality landscaping, interconnected spaces, and carefully chosen planting, enhancing the pedestrian experience for residents and visitors
- **Biodiversity Net Gain** - The development will significantly enhance on-site biodiversity, increasing habitat units from 0 to 0.82 – representing a net gain significantly exceeding the 10% policy requirement.
- **Sustainable Development** - Various measures have been included within the design of the Proposed Development to improve sustainability. Based upon these strategies the building is compliant with Part L 2021 regulations meaning it significantly exceeds the regulations as set out in Part L 2013 helping to meet the cities ambition to be net zero carbon by 2038
- **Accessibility** - A development that is designed to be accessible to all users including those whose mobility is impaired.
- **Providing high quality, highly visible, well-designed buildings:** Improving the visual amenity of the existing Site and site context.

- 9.10. The cumulative effect of all of these benefits will be significant. It is clear that the Proposed Development provides a number of public benefits that will deliver economic, social and environmental benefits to the local community.
- 9.11. This Planning and Tall Building Statement has assessed all applicable planning policies, guidance and other material considerations and provides full and robust justification for the Proposed Development, alongside a full suite of supporting technical assessments which have been prepared and submitted as part of this application.
- 9.12. A full appraisal of how the Proposed Development addresses the specific planning policy considerations and other material considerations, is set out within Sections 6, 7 and 8 of this Statement. In conclusion, it can be concluded that the Proposed Development is considered to be in accordance with the Development Plan when taken as a whole. It is further supported by the assessment of other material considerations including the NPPF and it has been demonstrated that the Proposed Development will deliver the overarching economic, social and environmental objectives of sustainable development as a whole. As such, the Proposed Development therefore merits the support of the Local Planning Authority.

# Appendix A – application documents

The Application is supported by the following documents:

| Application Documentation                                 | Author                            |
|-----------------------------------------------------------|-----------------------------------|
| Planning Application Form and Ownership Certificate       | Deloitte                          |
| Covering Letter                                           | Deloitte                          |
| Application Site Boundary and Location Plan               | Sheppard Robson                   |
| Existing and Proposed site plans, sections and elevations | Sheppard Robson                   |
| Landscape Masterplan                                      | Layer Studios                     |
| Design and Access Statement, including Landscape Strategy | Sheppard Robson and Layer Studios |
| Topographical Survey                                      | ND Oliver & Co                    |
| Planning and Tall Building Statement                      | Deloitte                          |
| Blue and Green Infrastructure Statement                   | Deloitte                          |
| Statement of Community Involvement                        | Deloitte                          |
| Ecological Appraisal (including BNG Assessment)           | Hilson                            |
| Flood Risk Assessment                                     | AKT                               |
| Drainage Assessment                                       | AKT                               |
| Crime Impact Statement                                    | GMP                               |
| Ventilation Statement                                     | Futureserv                        |
| Phase 1 Geo-Environmental Investigation Report            | IGE Consulting                    |
| Waste Management Strategy                                 | Curtins                           |

| Application Documentation                        | Author    |
|--------------------------------------------------|-----------|
| Transport Statement                              | Curtins   |
| Interim Travel Plan                              | Curtins   |
| Operational Management Plan                      | Glenbrook |
| Broadband Connectivity Assessment                | G-Tech    |
| Television and Radio Reception Impact Assessment | G-Tech    |
| Utility Survey                                   | GEO       |
| Outline Fire Safety Strategy                     | OFR       |
| Financial Viability Statement                    | CBRE      |
| Detailed Air Quality Assessment                  | SRL       |
| Local Labour Assessment                          | Glenbrook |
| Archaeological Assessment                        | Civic     |
| <b>Environmental Statement</b>                   |           |

Volume 1: Environmental Statement including:

Chapter 1: Introduction;

Chapter 2: EIA Methodology;

Chapter 3: Alternatives Considered and Design Evolution;

Chapter 4: Site and Description of Development;

Chapter 5: Outline Demolition and Construction Programme and Methodology;

Chapter 6: Climate Change;

Chapter 7: Daylight, Sunlight and Overshadowing;

Chapter 8: Heritage;

Chapter 9: Human Health;

Chapter 10: Noise and Vibration;

Chapter 11: Socio-economic;

Chapter 12: Solar Glare;

Chapter 13: Townscape and Visual Impact;

Chapter 14: Wind Microclimate;

| Application Documentation       | Author       |
|---------------------------------|--------------|
| Summary of Residual Impacts     |              |
| Type 1 Cumulative Impacts       |              |
|                                 |              |
| Volume 2: Technical Appendices  |              |
|                                 |              |
| Volume 3: Non-Technical Summary | Deloitte LLP |
|                                 |              |

# Appendix B – Planning History

| Planning Reference        | Description of Development                                                                                                                                                                                                                                                                            |
|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>F02656</b>             | Use of ground floor office premises for photo printing with ancillary offices and reception area.                                                                                                                                                                                                     |
| <b>022180</b>             | Use of ground floor for the manufacture of shirts/breeches, wholesale warehouse and offices                                                                                                                                                                                                           |
| <b>039672</b>             | Installation of microwave dish at roof level                                                                                                                                                                                                                                                          |
| <b>053014/FO/CITY3/97</b> | External Alterations to Wrendle House, Whitworth Street West                                                                                                                                                                                                                                          |
| <b>059780/FO/CITY3/00</b> | Installation of telecommunications equipment including a cabin, 6no. antennae and 4no. telecommunications dishes                                                                                                                                                                                      |
| <b>126308/FO/2020</b>     | The demolition of 2 to 4 Whitworth Street West and the construction of a mixed-use building, comprising flexible units for retail, food and drink use at ground floor level with a hotel at upper storeys, together with associated landscaping, servicing, cycle parking and other associated works. |



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