Deloitte.



Planning and Tall Building Statement

Viadux Phase 2

November 2024

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Viadux Phase 2 is a ***mixed-use, development*** *across two plots of the Great Northern, Manchester Central and Castlefield Quay* ***Strategic Regeneration Area****.It will deliver* **585** ***apartments*** *across two buildings, including* **133** ***affordable homes*** *and* **160** *rooms within a* ***world class five-star hotel****. The tallest building will reach* **76** *storeys in height, Manchester's tallest building, with* ***a striking design that will create a new landmark*** *at the gateway to the city's civic core and Deansgate transport hub. A publicly accessible bar and new main entrance will* ***enliven the street-scene at ground and viaduct levels****. A creative engineering solution preserves the Grade II listed Castlefield Viaduct, allowing for* ***loving restoration and activation of the railway arches*** *for people to appreciate and enjoy. The public realm through* ***Great Bridgewater Street and Albion Street will be transformed*** *from inactive, unsafe and car dominated places into attractive pedestrian-friendly routes through the city.* **>10%** ***Bio-diversity net gain*** *is achieved through new planting. The development will* ***boost the local economy,*** *providing annually an estimated* **347** *new jobs and* **£8.1m** *GVA during construction and* **£1.5m** *annual Council Tax revenue once occupied.*

1. Introduction

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

1.1. This Planning and Tall Building Statement (the 'Statement') accompanies revised applications for planning and listed building consent for a mixed-use development consisting of residential (Use Class C3), Hotel (Use Class C1) and commercial space (Use Class E) (the 'Proposed Development'), submitted on behalf of Salboy Central Ltd (the 'Applicant') to Manchester City Council (MCC). Planning Application Reference 139715/FO/2024and Listed Building Reference 139716/LO/2024.

1.2. The applications relate to land within the Petersfield area of Manchester City Centre, as shown in Figure 1.1 Site Location Plan (the 'Site').

1.3. The updated description of the Proposed Development for planning and listed building consent are set out below:

"Full Planning Permission for the phased construction of 2 buildings to include: a tall mixed-use building to include residential (Use Class C3) and hotel with associated bars and restaurant (Use Class C1) (Plot 2a), a second tall building with residential accommodation (Use Class C3) with flexible commercial units (Use Class E) (Plot 2b), landscaping and public realm, servicing, drainage and access arrangements, highways alterations, and other associated works."

"Listed Building Consent for alterations to Castlefield Viaduct structure including alterations and creation of openings to facilitate structural works, localised removal of masonry, creation of basement and part removal of Great Bridgewater Street Bridge in association with the erection of two buildings."

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.

1.6. For clarity, this Statement is an updated version to the Planning Support Statement submitted in April 2024 and supersedes that document. This amended Statement takes into account design changes which have taken place since the Applications were submitted and validated to amend elements of Plot 2a and to remove former Plot 2c. No changes to Plot 2b are proposed. Plot 2a, now includes hotel rooms as well as the residential units. As part of the updated design to accommodate the mixed hotel-residential use, former Plot 2c is omitted and is replaced by an entrance to the residential and hotel use. The amendments to Plot 2a have resultant changes to the Grade II listed Castlefield Viaduct and Great Bridgewater Street Bridge. Further highway alterations are now sought, namely a taxi drop off on Albion Street. A summary of the changes can be found in Appendix C. The remainder of this Statement presents the current design proposals as of November 2024 as detailed in Chapter 5.

1.7. All documents submitted in April 2024, including the Environmental Statement, plans and stand-alone reports have been updated and resubmitted to reflect the current proposals and supersede the previously submitted versions.

The Applicant

1.8. The Applicant, Salboy Central Ltd, is a Joint Venture between Salboy Ltd and Domis Construction. Salboy is an award-winning residential developer, known for delivering high-quality residential-led developments in prime locations across Greater Manchester and the UK. Domis is a contractor with exceptional experience in delivering complex construction projects across the UK. Together Salboy and Domis are delivering the adjacent 40 storey Viadux Phase 1 residential-led development, which

is now complete. This was one of the most complex and challenging construction projects underway in Manchester.

1.9. The Proposed Development will seamlessly integrate with Viadux Phase 1, taking full advantage of the wealth of knowledge and experience the JV partners have accumulated over the past four years of construction activity. This makes the Applicant uniquely well-placed to deliver the Phase 2 development and realise the full potential of the Site.

The Site

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

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

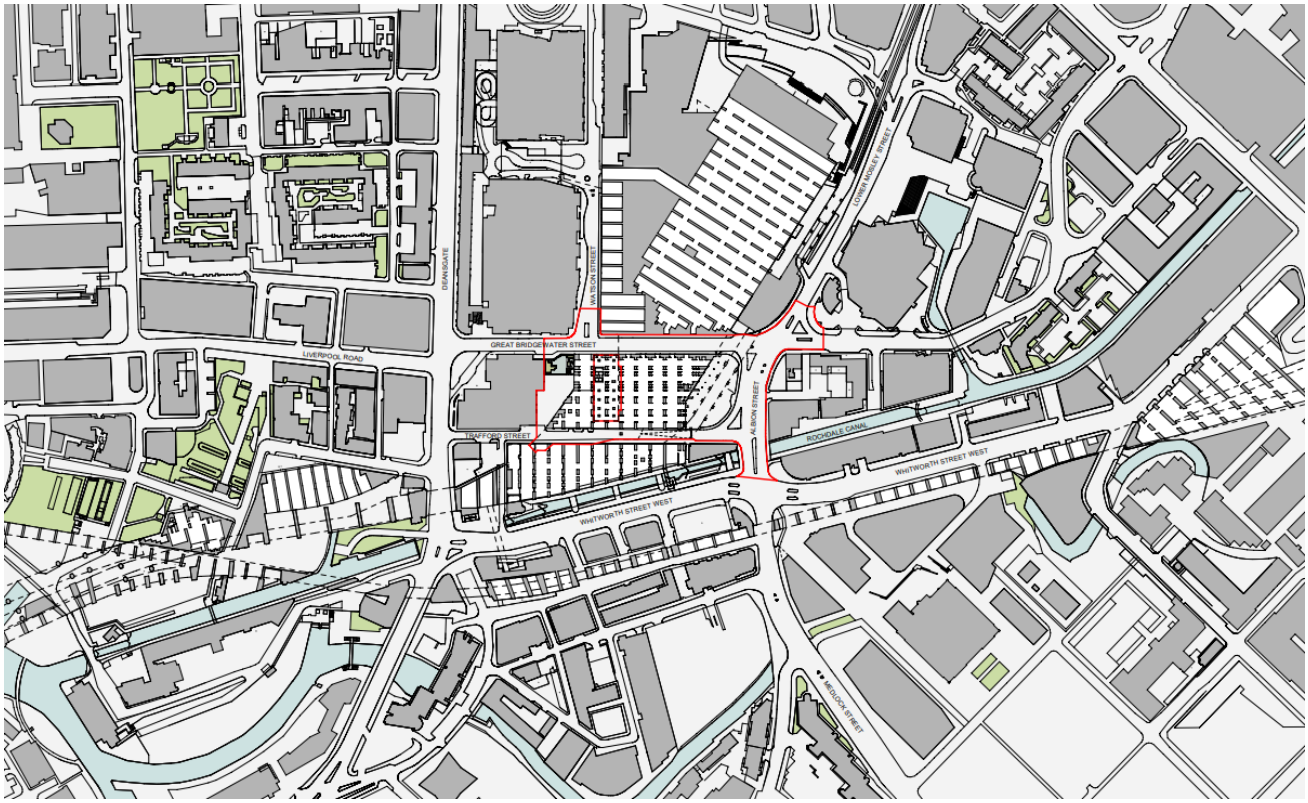


Figure 1.1 Site Location Plan (Source: Simpson Haugh & Partners, 2024)

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

1.13. The Beetham Tower, directly to the west of the Site, has been a landmark building since its completion in 2006. Its striking design is recognised nationally and internationally as a symbol of Manchester's renaissance over the past 20 years. In recent years tall buildings have emerged in the immediate locality creating a cluster of tall buildings around the Deansgate transport hub that signal the entrance to the City Centre's historic, civic and commercial core from the south.

The Proposed Development

1.14. Applications were submitted and validated in April 2024 (app. Ref. 139715/FO/2024 and 139716/LO/2024). Following submission an opportunity arose to introduce a hotel within the 76-

storey tower of these proposals (Plot 2a). This opportunity is considered to significantly enhance the development proposition given the demand for hotel bed space in the City; the Site's location adjacent to other leisure and tourism uses, and immediate adjacency to the Manchester Central Convention Complex; and the specific reference to hotel use in the Manchester Central and Castlefield Quay SRF (2017).

1.15. Key changes to the Proposed Development relate to the introduction of a hotel to the first 23 floors of Plot 2a and the removal of the previously identified Plot 2c (former commercial unit) to facilitate the main entrance for Plot 2a.

1.16. The Site sits centrally within this emerging tall building cluster and provides an opportunity to create a focal point for this group of tall buildings, enhancing its profile and silhouette to complete this recognisable landmark in the cityscape that was first established by the Beetham Tower. The design and materiality of the buildings is sensitive to its context, complementing other buildings in the cluster, and the massing designed to present a slender profile on the skyline. The unique to Manchester interface with the listed railway arches at the base of the buildings is used to create an interesting and engaging human-scale experience at street and viaduct levels.

1.17. The Proposed Development will bring two long-standing compromised parcels of land back into active use: a creative approach with Viadux Phase 1 allows for redevelopment to take place above the operational service yard for MCCC; redevelopment of the land left-over between the Beetham Tower and the viaduct, approved almost 20 years ago as an office building that was ultimately unviable, is finally to be realised bringing affordable homes to the City Centre core; and rationalising road infrastructure has created space for activation of Albion Street through the introduction of a hotel entrance space.

1.18. The Proposed Development will deliver 585 residential apartments, including 133 affordable homes, within two buildings; 160 hotel rooms within the 76 storey tower including shared residential / guest amenities; function spaces and meeting rooms; publicly accessible restaurant and bars; secure cycle parking; public realm improvements and new green landscaping; and associated works to the public highway.

1.19. The Proposed Development will therefore deliver:

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

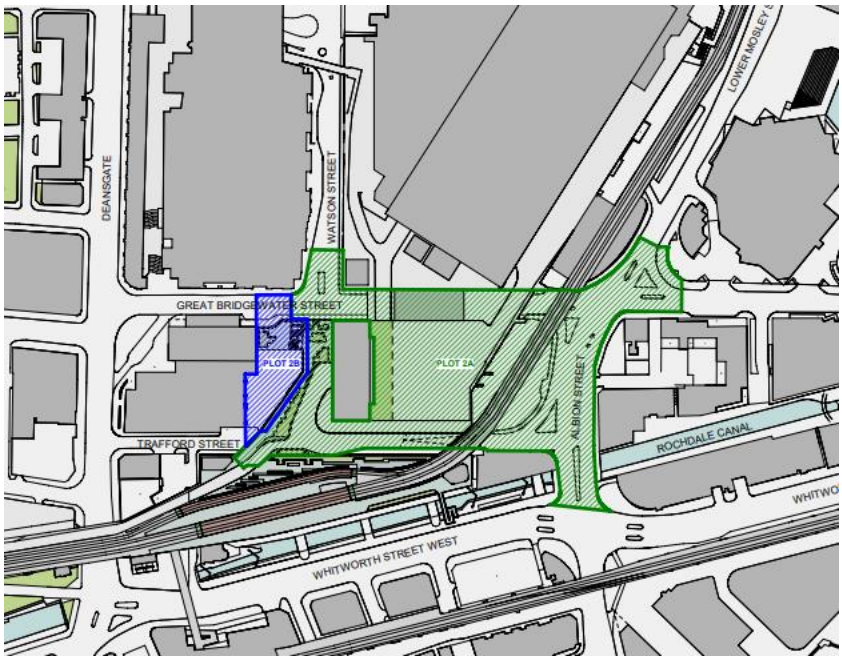


Figure 1.2 Plot Plan, (Source: SimpsonHaugh and Partners, 2024)

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

EIA Screening / Scoping

1.21. 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.

1.22. An EIA Scoping Report related to the original proposals was issued to Manchester City Council (MCC) for consideration on 20 December 2023. A response was received from Manchester City Council on 22 February 2024 confirming their agreement with the proposed Scope of the EIA. The scope of EIA submitted with the application is detailed at Appendix A.

1.23. It should be noted that the December 2023 Scoping Report and resultant February 2024 Scoping Opinion were based on the proposals before they were amended. The technical experts who advised on the Scoping Report have reviewed their subjects and have confirmed that the amended Proposed Development does not result in a need to amend the list of subjects to be scoped in/out of the Environmental Statement. Further, they have advised that the changes do not result in a need to change the methodology for undertaking any of the assessments. However, all technical chapters of the Environmental Statement have been updated to reflect the amendments, and remodelling/analysis has been undertaken where required. Furthermore, the Environmental Statement has been updated in relation to the list of Committed Developments for the purposes of assessing the Cumulative Impacts, and a revised list of Committed Developments as of October 2024 has been agreed with the LPA.

Structure of the Planning Statement

1.24. 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.

1.25. 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.

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

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

Pre-Application Consultation (April 2024 Submission)

2.3. A summary of the pre-application consultation undertaken prior to the April 2024 submission is provided below:

- Ongoing liaison with the Local Planning Authority including meetings on 8 March 2023, 23 August 2023, 27 September 2023, 23 November 2023, 12 March 2024.
- Two virtual Councillor briefing meetings: with Deansgate Ward Councillors on 01 December 2023; and with Councillor White (Executive Member for Housing and Development) on 05 December 2023.
- Pre-application public consultation was undertaken virtually and in person. A consultation website, which included information the Site and the Proposed Development and invited members of the public to make comments went live on 27 November 2023. The consultation was publicised via a leaflet drop 2,650 homes, businesses and landowners in the local area and via local press. The website was launched on 27 November 2023 and was visited 4,797 times. The comments received have been considered as part of the design development.
- The consultation website included details of an in-person drop-in session which was held on 04 December 2023. The session provided an opportunity for local people to learn more about the proposals, raise questions for the project team to answer, and to provide written feedback. The session was attended by 25 people.
- Castlefield Forum was also invited for a briefing on the proposals; however, a response was not received.
- Other organisations consulted during the pre-planning stages include MCC Highways, Environmental Health, and Transport for Greater Manchester (TfGM).
- Historic England (HE) were consulted between September 2023 and March 2024 via 5 briefings and meetings and one site visit. Written advice was received from HE on 11 March 2024 advising that they would object to the Proposed Development if submitted. A final meeting took place on 26 March 2024 to discuss to content of HE's written response and the findings of the Heritage Impact Assessment to be submitted with the application.
- Neighbouring landowners and operators have been directly consulted during the pre-application process. Manchester Central Convention Complex Ltd (MCCC) have been engaged throughout to ensure the successful integration of the Proposed Development with

the convention centre's operations throughout construction and operation. This engagement is envisaged to continue beyond the grant of planning permission.

- A pre-application meeting was undertaken with Greater Manchester Police (GMP) to present the proposals and receive feedback on security credentials of the scheme.

Additional Consultation (Updated Proposals – November 2024)

2.4. Following the decision being made to introduce a hotel use, a further round of engagement was undertaken with relevant stakeholders. A summary of the pre-application consultation undertaken is provided below:

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

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

2.6. Technical queries, comments and issues raised during the consultation period have been addressed within the Statement of Consultation and Addendum, 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 up to 585 new homes, including 133 affordable homes, and a 160-bed world-class hotel rooms with associated publicly accessible restaurant and bars, on a City Centre brownfield site adjacent to the Deansgate transport hub will make a direct and meaningful contribution to Manchester City Council'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:

1. A **thriving and sustainable city** that maintains Manchester vibrancy and includes all communities in the life of the city; and has a strong, inclusive and innovative economy with diverse growth sectors.
2. 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.
3. 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.
4. 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.
5. 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)

3.7. The Economic Strategy also seeks to enhance Manchester as an 'International City' seeking to foster international collaboration, shape cultural expression and develop global partnership helping to attract further investment into the City:

"The city's international profile has been boosted by a £1.3billion investment at Manchester Airport, new cultural assets including the Aviva Studios and Co-Op Live, and our global reputation for sport. Recent accolades have included being named in the Lonely Planet's top 30 must-visit places in the globe in 2023, one of National Geographic's top 25 must-see places in the world for 2023, one of the top 10 cities in the world for sport by the BCW 'Top 50 Global Sport Cities for 2022' list." (Page 19)

Manchester Housing Strategy – 2022 – 2032 (2022)

3.8. 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.

3.9. 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.

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

"Out of the 10,000 new affordable homes, 3,000 will be delivered in the city centre, and over a third of these will be shared ownership or rent to buy to help first-time buyers get a foothold on

the ladder. This will be crucial if we are to increase the number of owner occupiers in Manchester by 15,000 by 2032."

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

Economy and Regeneration Scrutiny Committee: Evening and Night-time and Visitor Economy (November 2024)

Visitor Economy

3.12. Manchester is a leading UK visitor destination, consistently ranking as the third most visited city after London and Edinburgh. The City benefits from a strong and diverse visitor economy, attracting both domestic and international tourists for its cultural attractions, sporting events, and vibrant nightlife. In 2022, following the pandemic, the visitor economy in Greater Manchester generated £8.7bn for the local economy, with £4.65bn attributed to Manchester alone. This recovery demonstrated the appeal of the city as a visitor destination as well as the strength of the ongoing investment in its visitor offering, including the recent opening of major cultural venues like Aviva Studios. Looking ahead, Manchester is well positioned to further capitalise on the growing tourism market. The City is actively working to enhance its visitor experience, improve transport infrastructure, and promote sustainable tourism practises to ensure its continued success as a world-class visitor destination. Business visits, conferences and meetings are also a key driver of the visitor economy. In 2017, conferences and meetings generated an estimated 4.4 million trips to Greater Manchester, generating a sector value of £904m.

3.13. The Proposed Development will directly contribute to this goal through the provision high-quality accommodation in a prime city centre location, directly meeting the demand for incoming tourists and supporting the continued growth of Manchester's visitor economy. This is enhanced due to the location of the Proposed Development adjacent to Manchester Central Convention Complex, Manchester's flagship conference centre. Constructing a high-quality hotel adjacent to this space would increase the City's capacity to attract larger and more prestigious events. This would, in turn, further enhance this important sector of the local economy.

Evening and Night-Time Economy

3.14. Manchester's evening and night-time economy (NTE) is an integral part of the city's identity, attracting a significant number of both residents and visitors alike. The city centre specifically experiences a significant increase in activity during the evening and weekends, with an estimated 200,000 people frequenting its bars restaurants and cultural venues each weekend.

3.15. The sector plays a crucial role in Manchester's economy, employing approximately 18,000 people in accommodation and food services alone. In addition, the NTE has grown over recent years with the number of licensed premises increasing by 26% between 2014 and 2022. This growth has however presented challenges with regards to managing the increased demand to ensure a positive experience for all. Manchester City Council recognises these challenges and as such is working to prepare a new Night-time Strategy to help guide the sustainable development of the NTE, ensuring it remains a key driver of the city's economic and cultural success. The Proposed Development, with its publicly accessible bar and restaurant will directly contribute to the vitality and diversity of Manchester's NTE, while also generating employment opportunities and supporting the city's wider economic growth.

Manchester Climate Change Framework 2020-25

3.16. 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.

3.17. 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)

3.18. 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

3.19. 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

3.20. 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

Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Framework (2017)

3.21. The SRF area is identified as a pivotal location within the City Centre, between a number of Manchester's key established and emerging economic growth and regeneration areas. The Site itself is presented as a high profile, key arrival point into the southern part of Manchester City Centre where high density development and tall buildings can realise the full potential of the area and the continuing expansion of the City Centre southwards. The SRF specifically notes the Manchester Central site is uniquely placed to deliver a hotel use as part of a mix of uses in support of the adjacent conference centre. The SRF notes a valuable opportunity to deliver a hotel that can offer direct, secure linkages to the neighbouring conference centre and that this could act as a differentiator allowing Manchester Central to attract a wider range of high profile events. The Proposed Development therefore directly aligns with the vision as set out within the SRF.

4. Site 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 is bound by the Manchester Central Convention Complex (MCCC) to the north, Albion Wharf and a parking lot to the east, Beetham Tower to the west and the Deansgate-Castlefield Metrolink station and Deansgate Locks to the south. The Site extends to approximately 1.49 hectares. The Site incorporates the eastern-most end of the Grade II Listed Castlefield Viaduct.

4.2. The Site is split into two Plots, Plots 2a and 2b; with Plot 2a located within the centre and east of the Site and Plot 2b located to the west of the Site. The recently completed Viadux Phase 1 building footprint, which also sits centrally in the Site, has been excluded from the application red line boundary. The Metrolink line, running between Deansgate-Castlefield Metrolink Station and St. Peters Square, bisects the Site.

4.3. The Site is complex. Plot 2a exists across two different levels: Ground / Street level comprises Great Bridgewater Street and the arches situated underneath the Castlefield Viaduct, the current left turn exit from the MCCC service access road and includes part of Albion Street; Level 01 comprises the viaduct podium deck, including the existing service yard to MCCC.

4.4. Plot 2b is located on a single level. Plot 2b is adjacent to the Beetham Tower, it is a constrained irregular site slotted between the listed viaduct and the Beetham Tower. It contains a new staircase and lift that has been delivered as part of Viadux Phase 1 connecting the viaduct level with Great Bridgewater Street below.

4.5. The Site is currently underutilised within an existing tall building cluster and has long been a regeneration priority for the City as identified within Manchester City Council's Civic Quarter Regeneration Framework (2010) and Great Northern, Manchester Central and Castlefield Quay SRF, which was approved in 2017.

4.6. The Proposed Development sits within the Manchester Central portion of SRF, the Site represents one of the last remaining key projects to come forward in this area. The SRF notes that this part of the Framework area represents a high profile, key arrival point into the southern part of Manchester City Centre further enhancing its importance to the city from a regeneration perspective.

Surrounding Area

4.7. The Site is located within Petersfield in Manchester City Centre, which continues to see significant levels of investment in the form of various City Council projects, including the redevelopment of the Town Hall Complex, Central Library and St. Peter's Square. Complementing this there has also been significant investment in numerous private sector projects in the surrounding areas including at St Peter's Square, Oxford Road and the City's Conference Quarter. Consequently, the Site benefits from being in close proximity to extensive commercial, cultural and leisure activities and has the potential to further contribute to the creation of a vibrant city centre environment.

4.8. The Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Framework (SRF) (2017) was prepared to guide the future reconfiguration, re-development and re-positioning of the Great Northern, Manchester Central and Castlefield Quay Sites in Manchester City Centre. The SRF recognises that these Sites, alongside their immediate surroundings, present a significant strategic opportunity to transform a currently underutilised and underperforming area of the City Centre, specifically noting the unique opportunity of the Site for hotel use due to its adjacency to the convention complex. Alongside Viadux Phase 1 the Site sits within a cluster of existing, and proposed, tall buildings and represents the final piece to complete development within this area as

well as being the last available Site located within the City Centre suitable for a building of this scale.

4.9. The Site is located within a highly accessible location within Manchester City Centre, at a key entry point into the heart of the Civic Quarter.

4.10. The Deansgate-Castlefield Metrolink station and Deansgate Rail Station to the South serves as a major gateway into the city centre. This offers residents a convenient and sustainable transport option, providing regular services across the city centre and the Greater Manchester region.

4.11. Located immediately to the south-east is Axis a 28 Storey residential Tower. Beyond this is New Jackson a strategic regeneration area delivering dense, tall residential development set within landscaped areas. First Street is also located to the south providing a range of commercial, Food and Beverage (F+B) and entertainment uses, including Home Cinema.

4.12. To the north of the Site is MCCC and Great Northern Warehouse, which offers an array of leisure and entertainment facilities, and is also subject to Planning Permission for office and residential development. Bridgewater Hall, a concert venue, is located to the to the north-east. Beyond these, further north, is St Peter's Square, home to the Town Hall, Library, Midland Hotel and commercial developments. This represents the heart of the Civic Quarter.

4.13. Directly to the east is the Briton's Protection Public House and adjacent car park, proposed to be redeveloped for housing.

4.14. Directly west is Beetham Tower and beyond this Deansgate, again home to an array of commercial and F&B uses.

4.15. Due to its City Centre location 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.

Site Specific Environmental Designations

4.16. 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

4.17. The Site is located within the Greater Manchester Air Quality Management Area (AQMA).

Ecology

4.18. 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 been calculated to have a Biodiversity value of 0.01 habitat biodiversity units.

Flood Risk and Drainage

4.19. 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 meaning a Flood Risk Assessment has been prepared in support of this application.

Heritage

4.20. The Site is not located within a Conservation Area. St. Peter's Square Conservation Area, Albert Square Conservation Area, Deansgate Conservation Area, St John Street Conservation Area and Castlefield Conservation Area are located in close proximity to the north and west.

4.21. The Site comprises part of the Grade II Listed Castlefield Viaduct. The brick arches underneath and the Great Bridgewater Street Bridge are integral parts of the viaduct and are included under the listing.

4.22. Furthermore, there are 104 Listed Buildings within a 500m radius, most notably including the following buildings and structures:

- Manchester Central (Grade II* Listed)

- Deansgate Station (Grade II Listed)
- Midland Hotel (Grade II* Listed)
- Central Library (Grade II* Listed)
- St Ann's Church (Grade I Listed)
- Town Hall (Grade I Listed)
- Town Hall Extension (Grade II* Listed)
- Albert Monument (Grade I Listed)
- Rochdale Canal Lock Number 90 (Grade II Listed)
- 13 to 17 Albion Street (Grade II Listed)
- The Britons Protection Public House (Grade II Listed)
- Rochdale Canal Lock Keepers Cottage (Grade II Listed)
- Free Trade Hall (Grade II* Listed)

Archaeology

4.23. The Site lies adjacent to the Castlefield area of Manchester, which is of high archaeological significance. Previous investigations related to the Viadux Phase 1 development revealed Roman remains within the north-west and central part of the Site. Based upon this, the potential for the Site to contain further buried archaeological remains is considered to be high.

Accessibility

4.24. The Site, centrally situated in Manchester, enjoys excellent transport links. The nearby Deansgate-Castlefield Metrolink station 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 Station are all within walking distance. Numerous bus stops along the Oxford Road Corridor provide further sustainable transport options, all conveniently close to the Site. See below for accessibility breakdown by sustainable transport modes.

Walking

4.25. An analysis of the pedestrian routes in the area has been completed within the Transport Assessment to the ES produced by SLR in support of this application to identify areas situated within a 1km and 2km catchment. This analysis shows that a 2km walk covers the entirety of Manchester City Centre providing access to extensive retail, employment and leisure opportunities.

4.26. Given the city centre location of the proposals, pedestrian accessibility to the surrounding area is excellent. Existing pedestrian links are present around the Site which lead to the primary routes towards the centre of Manchester along Lower Mosley Street, Deansgate and Watson Street.

Cycling

4.27. Analysis has been undertaken within the Transport Assessment with regard to the cycling catchment area in relation to the Proposed Development which demonstrates the whole of Manchester City Centre and much of the surrounding conurbation would equate to a journey of around 25 minutes cycling trip. Key cycling routes were also assessed as part of this analysis which demonstrates that there is an on-road cycle route along Great Bridgewater Street and Albion Street.

Bus

4.28. Free Bus is a free of charge bus service linking all the main destinations across Manchester City Centre. Free Bus buses are accessible by disabled users and run on a 10-minute daytime frequency. The Free Bus service covers most of the City Centre and provides convenient access to major activity centres in the City. In particular, it completes the City's integrated public transport service and gives the Site quick and convenient public transport connections to all mainline railway stations, principal car parks and retail centres.

4.29. Other significant bus services are available within a short walk of the Site. The bus stops are located along Deansgate, Great Bridgewater Street and B6469 which are well within 200 meters of walking distance from the proposed site.

Metrolink

4.30. The Metrolink is easily accessible from the Proposed Development with the Deansgate-Castlefield interchange located immediately to the south of the Site. The existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts.

4.31. The Metrolink network includes the following services:

- 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.

4.32. The Metrolink will therefore offer excellent public transport connectivity for occupants and visitors to the Proposed Development.

Rail

4.33. The Site is conveniently located near to a number of rail stations, Deansgate Railway Station is the closest, located immediately to the south 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 and access to further regional and national services is provided from this station.

Planning History

4.34. Planning Permission (Ref.115871/FO/2017) and Listed Building Consent (Ref.115872/LO/2017) were granted in 2017 for the redevelopment of the Former Bauer Miller Site, to deliver a 40-storey residential tower and 14 storey office block on land comprising Plots 2a of the Site.

4.35. The planning permission was later amended under a series of non- and minor-material amendments and a “drop-in” application pursuant to the main consent (Ref. 126604/NMC/2020, 126868/JO/2020, 127260/FO/2020, (drop in application), 129153/NMC/2021, 131326/NMC/2021 and 133998/JO/2022). Changes approved under these permissions included a new staircase approved under drop-in application ref. 127260/FO/2020 and an additional storey on the approved office building under minor material amendment ref. 133760/JO/2022.

4.36. Planning Permissions Ref. 126868/JO/2020, 127260/FO/2020 and 127365/LO/2020 have been implemented and the 40-storey tower is currently under construction and nearing completion as Viadux Phase 1. The 15-storey office block, whilst lawfully implemented, has not been delivered. The office block ‘bridged’ the existing Metrolink line, the entrance to which was on land comprising Plot 2a and removed the left hand exist from the MCCC service access Road.

4.37. Land comprising Plot 2b of the Site was granted Planning Permission and Listed Building consent in October 2003 for an 11 storey office block (Ref. 068662/FO/2003/C3 and 068663/LO/2003/C3). Under the same applications, Planning Permission and Listed Building consent were granted for the demolition of an existing section of viaduct at Deansgate / Great Bridgewater Street / Trafford Street, to deliver a 47-storey hotel and residential tower block (the Beetham Tower). The latter has been fully built out, with the Beetham Tower opening in 2007. The office block was never built out and this parcel of land has remained vacant.

4.38. In April 2024 applications were submitted (139715/FO/2024 and 139716/LO/2024), for the following proposals:

- Plot 2a: 76 Storey Residential building with Ground Floor Commercial uses
- Plot 2b: 23 Storey Residential building with commercial uses at Viaduct level
- Plot 2c: 2 Storey Commercial Unit

4.39. Since the submission of the applications, a decision has been taken to replace some of the residential units in Plot 2a with a hotel. Resulting in amendments to the proposals.

4.40. For a full breakdown of the Planning History of the Site please refer to Appendix B.

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.

5.1. As noted in Chapter 1, planning and listed building applications were submitted in April 2024 for three buildings which can be summarised as:

- Plot 2a: 76 Storey Residential building with Ground Floor Commercial uses
- Plot 2b: 23 Storey Residential building with commercial uses at Viaduct level
- Plot 2c: 2 Storey Commercial Unit

5.2. Since the submission of the application, a decision has been taken to replace some of the residential units in Plot 2a with a hotel. Resulting in changes to the Plot 2a tower and removal of the Plot 2c commercial unit, which is replaced with the entrance and service areas for the Plot 2a tower.

5.3. In terms of the Listed building element of the Proposed Development, the second core associated with the hotel results in additional impacts to the viaduct structure. In addition, it is now possible to retain further elements of the bridge above Great Bridgewater Street.

5.4. No changes are proposed to Plot 2b.

5.5. A summary of the changes can be found in Appendix C. This Chapter and remainder of the Statement describes the Proposed Development as of November 2024.

Design Evolution

5.6. The Site is complex and affected by a multitude of physical, logistical, and regulatory constraints, not least part of the Site containing the Grade II Listed Castlefield Viaduct. It sits within a very sensitive location at the gateway to Manchester's civic heart, near many nationally significant heritage assets. Creativity, vision and technical expertise are therefore required to respond to the Site's unique characteristics and location whilst delivering a viable development proposition.

5.7. Consequently, in relation to Plot 2a, whilst the Site was identified as a regeneration priority some 15 years ago in the 2009 Manchester Civic Quarter Framework, no detailed development proposals came forward until 2015 when the original Viadux proposals were first conceived (subsequently approved in 2017). The current proposals are the product of an iterative design process that has continued since that time. The design team, continuously led by SimpsonHaugh & Partners (SHP), has considered a multitude of different development options and uses for the Site in this period.

5.8. Furthermore, Plot 2b has remained vacant despite having an extant Planning Permission since October 2003.

5.9. The Applicant purchased the Site containing Viadux Phase 1 and the Office site (Plot 2a) in 2021 and has successfully delivered Viadux Phase 1, making design alterations that have ultimately retained more of the Listed Castlefield Viaduct Structure and improved connectivity from the viaduct to Great Bridgewater Street.

5.10. In considering alternative proposals for Plot 2a, it quickly became clear that there was a unique opportunity to bring Plot 2b into the overall masterplanning exercise. Arguably, given the regulatory and physical constraints of that site, this is likely to be the only opportunity to bring the Site into active use.

5.11. Over the past 18 months, there has been extensive design evolution that has led to the current proposals. This process has built on the understanding and learning from the Viadux Phase 1 development to deliver the optimum solution for the Site that will deliver a new landmark for the city whilst respecting the heritage assets both within and surrounding the Site and neighbouring uses and occupiers.

5.12. Throughout, consideration of impacts on the historic environment has been central to the design process. The Applicant's heritage and townscape consultants have been instrumental in the design evolution process, together with specialist conservation structural engineers, to continuously test the proposals given the scale of the building and the resultant potential for visual impact on the historic environment and the physical impact on the viaduct.

5.13. This process has been progressed with full cognisance and consideration of the policies contained within the Local Development Plan and other relevant policy and guidance, including that of Historic England. The design team has engaged closely with Manchester City Council, Historic England and other statutory and non-statutory consultees throughout. Feedback received has informed the detailed proposals subject to this application.

2017 Viadux Consent – Design Development

5.14. Analysis of the existing site during the design development that led to the 2017 Viadux consent identified a series of constraints that had to be taken into account when considering development of the Site. These constraints included the Grade II Listed viaduct, MCCC's service yard, the Metrolink tram line and road infrastructure.

5.15. Analysis of the Site did also reveal some clear opportunities including being in a highly accessible location offering the opportunity to improve pedestrian connectivity. An opportunity was also identified to open up and introduce active uses into the listed railway arches. Finally, it was identified that the environment at street level suffered from a lack of any form of active frontage providing an opportunity to introduce building entrances at street level along Great Bridgewater Street to significantly improve the pedestrian environment.

5.16. Based upon the above appraisal and a detailed design development process, a development was brought forward which was driven by the following strategic themes:

- Minimal Intervention / alteration of listed fabric;
- High Quality and desirable mixed used use accommodation including office and residential;
- Improved street level pedestrian environment;
- Address on Albion Street; and
- Minimal Interruption to MCCC's operations.

5.17. This appraisal resulted in the design decision to bring the proposed building cores and columns through the centre point of the viaduct arches to solid foundations. This was considered to provide the optimum structural solution which had the potential to deliver an appropriate density of development to meet SRF objectives whilst minimising impacts on the heritage assets.

5.18. The above design development process resulted proposals to deliver a 40-storey residential tower, Viadux Phase 1, and a 15 storey office block, as part of a second Phase, as well as associated ancillary and landscaping works.

Delivering Phase 1 – Detailed Design Development

5.19. Following the approval of the original Viadux Planning Permission (115871/FO/2017) and Listed Building Consent (Ref. 115872/LO/2017) in July 2017, the scheme has been enhanced through multiple amendment applications.

5.20. This has included amendments to reduce the building height by 2.5 metres, enlarge areas of residential amenity, reduce the amount of car parking and change the number and type of structural interventions to the listed arches.

5.21. Throughout detailed design development, there has been dedication to ensuring that the listed arches are treated with care and protection. All works, including the removal of sections of the bridge over Great Bridgewater Street, have been carried out with best-practice conservation principles to ensure that only absolutely necessary interventions to the listed arches have been made.

5.22. Viadux Phase 1 (the 40 storey residential tower only) reached practical completion in March 2024 and was occupied in May 2024.

Revised Phase 2 – Developing the Current Proposals

5.23. Following the original 2017 approval (Ref. (115871/FO/2017), detailed design led to an amendment application being approved (Ref. 133998/JO/2022) in August 2022 which included the following changes:

- Internal reconfiguration of the commercial floorspace
- Creation of a triple height entrance foyer
- Encapsulation of the tram track
- Creation of amenity spaces and external terraces
- Addition of extra staircase

5.24. However, it was not possible to reach agreement over the aspect of the scheme which included running the tramline through the approved office building's reception. Ultimately, this made Phase 2 undeliverable and the reduced footprint which was now available when avoiding the tramline rendered a commercial office development unviable on the site.

5.25. This created an opportunity for the design team to re-consider the form of development for this strategic site. Given the existing and emerging residential community in the area it was considered that a residential-led use would be appropriate at the Site.

5.26. The smaller footprint of the residential tower means that less of the listed viaduct needs to be removed and the building can be set back from the eastern elevation of the viaduct, better protecting the visual connection between the viaduct and Manchester Central in comparison to the original consent when viewed from Albion Street / Whitworth Street.

5.27. Following this design review an application for a residential-led mixed used development was submitted in April 2024 (139715/FO/2024).

5.28. Following the submission of this application, the opportunity has arisen to introduce a hotel use within the lower floors of the Plot 2a building to facilitate an international five star hotel operator. This introduction of the hotel is considered appropriate due to its alignment with the vision for the Site as set out within the SRF as well as its complementary nature with the neighbouring uses, particularly Manchester Centre Convention Complex. Consequently, a study was undertaken by the design team to determine the feasibility of introducing a hotel use. The results of which were positive and therefore a detailed design update has been undertaken.

Tall Building Evolution – Plot 2a

5.29. A cluster of tall buildings in the locality has emerged around Deansgate transport hub, including Beetham Tower (47 storeys), Viadux Phase 1 (40 Storeys) and Axis (28 storeys) already present and other tall buildings in the pipeline including Apex (26 storeys – application pending consideration), 325 Deansgate (22 Storeys – under construction), and Great Northern (up to 34 storeys – planning permission approved). Plot 2a site sits centrally within this established cluster.

5.30. Historic England within its Guidance Note 4 (2022) provides guidance on tall building clusters. Paragraph 4.15 outlines the importance of considering height and extent of buildings, creating variations in heights, considering cumulative impacts, understanding profiles, the impact on historic environment, and maintaining townscape benefits. Paragraph 4.16 further notes the benefits that can be gained from a consolidated well-designed cluster.

5.31. Taking this Guidance into account, the design team concludes that a building on Plot 2a that is significantly taller than the datum of existing and proposed buildings would create a central focus, adding to the layering of buildings and the townscape interest already established and emerging, to consolidate and define the cluster. A building of differentiated height at this location would also act as a landmark for the City, marking the southern entry-point to the Civic Quarter from the south and the Deansgate transport hub. This could emulate the success of the Beetham Tower some 15 years ago, which became emblematic of Manchester's post-industrial renaissance.

5.32. The height of the Plot 2a building is also influenced by the need to ensure structural stability with minimal impact on the listed viaduct and maintaining an operational service yard for MCCC. The innovative structural solution, successfully delivered on Phase 1 and now evolved for Plot 2a,

requires careful positioning and sizing of the structural cores and structural stilts on which the building sits resulting in a larger building footprint than may otherwise be anticipated. As a result, significant height to the building is required to elongate the form and create a slender profile. In addition, the structural plinth upon which the building sits, creates a separation between the listed viaduct structure and modern residential tower above, whilst removing the visual impact of MCCC's service yard below.

5.33. The design evolution of the building has then developed with input from the wider technical team, specifically wind and solar glare to ensure that microclimate considerations are factored into the design from the outset. This has resulted in a building with chamfered corners and inclined tapering main facade with different proportions of glazing and aluminium depending on the angel of the facet. This provides a differentiated profile which responds to changing light conditions. The top of the building tapers to create an elegant proportion when viewed in the wider townscape setting.

5.34. The materiality of the building takes cues from the surrounding glazed buildings ensuring a consistency in materiality with other buildings in the cluster so as not to create a fussy and distracting backdrop to the historic assets in the immediate locality.

5.35. Landmark buildings such as Plot 2a form markers in the city point of entry. It will be the tallest building in Manchester City Centre, reinforcing this location as a gateway into the city. A design is therefore required that complements the existing cluster whilst ensuring that the building is cognisant of its landmark status – the design evolution has therefore resulted in a building that responds to its immediate context whilst providing a slender marker for the City.

Plot 2b

5.36. Similarly, given its location within the cluster, a building of scale is required at the Plot 2b site. This site is physically constrained by the requirement for any building to sit below the restaurant at level 23 of Beetham Tower. Given the heights of existing buildings in the cluster and constrained footprint of the Site it is considered that a building that maximises this scale is appropriate. The design has developed to take into consideration the proposed residential use and results from the microclimate studies.

5.37. The materiality of this building has evolved within the curtain wall system with varying amounts of glazing, aluminium panels and perforated vents proposed. With the final solution seeking to emphasise the verticality of the building, whilst providing the optimal solution for natural light and ventilation.

Interventions to the Castlefield Viaduct

5.38. Throughout the design process it has become clear that it would not be possible to deliver the required quantum of accommodation without alterations to parts of the listed Castlefield Viaduct. However, limiting the impact on the listed structure has been a fundamental driver of the approach taken throughout the design development process.

5.39. The design for Plot 2a minimises impact on the viaduct structure. By consolidating building columns at levels 03 and 04 using a transfer truss, only seven columns penetrate the viaduct, compared to fifteen at lower levels. These penetrations are centrally located within the viaduct arches to reduce the required intervention. The podium's landscaped deck is supported by a central line of columns installed during Phase 1, with two additional columns accommodating the Plot 2a landscaped deck.

5.40. To ensure the structural stability of the Plot 2a tower, its circulation core requires a ground level connection. This necessitates alterations to the viaduct, specifically the partial removal of central brick piers within two localised areas of the viaduct arches.

5.41. The proposed design for Plot 2a incorporates three enlarged openings within the Great Bridgewater Street elevation. These openings are the result of careful consideration during the original planning submission and aim to achieve several key objectives, including the creation of viable retail units and clear entrances. The enlarged openings will maximise views of the vaulted arches, enhancing the appreciation of the viaduct's structure, while also providing natural surveillance of the street to enhance safety and security. This approach ensures the retention of the maximum amount of the Castlefield Viaduct façade while adapting it for active use.

5.42. Two openings will serve as entrances and frontage for the hotel bar, while the third will provide a secondary residential entrance. This approach balances the need for functionality with the importance of preserving and celebrating the historic character of the viaduct.

Use and Amount

5.43. As a result of the design development, an application for development of both Sites is being brought forward. A summary of the Proposed Development at each is summarised below:

5.44. Plot 2a will deliver a 76-storey residential tower comprising 452 no. 1- and 2-bed apartments (Use Class C3), as well as 160 hotel rooms at the lower floors (Use Class C1) with a publicly accessible bar on the ground floor and publicly accessible bar, restaurant and events spaces located between levels 06 to 09. Shared Residents and hotel guest amenity spaces are provided within levels 24 and 25. 390 secure cycle spaces, serving this and the Phase 1 building, are provided at ground floor level. At viaduct level, a redesigned service yard for MCCC is enclosed by a new podium structure with residents' external amenity space above.

5.45. Plot 2b consists of a 23-storey residential building accommodating 133no. affordable 1-, 2- and 3-bed apartments (Use Class C3), 133 secure cycle parking spaces, 198 sq. m flexible commercial units (Use Class E) opening onto the viaduct, and public realm enhancements on Great Bridgewater Street.

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

Parameters for Development		Plot 2a	Plot 2b
Site Area	Ha 0.661		
Gross Floorspace	Sqm	Total 83,212 Hotel 28,491 Residential 54,722	Approx. Total 12,122
Residential (homes)	Total Apartments (homes)	452	133
Hotel	Total Rooms	160	N/A
Maximum Height	Total Storeys (including ground)	76	23
	Building heights (m)	245.65m	70.035
	AOD (m)	281.58	105.666
Cycle Parking	Spaces	390 (to serve Phase 1 and Phase 2)	133
Public Realm	TOTAL Public realm (sqm) across the Site	TBC	
Commercial Space	TOTAL (sqm) – including shops / F&B / community / Other uses	N/A	198
Amenity Space	Private Amenity Space (sqm)	Internal Amenity – 2,048m2 External Amenity – 1,189m2	72

Site Layout

Street Level

5.46. Plot 2b's main entrance is positioned on Great Bridgewater Street, accessible via a landscaped public space leading to the shared public realm Stair & Lift, adjacent to the Phase 1 entrance. Additional access points from Great Bridgewater Street are within Plot 2a, including entrances to the bar, a secondary residential entrance, and the combined Phase 1 & 2a cycle store. The removal of a central portion of the viaduct bridge deck above these entrances will enhance the public realm by increasing natural light and improving both the quality and security of the space. Importantly, the retained cast iron bridge beams will provide visual interest and serve as a reminder of the site's shared history, linking the viaduct with the former Manchester Central Railway Station, now Manchester Central Convention Complex.

5.47. The proposed scheme includes the realignment of Albion Street's road and pavement, creating a more cohesive streetscape and improving pedestrian accessibility. Plot 2a's main entrance will be located on Albion Street, incorporating a dedicated vehicle drop-off layby. To address the constrained pedestrian space between the street edge and the viaduct, resulting from the existing Metrolink bridge, a new 'undercroft' is proposed. This structure will wrap around and below the bridge, guiding pedestrians to the building entrance while also opening up views into the viaduct from the street level, creating a more welcoming and visually appealing pedestrian experience.

5.48. The south of the Site interfaces with Trafford Street. To the east is the vehicle ramp to the upper viaduct level it is a service road providing access to the rear of surrounding buildings, with no through access due to the ramp. Service access to Phase 1 for deliveries and plant room is provided from here. In keeping with this approach, proposed service access to Plot 2b for refuse collections, retail deliveries and plant room access will also be from here.

Viaduct Level

5.49. Proposals for the upper viaduct level are already significantly advanced with the construction of Phase 1. Proposed Plot 2a works seek to complete development at this level.

5.50. The development of Plot 2b, has provided the opportunity for active uses at the upper viaduct level. Two proposed retail units will be accessed directly off the Phase 1 public realm, with lightweight pedestrian bridges connecting to the existing viaduct structure.

Podium Level

5.51. The top of the podium structure provides a landscaped amenity terrace which will be accessible to residents of Phase 1 and Plot 2a. Benefitting from its elevated position of approximately 18m above street level, it will provide views across the city to the north and the Castlefield Skyline to the south. An interim landscaping solution for Phase 1 will be adopted prior to completion of the 2a podium.

5.52. To the perimeter of the Plot 2a tower footprint an impressive transfer truss is visible, required to transfer tower loadings to ground level via minimal penetrations through the viaduct structure. Set back behind the truss are two levels of flexible residential amenity space.

Typical Upper Levels

5.53. The typical residential floorplans commence from level 02 in Plot 2b and level 11 (Hotel) and level 27 (residential) in Plot 2a, repeating up the height of the buildings.

Scale and Massing

5.54. The scale of each proposed building is outlined below:

- Plot 2a is 76 storeys tall and 245.645m from ground level (281.575m AOD)
- Plot 2b is 23 storeys tall and 69.725m from ground level (105.655m AOD)

Plot 2a

5.55. The proposed footprint for Plot 2a is larger than other tall residential buildings in the vicinity, which has been led by the requirement to carefully position structure to minimise demolition to the listed

viaduct structure at ground level. Therefore, the proposed height, which is taller than other local residential buildings, is appropriate based on the scale of this footprint, as it will elongate the form and prevent the massing from appearing too bulky.

5.56. Plot 2a's height will create a landmark building at this at the "southern gateway" to the city centre core, directly adjacent to major transport hubs Deansgate Castlefield Metrolink Stop and Deansgate Railway Station, serving as a visual marker and enhance city-wide orientation and wayfinding.

5.57. The proposed form was informed early in the design process via a robust interrogation of massing options, with input from a specialist wind consultant who advised the team which options would respond most favourably to the wind environment. The approach to chamfer corners and introduce inclined facades was determined to be the most aerodynamic, reducing wind speeds and lessening the impact to pedestrian comfort at street level.

5.58. The proposed low-level massing of the main entrance to Plot 2a has been carefully considered in relation to its surroundings. Its scale is consistent with the existing Metrolink bridge, the adjacent Manchester Civic Quarter Heat Network building, and the Grade II listed Britons Protection pub.

Plot 2b

5.59. The massing for Plot 2b is based on the previously approved office scheme; however, subtle changes have rationalised the form and improved the separation distance with the Beetham Tower.

5.60. The upper volume of the building, which contains the residential accommodation, is raised up above the level of the upper viaduct public realm to provide privacy to the apartments. To the north this volume cantilevers over the public realm stairs & lift to create a sheltered approach to the main building entrance, and a striking architectural feature on the approach from Great Bridgewater Street and Watson Street.

5.61. The overall height of the building has been maximised based on the development parameter to not exceed the height of the Beetham Tower Cloud 23 Bar, whilst delivering as many affordable homes on the Site as possible. Due to the proximity of the buildings this is to mitigate privacy issues which would otherwise arise resulting from direct overlooking between residential dwellings.

Appearance and Materiality

Plot 2a

5.62. The building utilises a simple palette of high-quality materials, clear glass, opaque (enamel fritted) glass, perforated aluminium vents, aluminium fins and aluminium spandrels to articulate the facade within a curtain wall system. This is based on a 1500mm / 750mm module, adopted across all the buildings in the masterplan to provide a rational and unified response.

5.63. The longer building elevations to the east and west are articulated by inclined facades which taper in and out up the height of the building. The proposed proportions of the tapers reflect the internal uses, with tighter spacing observed at the base of the tower where the hotel accommodation is situated.

5.64. There is a higher proportion of glazing to the upward facing facets, with flush joints to provide a smooth and reflective surface. In contrast, the downward facing elevations have a higher proportion of aluminium and projecting vertical fins on a tighter 750mm module throughout.

5.65. Proposed fully glazed, chamfered corners interface will with the east & west inclined facades to create a distinctive, faceted edge, the expression of which will be accentuated by the introduction of a projecting aluminium edge profile.

5.66. The podium, which has been partially constructed with Phase 1, consists of perforated aluminium panels on a 750mm grid with projecting vertical fins, and a glazed parapet to the residential terrace.

5.67. The Proposed Development will be constructed using materials that are appropriate to their purpose and location. Attention to detailing will be maintained to ensure an exemplar of good design.

5.68. The new main entrance structure will be constructed using a lightweight steel frame, with fluted steel sections to form the casings around the existing bridge piers. The entrance frame will be cladded using a carefully selected palette of high quality, lightweight materials.

5.69. The proposed main entrance structure incorporates a rooftop planting zone designed to soften the appearance of the building when viewed from street level. This green roof will also provide an attractive visual amenity for Metrolink passengers, echoing the successful integration of planting at Deansgate-Castlefield Metrolink station.

5.70. Highway works to realign the road along Albion Street will create space for this entrance and vastly improve the accessibility of the public realm along this important connection towards St. Peter's Square. The new entrance structure will edge the streetscape and provide an active and lively frontage.

5.71. A thorough review of TfGM access and maintenance requirements will be undertaken during the detailed design phase, with strategies to enable safe inspection of the existing Metrolink bridge embedded into the design proposals.

Plot 2b

5.72. Similarly to Plot 2a, proposals for Plot 2b utilise a palette of high-quality materials, including glazing, aluminium panels, perforated aluminium vents and precast panels. Again, these are based on a 1500mm / 750mm module, which is adopted across all the buildings.

5.73. It is proposed that the upper portion of the elevation will have a lightweight appearance with a curtain wall system comprising glazing, aluminium panels and perforated vents.

5.74. The lower portion of the elevation will contrast to provide a heavier appearance, akin to the adjacent brick viaduct structure and the facade strategies adopted for the stairs & lift and Beetham Tower podium. As such, the proposed cladding will be a combination of precast panels and glazed curtain walling. This will provide a durable and hardwearing material finish at the key interfaces with the public realm, mitigating against potential damage and degradation.

5.75. To the north of the Site the upper volume cantilevers above the public realm and stairs & lift, exposing a large area of soffit. This will be clad with aluminium panels and incorporate lighting to provide visual interest and illuminate the public realm below.

Castlefield Viaduct and Great Bridgewater Street Bridge

5.76. The Proposed Development will involve the removal of the bridge deck of the Great Bridgewater Street Bridge whilst retaining the cast iron beams in-situ. This approach will allow natural light to penetrate down to street level, which is necessary to improve the quality of the public realm, whilst preserving and celebrating this aspect of Manchester's Victorian railway heritage.

5.77. The retention of the cast iron beams is a newly introduced feature since the approved 2017 permission and subsequent April 2024 submission that directly responds to feedback responds to Historic England feedback following the April submission.

5.78. In accordance with the existing consent, it is proposed that three of the existing arch openings will be enlarged to facilitate a secondary residential entrance and entrances to the hotel bar proposed at Ground Floor Level.

5.79. The enlargement of these openings will create active frontage along Great Bridgewater Street to improve the quality of the public realm whilst opening up the viaduct to reveal views into the arches under-croft within.

5.80. For the remaining arch (Arch D), it is proposed that the original arch will be retained with the arch servicing the cycle store.

5.81. As noted within the Structural Report produced by Renaissance in support of this application the 2017 consented scheme (Ref.115871/FO/2017 and Ref.115872/LO/2017) resulted in a loss of fabric to the Viaduct structure of c. 720m3 . The Proposed Development results in a loss of fabric of c. 693m3. This equates to a reduction in fabric loss of 4% in comparison to the consented office scheme. This reduction has been achieved by developing new structural proposals to minimise the loss of fabric, and impact on key features, through working in close collaboration with the Architect (SHP) and Heritage Specialist (SLHA).

Internal Layout

Plot 2a

Vertical Arrangement

5.82. The ground floor includes a combined hotel and residential entrance, including a ground floor bar. At levels 01 and 02 is a double height podium structure covering the MCCC service yard. Above this at level 03 and 04 is residential amenity, including the landscaped podium terrace that will be shared with residents in Phase 1. Hotel functions are located at the lower levels to maximise the efficiency of the building, as the hotel circulation core is not required to extend to the full height of the building. Level 05 provides the staff / back of house functions associated with the hotel. The publicly accessible restaurant, bar and hotel uses are located between Levels 06 to 09 with hotel rooms then being located at Levels 11 to 22, separated by plant at Level 10. Shared hotel guest and residential amenity is then located at Levels 24 and 25 and residential apartments, gym and pool at Levels 26 to 76.

Floorplate Design - Ground Floor

5.83. The main entrance into the building is from Albion Street, where there are significant improvements proposed to the quality and accessibility of the public realm. Situating the entrance in this location provides the presence which is proportionate for a building of this scale and use.

5.84. A new under-croft structure is proposed to the east of Plot 2a acting as the main residential and hotel entrance, this structure will wrap around the existing bridge structure and carefully open up the views into and from the viaduct. The main entrance structure will also act as a screen around the adjacent servicing area which will be used for deliveries, refuse collections and building maintenance access.

5.85. A dedicated vehicle drop-off layby is proposed outside the main entrance. The design of this has been coordinated with the other proposed highway improvements and consultations have been undertaken with relevant stakeholders throughout the design process.

5.86. To the north of the Site, along Great Bridgewater Street, there are secondary building entrances, which include a residential entrance into the main reception area, public entrance into the ground floor hotel bar and access into the shared Phase 1 and Plot 2a cycle store.

5.87. Within the ground floor there is a sizeable entrance lobby with reception facilities, lounge seating & amenity areas with direct access to the ground floor hotel bar. These active spaces are positioned to the north and eastern parts of the Site to activate the streetscape along Albion Street and Great Bridgewater Street.

5.88. Non-active uses, including plant rooms, refuse stores and other ancillary functions are positioned to the south of the Site adjacent to Trafford Street and the service area.

Level 01 & 2

5.89. At upper viaduct level the double height podium structure will enclose the remaining area of the MCCC service yard. The positioning of structural columns and the core have been carefully considered to ensure vehicles, including HGVs, can safely manoeuvre and access the vehicle bridges across Great Bridgewater Street.

5.90. Within the building at Levels 01 and 02 are plant rooms and the core, which provides vertical circulation to the upper levels.

Level 03 & 04

5.91. As described in the above, at level 03 a shared external amenity terrace is proposed, which sits on top of the podium structure.

5.92. Internally at levels 03 and 04 flexible residential amenity space is proposed which wraps around the central core. At Level 03 these will open out directly to the external amenity terrace.

Level 05

5.93. Level 05 will contain management and IT offices, housekeeping facilities, staff facilities and storage accessible to staff only. A residential service lift is introduced to the northern side of the residential core.

Level 06

5.94. The hotel, restaurant and commercial kitchens will be located at Level 06 alongside the double height restaurant which is positioned to the northern side of the building where it will benefit from views of the City Centre. The kitchens will be located to the rear and provide catering for the restaurant, events spaces, meeting rooms and hotel and residential room services.

Level 07

5.95. A double-height events space and associated pre-function rooms are proposed at this level.

Level 08

5.96. The hotel bar sits above the restaurant at this level, also benefiting from a double height aspect along the northern elevation. The bar wraps around to the east of the building footprint, where smaller private hire booths could be provided.

Level 09

5.97. Within the same double height volume as the bar, a bar mezzanine level is proposed at Level 09. To the south and east elevations, a series of flexible meeting rooms, boardrooms and lounges will wrap around the floorplate.

Level 10

5.98. Level 10 is a plant level and is strategically positioned between hotel bedroom levels (above) and front of house areas (below), housing central air handling equipment and providing space for drainage stacks to be transferred.

Level 11 – 20 – Hotel Bedroom Levels

5.99. The typical layout for these levels consists of thirteen hotel bedrooms (a flexible mix of double and twin rooms) and one larger suite. One or more of the hotel bedrooms (per level) has the potential to become a wheelchair accessible room. The final mix of double, twin and accessible rooms will be subject to further briefing from the future hotel operator.

5.100. All bedrooms are accessed from a common corridor, which wraps around the full perimeter of the residential core to provide two directional escape routes into the firefighting lobbies and escape stairs.

Level 21 – 22 – Hotel Suite Levels

5.101. Levels 21-22 adopt the same layout as the hotel bedroom layouts on the below floors; however, provide larger suites to each corner. Overall, there are five suites and five double or twin bedrooms per level. One suite is planned to be wheelchair accessible.

Level 23

5.102. A further full storey of building services plant is proposed at Level 23.

Level 24

5.103. A floor of amenity space, containing a swimming pool and spa facilities, is proposed at Level 24. The swimming pool will be within a double height volume to the north side of the building. The amenity space will be shared by residents of the hotel below and the residential accommodation above.

Level 25

5.104. Level 25 will consist of gym facilities and fitness studios. These facilities will also be shared by residents and hotel guests.

Residential Levels

5.105. The hotel core to the west of the building footprint ends on level 26 and the typical residential floorplans commence. The efficient layouts comprise a central core with the residential accommodation to full perimeter. Three different typical floorplans provide a varied accommodation offer, as outlined below:

Type A Residential Floorplan

- Thirteen residential units are provided in this floorplan type, consisting of three studio apartments, four 1-bed apartments and four 2-bed apartments.

Type B Residential Floorplan

- This typical plan has a symmetrical arrangement and provides eight 2-bed apartments. From level 62 the north and south façades begin tapering inwards, which gradually reduces the footprint size of the levels above.

Type C Residential Floorplan

- This floorplan type is only proposed for the five uppermost levels (below the penthouses) and contains two 2-bed apartments and four 3-bed apartments.

Level 73-74 Duplex Penthouse

5.106. Three duplex apartments are proposed between Levels 73-74. These units will have private double height winter garden spaces, positioned in each corner of the building footprint.

Level 75 Roof

5.107. Lift overruns, building services plant and a perimeter track mounted building maintenance unit are proposed at roof level. This essential equipment will be screened by a continuation of the building façade to provide a 4.5m high parapet. The level will be accessible to building maintenance personnel only.

Plot 2b

Ground Floor and Mezzanine

5.108. The main entrance into Plot 2b is via the landscaped area at the base of the new public realm stairs and lift. The residential floorplate above extends over this space, providing shelter on approach to the entrance. Upon entering there is a double-height reception with space for a concierge desk to address visitors prior to entering the lift lobbies.

5.109. Along the western site boundary with the Beetham Tower and the eastern boundary with the viaduct, the building edge has been pulled back to provide an external maintenance zone / service route around the building. This is beneficial as the constrained nature of the Site means it has minimal street frontage for access.

5.110. Secure gated access into the eastern passageway, to the left of the main entrance doors, provides an external route for movement of bikes in and out the cycle store, which provides one secure cycle space per apartment. There is a further internal connection between the cycle store and the main circulation corridor for direct access to and from apartments.

5.111. Above ground floor a mezzanine level comprises plant rooms, staff facilities and/or residential amenity space. The inclusion of, and arrangement for, staff areas and amenity spaces will be subject to briefing requirements from the affordable housing operator.

Level 01

5.112. At level 01 (upper viaduct / service yard level), 2no. retail units are accessed directly from the new public realm connection between Deansgate Castlefield Metrolink Station and the public realm stairs and lift. Glazed frontages will activate the space and encourage natural surveillance of the public realm and the southern unit also encompasses an external south facing terrace.

Residential Levels

5.113. Level 02 is the first residential level, and this proposed plan will stack neatly for all 19 residential levels, providing seven units per level, 133 in total.

5.114. The core is strategically positioned centrally and to the northwest elevation adjacent to the corner of the Beetham Tower, thus limiting overlooking between the buildings. The central linear communal corridor has direct access to both lift lobbies and all seven residential units.

5.115. The mix has been designed to provide variety of unit sizes, a typical floor comprising 1x 1bed / 1 person apartment, 2x 1bed / 2 person apartments, 1x 2 bed / 3 person apartment, 2x 2bed / 4 person apartments and 1x 3 bed / 4 person apartment. Changes to this mix required by the affordable housing operator can be reviewed and incorporated where practical.

5.116. The apartments have been designed to meet or exceed the National Space Standards defined in the Manchester City Council Residential Quality Guidance (RQG), demonstrating a range of well-planned and proportioned apartment layouts. Wherever possible, units have been designed for future adaptation to accessible units.

Level 21

5.117. Level 21 is the roof level, which is accessible for service access / maintenance only. A full height parapet is proposed to the perimeter, along with a track mounted BMU for façade access and maintenance. Drainage pop ups, plant and smoke extract equipment will be positioned centrally adjacent to the core.

Core

5.118. The proposed core design follows the same principles that have been adopted in Plot 2a, providing two escape stairs and the potential for two fire-fighting lobbies. Although only a single firefighting lobby is required by the fire strategy, the proposed arrangement will future proof any future requirement for a second.

5.119. Each lobby has access to a passenger lift, with dual function for firefighting / evacuation purposes. Each lobby contains a wheelchair refuge with intercom access.

5.120. The lobby proportions are generous and will provide sufficient space for the movement of goods in and out of the lifts. The linear residential communal corridor is 1500mm wide and facing apartment entrance doors have been avoided where possible.

Landscaping Strategy

Plot 2a

5.121. The Proposed Development contains significant new elements of landscaped space and public realm which will support delivery of the wider SRF vision.

5.122. The landscape masterplan capitalises on the Site's unique elevated setting and expands upon the highly successful green space at Deansgate-Castlefield Metrolink Stop. The new public realm connection to and from the Metrolink Stop leads people between the residential towers (Phase 1 and Plot 2b), down the newly installed public realm Stair & Lift into a newly configured connective space, providing a legible link to Great Bridgewater Street.

5.123. The roof gardens located between Phase 1 & the Plot 2a building at level 03 will provide valuable amenity for the residents. An informal design approach is taken to the layout, with a central lawn area and winding routes forming different sized pockets for informal play. A key design driver was the importance of having a design which is visually pleasing on the eye from the apartments above.

5.124. The pedestrian route along Albion Street, in front of the Plot 2a entrance has been improved by the re-alignment of the road to provide a more accessible route into the City. This allows for a taxi drop-off and a more generous public realm and landscaping planting scheme to be provided in the form of rain gardens and tree planting, acting as a buffer to the junction with Great Bridgewater Street.

Plot 2b

5.125. At Plot 2b the ground level public realm plays an important role in creating a positive address and interface between the streetscape and the impressive building frontages, both old and new. The

proposed design offers an attractive approach to the main building entrance with opportunities for seating and a verdant edge to one side of the space.

5.126. At Level 1 another roof terrace is provided which serves the retail unit with dwell spaces and planting. The materiality and furniture palette match that on the Plot 2a roof terrace for consistency. On the east side of the building two new building entrances are introduced through the parapet wall. This creates additional edge permeability to what was previously an inactive edge.

5.127. The look and feel of the public realm is designed to provide visual continuity with the Phase 1 public realm which is currently under construction. This is important in order to provide a legible link from the Deansgate-Castlefield Tram Stop down to Great Bridgewater Street which is a key arrival point into the city.

5.128. Four trees are proposed in the arrival space in Plot 2b. The liquidambar, which will be brought forward under the Phase 1 works anchors the space and provides additional function as wind mitigation. The remaining three trees sit in the planter on the left side of the space, providing a green edge and backdrop on this side.

Accessibility

5.129. The design of the buildings and surrounding public realm have been developed in consideration of national legislation, seeking to avoid discrimination regardless of disability, age or gender. The approach has been guided by the requirements of Part M of the Building Regulations and Manchester City Council's 'Design for Access 2' best practice guidance.

5.130. The setting of building levels has been determined by existing pavement and road levels to ensure that the buildings can be accessed from flat and level approaches. Existing openings within the historic viaduct structure have also dictated where some entrances and exits can be located.

5.131. The clear width of all access routes from pavements to main entrances are at least 1800mm wide; and comply with, or exceed, statutory guidance. Similarly, the gradients of access routes are 'flat' (cross falls introduced for drainage only) and will be set at no more than 1 in 21.

5.132. There are reception/concierge areas proposed to both residential building entrances and further detailed design will be undertaken with the end users to determine a suitable fit out and interior design. Various design principles have been included thus far to ensure these spaces are accessible including Reception desk with low level desk area which is accessible to wheelchair users and Space planning to define clear circulation routes.

Communal Areas and Circulation

5.133. Both buildings have the potential to incorporate two fire-fighting lobbies, each with access to a lift which can be used for firefighting and evacuation. Spaces within the lobbies are identified for wheelchair refuge. With intercom access to the concierge provided.

5.134. Both buildings incorporate two stairs which serve every residential level, all of which are designed to comply with the requirements of Part K for a General Access Stair.

5.135. All primary circulation corridors are a minimum 1500mm wide. This exceeds the 1200mm minimum clear width required by Approved Document M.

5.136. The lift lobbies vary in size but the minimum 1500x1500mm clear space in front of lift doors (required by Approved Document M) is comfortably achieved in all instances. In most locations, the 1800x1800 clear space advised by DFA2 is also met or exceeded.

Accessible Dwellings

5.137. All of the proposed apartments on typical floorplates are single storey and have been designed to meet the requirements of Part M4(1) Visitable Dwellings. In addition to this, where possible the apartments are designed for future adaptation to meet the requirements of Part M4(2) Accessible and Adaptable dwellings.

Waste and Servicing

Plot 2a

5.138. Service access to Plot 2a is via a vehicle gate to the eastern side of Trafford Street, at the base of the MCCC ramp. The gate leads to a secure external service area below the Metrolink Bridge, where refuse collection vehicles can pull into to collect waste. Vehicles for hotel deliveries, building maintenance access and fire tender access will also access this service area.

5.139. For residential refuse, a chute is proposed that is accessible from every residential level via a lobby off the communal corridor. As required by the fire strategy, this lobby will have sprinkler protection and CCTV monitoring.

5.140. A tri-separator chute has been selected, which will connect to a separating hopper in the ground floor refuse store. This allows residents to select the required waste stream (general waste, glass/plastic/metal or paper/cardboard recycling) by pressing a button at the chute entrance.

5.141. At ground floor, there are two internal storage areas and one external storage area, and the combined area of these meets the requirements of Manchester City Council's 'GD 04 – Waste Storage and Collections Guidance for New Developments.

5.142. For hotel refuse, the hotel goods lifts will be utilised to bring waste to ground level. Here it will be segregated into the relevant bins for general waste, glass/ plastic/metal recycling, paper/cardboard recycling or food waste recycling.

Plot 2b

5.143. Service access to Plot 2b is from Trafford Street, where there is secure access to the perimeter of the building. The pedestrian access route to the western side of the building provides access to the commercial unit service entrance and ground floor refuse stores. This route will be used to take bins to Trafford Street on collection days and to deliver goods to the commercial units.

5.144. For residential refuse, there is a central refuse store proposed at ground floor level, which is accessible to all residents via the rear ground floor communal corridor.

5.145. In accordance with Manchester City Council's 'GD 04 – Waste Storage and Collections Guidance for New Developments', 0.43sqm of storage space is required per dwelling.

5.146. For commercial refuse, there is a small storage area proposed adjacent to the service entrance. The goods lift will be used to bring waste to ground floor where regular collections will be made, as outlined in the refuse strategy which accompanies this application.

5.147. The waste storage within each element of the Proposed Development is outlined below:

Plot 2a – Residential

- 28 no. Total Eurobins collected twice per week

Plot 2a - Hotel

- 14 no. Total Eurobins and 38 no. 240l bins collected daily (with a reserve of one day's capacity)

Plot 2b – Residential

- 8 no. Total Eurobins and 4 no. 240l bins collected twice per week

Plot 2b – Commercial

- 6 no. Total 240l bins collected on a daily (with a reserve capacity of every other day dependent on the type of operation.

5.148. Consultation responses were received to the April 2024 submission from MCC Highways in relation to the proposed waste strategy. The revised submission has reviewed previous comments and waste strategy has been updated as necessary.

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 and Material Considerations for the Site and Proposed Development is comprised of the following:

DEVELOPMENT PLAN			
REGIONAL		GM Places for Everyone (2024)	GM Joint Waste Development Plan (2012)	GM Joint Minerals Plan (2013)
LOCAL		Manchester Core Strategy (2012)	Manchester Proposals Map (2012)	Saved Unitary Development Plan Policies (1995)
MATERIAL CONSIDERATIONS			
NATIONAL			National Planning Policy Framework (2023) NPPF consultation ended September 2024 however holds limited weight at this stage.	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)
Strategic Regeneration Framework			Great Northern, Manchester Central and Castlefield Quay SRF (2017)	

6.3. 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

Development Plan

- Places for Everyone Joint Development Plan (2024)
  - JPStrat1: Core Growth Areas
  - 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 CC4 - Visitors - Tourism, Culture and Leisure
- Core Strategy Policy CC6 – City Centre High Density Development
- Core Strategy Policy CC7 – Mixed Use 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 EC3 – The Regional Centre
- Core Strategy Policy EN2 – Tall Buildings
- Core Strategy Policy EN3 – Heritage

Material Considerations

- NPPF (2023 Update)
- Great Northern, Manchester Central and Castlefield Quay SRF (2017)
- Manchester Residential Quality Guidance (2017)
- Historic England Guidance Note 4 – Tall Buildings (2022)

Overall case for development

6.4. In line with the first part of S38(6) of the PCPA 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 PfE (2024) and the Core Strategy (2012).

6.5. 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 area as defined in the City Centre Strategic Plan (2015) and is within The Civic Quarter Framework (2010). In addition, it is within the Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Framework (SRF) (2017).

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. In addition, PfE acknowledges that the City Centre plays a key role in the Greater Manchester Economy, noting that leisure and tourism opportunities and will continue to be the primary focus for this industry within Greater Manchester (Policy JP-Strat1: Core Growth Area and Policy JP-Strat2: City Centre).

6.9. 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 CC3 notes that the City Centre will see the most intensive development of housing in the City, outlining that a minimum of 16,500 homes would be required between 2010 – 2027.
- Policy CC4 notes that the City Centre will be the focus for culture and leisure within the City Region and that new hotel development which contributes to the City Centre hotel offer will be supported.
- Policy CC6 focuses high density development in the City Centre, whereby, scale, massing and height will significantly exceed what is appropriate elsewhere in the City and will have regard to the Council's policy on tall buildings (EN2).
- CC7 relates to mixed use developments which will be encouraged in the City Centre as a means of using land efficiently. Residential development will be supported as part of schemes that include employment. The Council must be satisfied that proposals contribute to the economic regeneration of the City and the residential element is of a scale that will ensure the economic use of the Site will be maximised.
- EC3 notes that housing is an appropriate use within the Regional Centre; residential uses should complement the development of mixed-use employment areas. Residential development in the Regional Centre will generally be higher density.
- Policy H1 notes that high density developments (over 75 units per hectare) are considered appropriate in both the City Centre and parts of the Regional Centre given the accessible location. Within the City Centre there is a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives by providing sustainable, well-designed accommodation which meets the needs of workers moving to Manchester.
- CC10 notes that the City Centre will develop as a location which appeals to a wide range of residents.

6.10. In accordance with the above policies, The Proposed Development is wholly appropriate and compliant with the Development Plan, which fully supports the redevelopment of the Site for residential and hotel uses. Further discussion in relation to density and height and the Proposed Development's contribution to housing delivery and tourism is included below, taking into consideration other material considerations.

Density and Height

6.11. The Proposed Development broadly complies with Development Plan Policies that relate to density and tall buildings, namely Core Strategy Policies CC6, CC7 and EC3 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.

6.12. Furthermore, the Site is located in the Manchester Central and Castlefield Quay Strategic Regeneration Framework (SRF) (2017). The SRF does not seek to prescribe the development that comes forward rather it provides a range of development principles that seeks to create a vibrant and sustainable city centre neighbourhood including a critical mass and mix of high-quality city centre uses (bullets at Para 5.3). Other key themes of the SRF at Para 5.3 include: the creation of tall buildings to complement Beetham Tower and other developments in the surrounding area; improving linkages and permeability through the site; enhancement of the setting of the listed buildings and creation of improved areas of public realm.

6.13. The Proposed tall buildings therefore comply with the development principle established in the SRF. 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.

Use and Contribution Toward Housing Delivery and Tourism

6.14. Chapter 5 of the NPPF emphasises the Government's objective of "significantly boosting the supply of homes"

6.15. 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 119 specifically encourages development that makes as much use as possible of previously developed or "brownfield" land. Paragraph 120 gives substantial weight to the value of redeveloping suitable brownfield land (particularly where underutilised) to meet identified housing needs.

6.16. 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. In relation to CC7, the proposals include a mix of uses, residential and commercial. It is also located in a wider area that has been subject to significant change since the Core Strategy was adopted and the significant quantum of homes, including City Centre affordable homes, that the Proposed Development provides will ultimately support wider employment opportunities in adjacent employment areas.

6.17. The Viadux Site is within the 'Manchester Central' part of the SRF. Para 5.81 of the Framework notes the area is well established as both an existing and an emerging residential location, forming part of a connected sequence of high quality neighbourhoods that are distinctive and vibrant. The SRF goes on to note hotel use as suitable adjacent to Manchester Central with office use being in heigh demand (at the time of writing the SRF) therefore office accommodation with a suitably sized floorplate could provide a key connector between other office locations at the Central Business District, St Peter's Square, Barbirolli Square and First Street. It goes on to advise that the Albion Street frontage, in-front of the Metrolink line that runs around the viaduct structure, would be an appropriate location for office use.

6.18. 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, Brazennose Street and Lincoln Square alongside the investment in public realm and transport in the Squares themselves and ongoing Town Hall regeneration.

6.19. Since the adoption of the SRF there have been a number of locations in the City that have grown as office locations – 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 subject site has evolved as a primary residential location.

6.20. Office development has previously been proposed at the Site, in relation to Plots 2a the Applicant has implemented the previous Viadux consent and commenced work to build the office element of this consent. However, this was ultimately deemed not to be viable or deliverable given the constraints with building over the Metrolink. Furthermore, whilst under separate ownership, the office element of the Beetham Tower extant consent, at Plot 2b, has never been delivered. The design team undertook a number of options appraisals Plot 2b that included office development however it was considered that due to the complexities of dealing with the various constraints associated and given the immediate residential context, the office was deemed unviable.

6.21. The residential development forms part of a mixed-use development alongside a hotel and other commercial uses. The 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 immediate 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.

6.22. 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.

6.23. Furthermore the proposed hotel use, operated by a high-quality international operator, is fully supported within the SRF which notes that the Site is uniquely placed to deliver a hotel use as part of a mix of uses, given its immediate adjacency to MCCC as it provides an opportunity to offer

direct and secure linkages to the conference facilities. In addition, the proposed hotel use, is in line with Core Strategy Policy CC4 (Visitors - Tourism, Culture and Leisure) notes that new hotel development which contributes to the quality of the City Centre hotel offering will be supported.

6.24. The Proposed Development is ideally positioned to contribute directly to Manchester's visitor economy. Its strategic location adjacent to MCCC directly caters to the needs of business travellers and event attendees, a key driver the city's tourism sector. By providing high-quality accommodation within walking distance of this major venue, the Proposed Development will enhance the attractiveness of Manchester as a destination for conferences and events, further stimulating economic growth and supporting the city's ambition to be a world-class visitor and conference hub.

6.25. 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.

6.26. The remainder of this Statement demonstrates that the Proposed Development complies with other relevant Development Plan Policies and Material Considerations 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
  - NPPG

6.27. 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.

6.28. Policy H8 highlights that 20% affordable housing provision should be provided for residential schemes, subject to viability and therefore being deliverable with a reasonable profit allowed for the developer. This necessitates the submission of a viability appraisal.

6.29. In September 2019 the Council's Executive Committee received a report entitled Delivering Manchester's Affordable Homes to 2025. This report provides an update on progress against the policy ideas contained in the Affordable Housing Report considered by the Executive in December 2018 which considered the demand for and supply of Affordable Homes in the City.

6.30. 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.

6.31. In line with Policy H8, the Applicant is committed to delivering 133 affordable homes as part of the Proposed Development, this relates to 22.7% on site provision. Heads of Terms are submitted with the application to this effect and the Applicant will enter into a S106 agreement to secure the delivery of the affordable homes. Discussions have been on going with Registered Providers in relation to the affordable housing offer and it is the intention that the affordable housing block will be transferred to a Registered Provider. The details of which will be secured in the S106.

6.32. This represents a commitment above that required within local policy by the Application to deliver much needed affordable homes in the City Centre in an accessible location and within an established residential community.

6.33. The above therefore demonstrates the significant benefit that the proposal brings through the Applicant's commitment to delivering the affordable homes.

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
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Material considerations

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

6.34. 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.

6.35. 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.

6.36. The NPPF advises that good design is a key aspect of sustainable development. At Paragraph 130 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.

6.37. 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.

6.38. The Residential Quality Guide to Development in Manchester SPD sets a number of design criteria that should be followed within the scheme.

6.39. 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.

6.40. The Proposed Development has been developed by a design team, led by SimpsonHaugh & Partners, with extensive experience in designing large scale developments in the city centre and edge of city centre locations. In addition, landscaping has been developed by Planit-IE.

6.41. The proposed building heights have been carefully considered in relation to the immediate site context and also views from heritage and townscape settings in numerous locations throughout the city.

Architectural Quality and Inclusive Design

6.42. The proposed buildings are well integrated into and positively respond to the immediate tall building cluster, providing a well-defined variation of heights. The positioning of the tallest component (Plot 2a) centrally within the cluster creates a focal point from which other building heights graduate downwards.

6.43. The treatment of the elevations has been carefully considered throughout the design development process to ensure the proposals are robust and deliverable. The material strategy has been developed to respond to the established and emerging context of the area.

6.44. Each of the proposed buildings, including Viadux phase 1, benefits from having a strong compositional relationship with the other, the Beetham Tower, and the urban surroundings. This approach results in a collection of buildings that complement each other and complete this tall building cluster.

6.45. Regarding materials the highest quality materials have been proposed that are appropriate to their purpose and location, and an attention to detailing will be maintained to ensure an exemplar of good design.

6.46. The buildings' location within an existing tall building structure is in line with the criteria as set out in Policy EN2 of the Manchester which notes that tall buildings must be located appropriately.

6.47. In addition, the significant consideration given to implementing the highest quality finishes using the best possible materials is in line with Policy EN2 criteria that in order for tall buildings to be supported they must be of the highest design quality.

Landscaping and Public Realm

6.48. The proposals also contain significant new elements of landscaped space and public realm which will support delivery of the wider SRF vision.

6.49. The landscape masterplan capitalises on the Site's unique elevated setting and expands upon the highly successful green space at Deansgate-Castlefield Metrolink Stop. The new public realm connection to and from the Metrolink Stop leads people between the residential towers (Phase 1 and Plot 2B), down the newly installed public realm lift & stairs into a newly configured connective space, providing a legible link to Great Bridgewater Street.

6.50. The landscaping provides an attractive approach to the Plot 2b residential entrance with seating and a verdant edge to one side of the space. At level 01 two entrances are introduced through the parapet wall, over bridges to retail units within Plot 2b. The granite paving, installed as part of the phase 1 works will be extended to provide a seamless connection.

6.51. The roof gardens between Phase 1 & Plot 2a at level 03 will provide valuable amenity for the residents. A relatively informal design approach is taken to the layout, with a central lawn area and winding routes forming different sized pockets for formal & informal play. A key design driver was the importance of having a design which is visually pleasing on the eye from the apartments above.

6.52. The pedestrian route along Albion Street, in front of the Plot 2a entrance has been improved by the re-alignment of the road to provide a more accessible route into the City. This allows for a taxi drop-off and a more generous public realm and landscaping planting scheme to be provided in the form of rain gardens and tree planting, acting as a buffer to the junction with Great Bridgewater Street.

6.53. The introduction of increased public realm and landscaping improvements are in line with the criteria as set out within Policy EN2 of the Manchester Core Strategy in relation to creating a sense of place and improving sustainability when designing tall buildings.

6.54. A detailed summary of the design and appearance of the Proposed Development is provided within Section 3 of this report as well as the Design and Access Statement produced by Simpson Haugh and Partners and Landscape Statement by Planit-IE in support of this application. Based upon this it is considered that the design and appearance of the Proposed Development is compliant with policies set out within the Local Development Plan.

6.55. In addition, Section 7 of this Planning Statement assesses the Proposed Development against the criteria set out in Policy EN2 of the Manchester Core Strategy and the Tall Building Guidance set by Historic England in full.

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

Other Planning Policy and

- NPPF Paragraph 125 (2023)

6.56. 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.

6.57. 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.

6.58. 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.

6.59. 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).

6.60. Ridge have prepared an energy strategy report to align with national and local planning policy. As part of this energy Strategy Report an Energy Modelling Calculation has been completed to assure compliance with Building Regulations Part L.

6.61. An electric first policy has been implemented into the Proposed Development meaning it is linked to the National Grid, this consequently means as the National Grid decarbonises as does the energy provided to the .

6.62. As part of the low carbon design strategy, the following design initiatives were adopted to reduce the operational energy demand of the building as much as possible:

Be Lean

- Improved thermal fabric performance and air permeability far exceeding the Part L minimum U-Values to reduce heat losses.
- Maximising natural ventilation through openable panels to reduce the reliance on mechanical ventilation.
- Passive solar control through orientation, layout, form, glazing percentages and G-Values to reduce heat gains and mitigate artificial cooling.
- Providing sufficient glazing to ensure natural daylighting targets are achieved and reduce the reliance on artificial lighting.

Be Clean

- Efficient LED lighting.
- Energy efficient plant and white good to reduce unregulated energy load.
- Integrating variable speed pumps and fans to reduce operational energy demand during off-peak hours.
- Highly efficient heat recovery on mechanical ventilation equipment to reduce fresh air heating and cooling loads.
- Occupancy controls to landlord areas on equipment to reduce off-peak energy loads.
- Smart controls of primary plant and plant within landlord areas to optimise performance and match energy usage with demand.
- Energy monitoring of landlord areas and primary plant to develop a real-life picture of energy use and carbon emissions.

Be Green

- Low carbon technologies such as Air Source Ambient Loop coupled with Water Source Heat Pumps for heating, cooling and hot water.

6.63. The Proposed Development has been designed with U-values and air permeability that are lower than the minimum Building Regulations values which is essential in reducing the initial demand for energy and associated CO2 emissions of the building from the outset using passive measures. This will result in less energy required to maintain comfortable conditions inside the buildings as well as the buildings performing better as an insulator. Adopting this approach will also allow the Proposed Development to maximise the use of natural sources of cooling and ventilation which will assist in maintaining comfortable conditions within internal spaces and will allow the heating and cooling system to perform more efficiently.

6.64. Energy measures have then been evaluated to assess which measures suit the Proposed Development the best. This resulted in high efficiency LED lighting being selected coupled with demand operated lighting where appropriate in the form of daylight dimming and absence detection further reducing the energy consumption and CO2 emission associated with the Proposed Development.

6.65. Within the hotel, both Air Handling Units and Mechanical Ventilation with Heat Recovery (MVHR) are proposed. MVHR units is also proposed as the strategy for ventilation within the residential apartments.

6.66. MVHR units will provide fresh air and heat recovery to the individual bedrooms of the Proposed Development as well as the amenity spaces. Heat Recovery reduces the required cooling & heating load which will in turn reduce CO2 emissions that the development produces.

6.67. The most suitable renewable and low carbon technologies identified for the Proposed Development are Local Air Source Heat Pump Hot Water Cylinders to provide hot water to the residential apartments and VRF Air Source Heat Pumps to provide space heating to the amenity space in Plot 2a and Water to Water Heat Pumps to provide hot water to the hotel rooms and amenity areas of Plot 2a.

6.68. As the current proposals all pass the June 2022 release revision of "Approved Building Regulations Part L 2021", referred to as "Part L 2022" in Policy JP-S-2, they will more than exceed the MCC Core Strategy of passing Part L 2013 by 15%.

6.69. The Energy Strategy concludes that the Proposed Development accords with the relevant policies at both national and local level.

6.70. The impact of the Proposed Development in terms of embodied carbon as a result of the Proposed Development is also assessed within the Environmental Impact Assessment.

6.71. It is noted that the concrete frames are the most significant material impact across the scheme 32% of the total embodied carbon impact of the scheme being attributed to reinforced concrete columns, core walls and floor slabs. In addition, the significant coverage of external wall glazing, internal furnishings and building services result in significant contributions to the embodied carbon total.

6.72. As part of the Embodied Carbon Study, mitigation measures for further reducing the construction stage carbon emissions have been identified, these have subsequently been embedded into the design. Therefore, no further mitigation is required because it is concluded that adequate mitigation measures are already in place.

6.73. Notwithstanding these challenges, the assessment concludes that the Proposed Development is within the 5% RIBA 2025 Target for residential buildings (800kgCO2eq/m2).

6.74. 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. This is reflected within figures as outlined within the Transport Assessment which notes that 62% of journeys generated by the Proposed Development will be made by these modes.

6.75. In addition, the Site is highly accessible by sustainable public transport modes including bus, rail and Metrolink. As a result, it is noted within the Transport Assessment submitted in support of this application that a further 24% of journeys generated by the Proposed Development will be via these sustainable modes.

6.76. The Proposed Development is also intended to be car free with no onsite parking on offer to residents, limiting the number of journeys to be made by car.

6.77. 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.

6.78. 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

6.79. Core Strategy Policy DM1 Development Management outlines that all development should have regard to the specific issues including community safety and crime prevention.

6.80. The Proposed Development has been designed in consultation with Greater Manchester Police which has had a direct impact on the security measures proposed. A Crime Impact Statement 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.

6.81. 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.

6.82. 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

Other Planning Policy and Guidance

- Waste and Storage Collection Guidance Note (GD04)

6.83. 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.

6.84. 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, retail and hotel 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.

6.85. Core Strategy Policy EN19 'Waste' requires all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. A Site Waste Management and Servicing Strategy has been prepared by SLR and is included within the Design and Access Statement.

6.86. SLR has been appointed by 'the Applicant' to prepare a Waste Management Strategy in support of this application. The Waste Management Strategy has been prepared with reference to BS 5906:2005 and Manchester City Council's GD04 Waste Storage and Collection Guidance for New Development v7. Consideration has also been given to the National Regulations on Recycling, Storage and the Duty of Care for producers and handlers of waste.

6.87. 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.

6.88. Due to the unique scale of the Proposed Development the waste collections for residential units are proposed to be carried out twice per week, and daily for the hotel use (with a reserve capacity of one day). While, for the retail units it is expected to be collected every day or every other day dependent on the type of operation.

6.89. 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.

6.90. It is concluded that the proposed forecast deliveries, waste management and refuse collection accords with planning policy and is appropriate for this scale of development.

6.91. A full summary of the waste and servicing proposals can be found within Section 3 of this Planning Statement as well as within the Design and Access Statement and Waste and Servicing Report produced by SLR.

6.92. It is anticipated that details of waste management be subject to a compliance condition attached to any subsequent planning permission.

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

Other Planning Policy and Guidance

- NPPF (2023)
- NPPG

Townscape and Visual Impact

6.93. A Townscape and Visual Impact Assessment (TVIA), assessing the impact of the Proposed Development has been undertaken by Virtual Planit and is submitted in the Environmental Statement.

Townscape

6.94. The Townscape Assessment considers the impact of the Proposed Development across the following criteria: townscape character of the Petersfield Character Area; urban grain; land use; building heights; movement and linkages; and public realm and open space.

6.95. During the construction stages, impacts range from negligible adverse (land use, building heights, public realm and open space and site character) to minor adverse (townscape character area, urban grain, movement and linkages).

6.96. In the operational phase, once the Proposed Development is completed, the assessment concludes that it would have a moderate beneficial impact across all townscape criteria, as summarised below:

- It will contribute positively to **townscape character** with new buildings of a scale and massing to reflect the site's location on a prominent junction and major strategic route from the south. The Proposed Development would be in keeping with Petersfield, which is characterised by a blend of historic listed buildings, and modern architecture. The slender vertical form and glazing will allow the Proposed Development to form a well-defined tall building cluster to mark a key gateway within Petersfield. The materiality and contemporary styling also provide a contrast to the warmer tones of historic buildings and structures which are intrinsic to the character of the neighbouring conservation areas, helping visually define the scheme as a landmark site within the Petersfield townscape character area.
- The proposed **urban grain** will repair the broken grain of the area and reflect the wider character of the grain in Petersfield and of the Beetham Tower, to the west. The varied form, scale, massing and arrangement of the buildings reflects the wider context of the Site and infills a currently disjointed site, which has a limited urban grain at a key gateway.
- The provision of a new mix of **land-uses** would respond to uses within the surrounding character area of Petersfield, and the immediately adjacent tall building cluster. The proposed mix of residential, hotel and commercial land-uses in Plots 2A and 2B, respond to the character and mix of land-uses within the Petersfield character area and support and strengthen surrounding character areas, including delivery of affordable homes in the city centre core.
- The proposed **building heights** range from 23 to 76 storeys, and are appropriate to the Site's existing context, in proximity to the Beetham Tower and Viadux Phase 1. The Proposed Development further strengthens this strategic site and its surroundings as a landmark and development cluster on the periphery of the city centre. The design of the three Viadux towers of different heights, with a landscaped central podium level, will result in a scheme of varied massing that achieves a good degree of separation within the scheme and with surrounding buildings. The varied massing, form, scale and arrangement, complement the height of the existing Beetham Tower and creates a stepped effect that makes for a more

diverse skyline, within an emerging cluster of buildings, which includes Axis, and Beetham Tower.

- The Proposed Development will retain and improve the existing **movement and linkages**, activating the former railway arches and surrounding streets accordingly. The existing pedestrian routes through the Site will be hugely improved with a high-quality landscape setting of low-level planting and new trees. Activation primarily occurs along Great Bridgewater Street through the creation of new pedestrian linkages to the north and south. The removal of a section of the deck to the Great Bridgewater Bridge provides an open and visual linkage between the Site and the road below, enhancing the street environment for pedestrians and cyclists (who are traveling along the National Cycle Route 6).
- With respect to **public realm and open space**, the Proposed Development will capitalise on the site's unique, elevated setting, expanding upon the enhanced green space at Deansgate Metrolink. The proposals will vastly improve the pedestrian environment and legibility between Deansgate Metrolink into the site. The streetscene along Albion Street will be enhanced with a new pedestrianised space that forms the entrance to the hotel and restaurant. The space will include new trees and planting with a new vehicular drop off area. Material palettes will tie the landscaped pedestrian route into the adjacent Deansgate Metrolink public space, creating a high-quality large open area, and orientation point into the southern city core. Different material palettes will offer varying character to the landscape podium. A variety of uses are proposed for the landscape podium between the Phase 1 and Plot 2a, which will activate the space with seating areas and terraces.
- The Proposed Development will create an entirely new **site character**, transforming the Site from one of no identity to a high quality scheme that ties into its context, bridges and adjacent spaces. This character will be defined by the physical form and scale of the new buildings, the mix of uses provided within the buildings, through the re-activation of the old railway arches at street level and creation of new public realm areas around them. The development will strengthen the Beetham Tower and its environment as a landmark destination to the south of the city centre, creating a strong tall building cluster.

Visual impact

6.97. The Visual Impact Assessment (VIA) considers 28 viewpoints of the Site and the Proposed Development, considering: the existing baseline scenario (i.e. the Site as it is today); where relevant, the future baseline (including buildings that are currently under construction but not yet visible in the baseline photography); the Proposed Development; and the Proposed Development together with other cumulative developments.

6.98. The VIA is supported by one night-time view (View 4 from Lower Mosley Street) and three kinetic views. The kinetic views allow a more experiential representation of the potential impacts by indicating how moving through a place can change the visibility of a tall building. Kinetic views can allow an appreciation of hidden revealed views which often add interest to the character of an area and can improve the appreciation of the townscape. They can also better reflect the impact on heritage assets and their settings.

6.99. During the construction phase, the VIA concludes that the Proposed Development will lead to:

- Temporary moderate adverse impacts from views 4 (Lower Mosley Street), 11, (Oxford Road/Portland Street), 13 (Princess Street / Mosley Street – St Peter's Square), 14 (Albert Square), 20 (St Ann's Square / St Mary's Gate) and 28 (Albert Square/Friends Meeting House). The construction works (including the emerging building structure, tower cranes and other construction activities) will either by prominent or, in the case of Albert Square dominant, in these views. Cumulative impacts remain temporary moderate adverse in all cases where present.
- Temporary minor adverse impacts from views 1, 3, 5, 6, 12, 15, 17, 21, 22, 25 and 27, where the construction works would be clearly visible from the selected viewpoint. The cumulative impact in View 6 from Deansgate/Quay Street increases to moderate adverse as a consequence of the construction of Great Northern. The cumulative impact in View 25 from Hulme Park increases to moderate adverse because of the construction of buildings across

the Great Jackson Street framework in the view. All other views remain minor adverse when considered together with other committed developments.

- There is a temporary neutral or negligible impact from views 2, 7, 8, 9, 10, 16, 18, 19, 23, 24 and 26.

6.100. During the operational phase once construction is complete, the VIA concludes that the Proposed Development will lead to:

- A moderate beneficial impact from view 4 from the Lower Mosley Street, in the baseline and cumulative scenarios. It would be in-keeping with the towers which form the backdrop to the view whilst, due to the height and closer proximity of Plot 2a, forming a prominent new addition to the view. The Proposed Development does not block views to any listed buildings within the view and contrasting materiality would allow the Midland Hotel and Manchester Central to retain their importance within the view. High quality design and architectural detailing would create a high-quality new landmark within the view. In the night-time view 4, the impact is assessed to be moderate neutral as the architectural detailing would be unlikely to be appreciable at night. A sensitive approach to lighting would allow the subtly illuminated Manchester Central to retain its importance within the night-time view.
- A moderate adverse impact from view 11 from Oxford Road/Portland Street. The Proposed Development would form a prominent new addition to the view, which contrasts with the scale and massing of other development within the view and would detract from the visual prominence of heritage assets within the view. In the cumulative scenario, the impact remains assessed as moderate adverse.
- A moderate adverse impact from view 13 on St Peter's Square. Whilst the Proposed Development would not be out of keeping with the existing character of the view, it would form a prominent new landmark in the view that would detract from the importance of built heritage assets enclosing the Square. High quality design and a sensitive approach to materiality would reduce the overall magnitude of impact. In the cumulative scenario, the impact remains assessed as moderate adverse.
- A moderate adverse impact from view 20 (St Ann's Square) as it would form a tall, slender addition that is uncharacteristic within the existing view. This is true in the baseline and cumulative context.
- A moderate adverse impact from view 278 (Albert Square/Friends Meeting House) the Proposed Development would form a prominent new landmark in the view that would contrast and detract from the importance of built heritage assets in the foreground of the view. High quality design and a sensitive approach to materiality would reduce the overall magnitude of impact and create a contrast with the existing materiality of the heritage assets seen within the view.
- From Albert Square, view 14 results in a moderate neutral impact in the existing and cumulative context. The Proposed development would form a new landmark within the backdrop of the view, which would be in-keeping with the existing character of the backdrop of the view, which is characterised by tall, contemporary buildings. The Proposed Development will not obscure views to listed heritage assets within Albert Square. It would form a perceptible change in the view but would not materially affect the composition or appreciation of the view.
- A minor beneficial impact from views 1, 2, 5, 6, 7, 8, 9, 10, 12, 15, 17, 19, 23, 24, 25 and 26. This is principally as a result of consolidating the tall building cluster around the Beetham Tower and Viadux Phase 1 and as a result of the high-quality architectural design. When considered in the cumulative scenario, the impacts from views 6 (Deansgate), 7 (Castlefield Viaduct) and 25 (Hulme Park) are assessed as being moderate beneficial, as the other committed developments help to consolidate the clusters in the view. View 10 (Medlock Street / A5103) is also assessed to provide a moderate beneficial impact by creating a positive interface at the southern gateway into Manchester, signifying the ongoing development and regeneration of the area.

- A minor adverse impact from views 3, 21 and 22. This impact is not changed in the cumulative scenario.
- Minor neutral or negligible impacts from views 16 and 18.
- There is 'no view' from viewpoint 27.

6.101. In summary, whilst the Proposed Development is assessed to result in instances of temporary adverse impact during the construction phase, once completed it will predominantly result in beneficial impacts upon the townscape and visual setting of the city. These largely beneficial impacts are considered to outweigh relatively isolated instances of minor or moderate adverse impact. A Tall Building Statement considering the proposals against Historic England guidance and the criteria of Policy EN2 is included in the next section of this report.

Heritage

6.102. A Heritage Significant Appraisal (HSA) and a separate Heritage Impact Assessment (HIA) has been prepared by Stephen Levrant Heritage Architecture (SLHA) and are appended to the Heritage Chapter of the ES. Both documents have also been discussed with HE as part of pre application discussions.

6.103. The Planning (Listed Building and Conservation Areas) Act 1990 sets out the general duty on decision makers in exercising their planning functions with respect to heritage assets. Section 66 requires:

"In considering whether to grant planning permission for development which affects a listed building or its setting, the LPA or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses..."

6.104. Section 72 sets out the corresponding duty in relation to conservation areas, it requires:

"In the exercise, with respect to any building or other land in a conservation area, of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area..."

6.105. Chapter 16 of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment.

6.106. Paragraph 205 requires that when considering the impact of the Proposed Development on the significance of the asset, great weight should be given to the asset's conservation, the more important the asset the greater the weight should be.

6.107. Paragraph 208 of the NPPF states that:

"Where a development proposal will lead to *less than substantial harm* to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use."

6.108. The local heritage Development Plan policies detailed in Core Strategy Policies CC9, EN3 and retained UDP Policies DC18.1 and DC19.1 retain the same emphasis as the NPPF, with a focus on the fundamental importance of 'preserving or, where possible, enhancing the historic environment'.

6.109. The NPPF and the associated PPG emphasise the need for a thorough understanding of the significance of heritage assets, to form the basis for the assessment of any development impact. In addition, Core Strategy Policy EN3 evidently requires development proposals to be sensitive to the inherent values of the designated heritage asset, with any impact justified by clear, documentary evidence.

Heritage baseline appraisal

6.110. The HSA is a baseline document that appraises the Site and surrounding heritage assets to ensure a thorough understanding of the significance of assets in order to help inform the design process and also to inform the HIA.

6.111. This document has been shared with Historic England and informed pre-application discussions. In the most part, HE's assessment of baseline significance reflects that of the SLHA's own analysis. With respect to the visual connection and inter-relationship between the former railway station at MCCC and the railway viaduct infrastructure, and consequent understanding of these heritage assets, it is SLHA's contention that this has already been disrupted by modern interventions when viewed from the south. The view of the rear of Manchester Central from the Metrolink Station is considered to be incidental and largely already compromised by Beetham Tower, Viadux Phase 1 and the poor-quality environment of the MCCC service yard. When viewed from the south east on Albion Street, the view is compromised by Axis and the modern Metrolink infrastructure. Whilst the 2022 amended Viadux Phase 2 office consent is not viable and will not be delivered, this extant consent would have obliterated this view completely. There remains ample opportunities to appreciate the relationship between the former railway station and the viaduct, notably from Great Bridgewater Street.

Location and design approach

6.112. With respect to the Site's location and suitability for a building of the scale proposed on Plot 2a, HE's pre-application advice notes that neither the adopted policies of the development plan nor the guidance in the SRF, *"address the issues of buildings of the height now proposed or the resulting impacts from building to such a height. They do not identify the site as a location for a tower of over 70 stories. It is our interpretation that neither policy provide support for the development of an exceptionally tall building here as part of a strategic approach to the planning of tall buildings in the city." (HE correspondence, 11 March 2024).*

6.113. The Applicant disagrees with this interpretation. Core Strategy Policy EN2 states that, "suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes." The Site clearly and demonstrably meets these locational criteria. Policy EN2 then sets criteria against which tall buildings will be assessed, including impact upon the historic environment.

6.114. Both the 2010 Civic Quarter Masterplan (now superseded) and the 2017 SRF identify the opportunity to create a collection of tall buildings at the Site to complement the Beetham Tower and other, at that time, emerging tall buildings in the cluster, so as to, *"deliver the quantum and quality of uses on-site to maximise its immense economic potential and ensure the significant site complexities can be adequately addressed." (2017 SRF, para 5.88).*

6.115. In this regard, it is evident that the City Council has envisaged that tall buildings will be delivered on this Site, which is at a pivotal location at the southern gateway to the City Centre core and adjacent to the Deansgate transport hub. There is no maximum height placed upon the potential height by either Policy EN2 or the SRF. The appropriate height is a matter of good design and appropriate consideration of the impacts of development, in-keeping with the criteria set out in Policy EN2, which are fully and robustly considered within this Statement and the design and technical information submitted with the application.

6.116. With respect to design, pre-application advice from HE makes reference to paragraph 135 [sic: the letter references 133 but clearly intends to reference 135] of the NPPF, which sets criteria for well-designed placed, highlighting specifically criterion (c), which states that plans and policies should ensure that developments, *"are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)."* It also makes reference to the National Design Guide.

6.117. The design evolution of the Proposed Development is summarised in Section 5 of this Statement and detailed to a greater degree in the submitted Design and Access Statement, which demonstrates how the criteria and guidance detailed within the NPPF and associated documents has been considered, together with the guidance set out in HE's Guidance Note 4 Tall Buildings (2022). It is the Applicant's contention that the design of both buildings proposed is of exemplary quality and will be a positive contributor to Manchester's architectural, cultural, and civic landscape.

Direct heritage impacts

6.118. The HIA firstly assesses the direct heritage impact of the Proposed Development on the Grade II Listed Castlefield Viaduct. The direct heritage impact of the Proposed Development is assessed to be 'minor adverse' and at the lower end of *less than substantial harm* in NPPF Terms.

6.119. The proposals do however offer a measured improvement to the consented 2017 scheme as they have been designed to avoid the loss of a significant section of the existing masonry abutments that stabilise the arches, and limit removal to the brickwork only. The Proposed Development also retains a large section of original cast iron girders which were previously consented to be removed as part of the 2017 application, providing a greater degree of visual benefit at street level through the ability to appreciate the historic significance of the structure.

6.120. It is acknowledged that the Proposed Development will lead to the permanent loss of historic fabric on the Castlefield viaduct, which is considered to lead to a minor adverse impact. This is however mitigated through the reactivation of the Viaduct Arches at Street Level, which is enhanced further by the retention of the cast iron girders along Great Bridgewater Street. A new publicly accessible bar is proposed along Great Bridgewater Street which will enable members of the public to experience the viaduct structure rather than this being solely for residential use. The streetscape on Albion Street will also be enhanced through the introduction of the main entrance for the hotel use, which will form an open and attractive new arrival point, bringing people into the reception area located within the arches - again allowing for a greater public appreciation of them. Opening up the arches for public use therefore delivers a direct heritage benefit.

6.121. The current proposals re-activate significantly more of the arches than proposed in the originally consented development. The Applicant's care and attention to sensitively restoring the arches has been demonstrated through the Phase 1 development, which will be carried through to Phase 2. In repairing the streetscene and creating pedestrian friendly routes through and around the Site, the Proposed Development will draw more people to the Site to appreciate the listed viaduct structure. These benefits are acknowledged by HE.

6.122. It is concluded within the Heritage Assessment that the direct heritage impact will be minor adverse, however it is considered that these interventions are appropriately balanced by the long term benefits the revised structural approach will provide alongside the public benefits of the wider scheme.

Visual impact on setting of heritage assets

6.123. The HIA includes a Visual Impact Assessment (VIA) that considers 15 key viewpoints, (supporting a total of 28 views as part of the wider townscape and visual impact analysis) to determine the visual impact of the Proposed Development on the 114 designated heritage assets scoped into the assessment in the surrounding area. The VIA utilises the recommended checklist devised within Historic England's Guidance on 'setting' (December 2017) and Tall Building Guidance (March 2022).

6.124. The Proposed Development is experienced from several points within the immediate and wider townscape. The location of the viewpoints has been established by considering the zone of visual influence, including both Townscape and Heritage views, including kinetic views were agreed with Historic England during pre-application meetings and MCC as part of the EIA Scoping exercise. The Visual Impact Assessment has therefore been designed to identify places from which the Proposed Development will be most visible and thus testing the 'worst case scenario'.

6.125. The impacts on heritage assets as a result of the Proposed Development can be summarised as:

- 3 instances of minor beneficial impact,
- 1 instance of negligible-minor beneficial impact,
- 12 instances of negligible beneficial impact,
- 48 instances of neutral impact,
- 6 instances of negligible adverse impact,
- 4 instances of negligible-minor adverse impact,
- 23 instances of minor adverse impact,
- 11 instances of minor-moderate adverse impact, and
- 6 instances of moderate adverse impact.

6.126. In terms of cumulative impact, the HIA has identified select instances when the impact on the setting of heritage assets will be greater than with just the Proposed Development.

6.127. The cumulative effect results in material change to the conclusions relates to the Grade II Victorian former lockkeeper's cottage. When viewed in isolation, the Proposed Development is considered to create a successful cluster with Viadux Phase 1 and the Beetham Tower, resulting in some negligible beneficial impact. However, when seen alongside committed developments, this cluster is hindered, and the satisfying visual effect is undermined by the sprawl of cumulative schemes. The HIA has therefore identified an additional negligible-minor adverse effect on the setting of this listed building in the cumulative assessment.

6.128. The cumulative impact of the Proposed Development when read alongside the Great Northern Scheme will also give rise to a greater adverse effect on the settings of the Great Northern Warehouse (Grade II*) and Deansgate Terrace (Grade II), with the overall significance of effect deemed as moderate adverse for the warehouse and minor-moderate for Deansgate Terrace.

6.129. Taking this into account, considering both proposed and cumulative scenarios, the VIA concludes that the Proposed Development will lead, in the worst-case scenario, to:

- *Less than substantial harm*, at the high or higher end of the scale of harm, from viewpoints: 4 – Lower Moseley Street (static and kinetic); 6 – Deansgate / Quay Street; 13 – Princess Street / Moseley Street (static and kinetic); 14 – Albert Square; 15 – St John's Gardens; 20 – St Ann's Square (static and kinetic); 28 – St Peter's Square, west side. These views consider variously the setting of: Midland Hotel (Grade II*); Central Library (Grade II*); Town Hall Extension (Grade II*); Town Hall (Grade I); Albert Square Memorial (Grade I); Deansgate Terrace (Grade II*); Great Northern Warehouse (Grade II*); St Johns Street (Nos.11-17, No.19, Nos.21-25 and 25-31 with attached former chapel); Church of St Ann (Grade I); St Peter's Square Conservation Area, Albert Square Conservation Area; and St Johns Conservation Area.

- *Less than substantial harm* at the mid-high end of the scale in viewpoint 3 from Great Bridgewater Street. This view considers the impact upon the setting of Chepstow House (Grade II), Peveril on the Peak (Grade II), and Canada House (Grade II).

- *Less than substantial harm* at the lower or lowest end of the scale from viewpoints: 1 – Deansgate / Castlefield Metrolink; 2 – Albion Street / Whitworth Street; 4 – Lower Mosley Street (night view). These views consider variously the impact upon heritage assets including: Manchester Central (Grade II*); Castlefield Viaduct (Grade II) Briton's Protection (Grade II, minor beneficial impact identified); and 13-15 Albion Street (Grade II, minor beneficial impact identified).

- *Beneficial impact from viewpoints*: 5 – Watson Street (minor beneficial impact on setting of Manchester Central); 9 – Castle Street (minor beneficial impact on setting of the Castlefield Conservation Area and Castlefield Viaduct, and negligible beneficial impact on the lock keeper's cottage (Grade II); and 12 – Liverpool Road (negligible beneficial impacts on the Grade I and II listed assets on Liverpool Road).

6.130. Neutral impact (i.e. no harm) from viewpoints 22 and 27.

6.131. The visual impact on the setting of heritage assets remains unchanged as per the April 2024 submission

6.132. Overall, the HIA concludes that:

"*The development is experienced from several points within the immediate and wider townscape, with adverse impacts ranging from negligible adverse to moderate adverse. When considered on a collective basis, the level of harm is identified as 'less than substantial', albeit on the higher end of this scale. This harm would be both individually to the designated heritage assets as well as their collective significance as a coherent group, in the case of the assets contained in St. Peters Square*." (HIA, page 59)

6.133. The HIA goes on to state:

"*As evidenced by the VIA and ensuing discussion, despite the height and scale of Viadux Plot 2a, even when experienced alongside future baseline and cumulative development, the architectural*

and historic interest of the key listed buildings affected, including: the Midland (Grade II), Central Library (Grade II*), Manchester Town Hall (Grade I) and the Town Hall Extension (Grade II*) will be affected in certain views, but their special interest will not be seriously affected to the point that the key elements of their significance is cannot be appreciated.*

6.134. As stressed within the PPG, "*it is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed". Whilst Viadux Phase 2a is indeed of considerable scale, the degree of harm is assessed to be on the high end of less than substantial. This position on harm was agreed with Historic England during pre-application discussions*." (HIA, page 60).

6.135. At the pre-application consultation on 26 March 2024 the VIA was presented and discussed with HE officers. All parties agreed with the assessment that the level of harm is 'less than substantial', albeit at the higher end of the scale of harm, affecting a significant number of nationally significant heritage assets. This is reflected in HE's response to the April 2024 submission. In addition, the Applicant met with HE on 8 October 2024 to present the scheme as currently submitted. In this meeting HE's position was re-confirmed and it was noted that the changes to the Proposed Development do not alter their previous advice.

6.136. The Proposed Development must therefore be tested against Paragraph 208 of the NPPF. It is for the decision-maker to determine whether the public benefits outweigh the harm caused by the Proposed Development. Section 8 of 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 instances of less than substantial heritage harm.

Archaeology

6.137. An Archaeological Assessment has been undertaken by Civic Heritage to establish the nature and significance of the sub-surface archaeological resource within the area and assess the impact of any future development upon this resource in line with Core Strategy Policy DC20 and DM1.

6.138. The Archaeological assessment highlights that previous investigations associated with the Viadux Phase 1 development (115871/FO/2017) revealed Roman remains within the north-west part of the Site, comprising a Romano-British pit or linear feature. Further remains were also discovered mainly within the centre of the Site.

6.139. In addition, the potential for the Site to contain further buried is considered to be high with any remains likely to be of low (local) to medium (regional) significance and, without a programme of mitigation, there is potential for these to be damaged.

6.140. The NPPF notes that where loss of the whole or material part of non-designated heritage asset's significance is justified by a development, the developer is required to record that asset and advance understanding of its significance, and to make this publicly accessible.

6.141. Consequently, if it is deemed that any further investigation is required the exact scope and extent of any such further investigation of the Site will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council.

6.142. It is however concluded that following consultation with GMAAS, it is anticipated that a programme of archaeological evaluation (either consisting of a strip, map and record or trial trenches) should take place within the Site to establish the presence or absence of buried archaeological remains, and if present, their extent and significance.

6.143. In addition, archaeological monitoring in the form of a watching brief should take place during any ground-breaking works beneath the main roads and the road junction in the north-eastern corner of the site.

6.144. It is expected that a condition be added to any consent requiring a programme of archaeological investigation and a watching brief.

6.145. 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 National Planning Policy Framework.

6.146. Based upon the above the Proposed Development is considered to be in compliance with the Development Plan and NPPF with regards to Archaeology.

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

6.147. Core Strategy Policy T2 Accessible Areas of Opportunity and Needs sets out that in developments regard should also be given to the need for disabled and cycle parking provision.

6.148. Core Strategy Policy CC5 Transport 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.

6.149. A Transport Assessment, Framework Travel Plan and full EIA Chapter have been prepared by SLR Consulting Ltd in order to assess the impact of Viadux Phase 2.

6.150. Consultation responses were received to the April 2024 submission from MCC Highways in relation to the proposed traffic and transport strategy. The revised submission has reviewed all previous comments and the transport strategy has been updated as necessary.

Trip generation

6.151. The Proposed Development will be car free as it seeks to contribute to Manchester's wider vision of encouraging a modal shift away from private car usage and towards more sustainable modes such as public and active transport.

6.152. Due to its City Centre location, the Site is highly accessible by a range of sustainable transport primarily through the Metrolink. A full overview of Metrolink accessibility is provided within Section 3 of this report. The Deansgate Interchange, intersecting the Site, serves as a major gateway into the City Centre. This offers residents a convenient and sustainable transport option, providing regular services across the city centre and the Greater Manchester region.

6.153. The Site is also located within walking distance to both Manchester Piccadilly and Manchester Oxford Road Rail Stations respectively which offer regular services across the Greater Manchester region and nationally. In addition, the Site is located within walking distance to numerous bus stops, most notably those on the Oxford Road Corridor, offering regular services across Greater Manchester. This offers a further sustainable transport option located within walking distance from the Site.

6.154. 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.

6.155. In terms of trip generation it is noted that the 380 additional trips will be generated by the residential development in the traditional AM peak hour (08:00-09:00) and 338 two-way total person trips in the traditional PM peak hour, split between the following modes:

- Walking
- Cycling
- Bus
- Rail
- Metrolink
- Taxi

- Vehicles (LGVs/OGVs/Car Club Trips)

6.156. Based upon the trip generation exercise conducted as part of the Transport Assessment it has been concluded that 85% of trips estimated to occur as a result of the Proposed Development will be via sustainable modes of travel with the majority being on foot. As the Proposed Development will provide no on-site parking there will be very little traffic impact with the only vehicle trips being servicing and delivery trips and drop-off pick-up trips such as taxis.

6.157. In terms of trip generation for the hotel use SLR forecasts show that approximately 500 trips would be generated by a 160 room hotel development, with the majority of these trips being taken on foot and approximately a third being taken via public transport.

Highway improvements

6.158. As part of the Proposed Development there will be highway improvements to Albion Street and Great Bridgewater Street to significantly enhance the environment for pedestrians and cyclists. In particular this will narrow Albion Street, providing a taxi drop-off outside of the entrance, widening the footway, provide a signalised pedestrian crossing at the signals with Great Bridgewater Street improve the cycle facilities and transform Great Bridgewater Street with improved paving and public realm along with lighting improvements.

6.159. With this layout the junction is reduced in scale to make the pedestrian crossing distances shorter, and the proposals will also resolve the substandard left turn from Albion Street into Great Bridgewater Street which is not designed for larger vehicles turning such as Manchester Central event vehicles.

Manchester Central Convention Complex Operation

6.160. Manchester Central is Manchester's premier conference facility and so it is imperative that the Proposed Development does not undermine its successful operation.

6.161. The primary change to the Trafford street junction is the removal of the left turn slip road, which will significantly improve the pedestrian environment on Albion Street by reducing the extent of highway that needs to be crossed and allowing for the improvements to the public realm proposed . Alternative solutions have been assessed that could allow drivers to turn directly right out onto Trafford Street, however, there is insufficient space prior to the Whitworth Street Junction. The changes to the Junction have been assessed by SLR, the results of which demonstrate even the largest vehicles expected at Manchester Central will still be able to use the Trafford and Albion Street junction without compromise to their operation.

6.162. The Proposed Development will also result in changes to the MCCC service yard. The proposed change to the core structure means that the core comes through the viaduct structure below into the existing service yard area. As such, the service yard is being extended as part of the amended proposals to form part of the roof structure of the Plot 2a ground floor. For full details of the proposed amendments to the MCCC service yard please refer to the Transport Assessment prepared by SLR and submitted in support of this application.

6.163. The structural interventions and resulting service yard layout has been designed through a period of ongoing consultation with the operators of Manchester Central Convention Complex between January 2023 and November 2024 in order to reach a solution that does not infringe on the successful operation of the conference centre.

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 – Chapter 14
- PPS25

6.164. 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 SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.

6.165. The Flood Risk and Drainage Strategy has been prepared by Renaissance in line with PPS25 and Core Strategy Policy EN14 and is submitted in support of this planning application.

6.166. The total site area is approximately 1.49 hectares and following scrutiny of the Environment Agency flood maps it has been identified that the Site lies within be within 'Very low' risk 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. An FRA is therefore required to support a planning application.

6.167. The FRA concludes that sources of flooding are considered to be very low across the entire Viadux Site. The FRA has identified the Site has a very low risk of flooding from surface water while there is not considered to be a risk from groundwater flooding, sewer flooding and flooding from reservoirs.

6.168. In terms of drainage, the drainage strategy will account for increases in storm intensities of 40% and 45% for the 1 in 30-year and 1 in 100-year events respectively, which is consistent with the effects of climate change for a development with a design life of 100 years, as outlined in NPPF.

6.169. 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 highlighted various potential SuDS that have been identified as appropriate for this development site and it is expected that final SuDS details will be agreed via a condition attached the any subsequent planning consent.

6.170. In terms of the Surface Water Drainage Strategy, works related to Phase 2 will spread across the Site. It is therefore proposed that separate surface (and foul) water networks are to collect the run off from the building roofs and external hard landscaping for each of the phases. Each system will connect to the combined sewers within the surrounding highways via new connections.

6.171. Based upon the above the Proposed Development is considered to be wholly in compliance with the Development Plan and NPPF with regards to Flood Risk and Drainage.

6.172. It is anticipated that the Council's standard drainage conditions be attached to any subsequent planning permission.

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

Other Planning Policy and Guidance

- Manchester's Green and Blue Infrastructure Strategy (2018 updated in 2022)

6.173. An Ecological Survey, prepared by Penny Anderson, in line with the requirement of Core Strategy Policy EN15, is submitted in support of this Application.

6.174. The Ecological Survey notes that the Site contains no nature conservation sites, and none are located within 2km of the site. Any nature conservation sites located outside this are very unlikely to be impacted by the Proposed Development. Any identified non-statutory sites are of a sufficient distance from the Site that they are unlikely to be impacted by the Proposed Development.

6.175. In terms of habitats identified on Site it is concluded that these are widespread and common throughout Greater Manchester and the UK. None of the plant species recorded on site are either Nationally Scarce or Nationally Rare or of any other conservation significance.

6.176. A Bat Roost Assessment has also been undertaken in support of this application to assess the potential for bats and nesting birds on Site. In terms of the potential for Bats the structures the Site was assessed to have negligible potential for supporting roosting bats due to the level of construction activity present and the generally solid brickwork internally. It was therefore concluded there are no further recommendations in respect to bats and their roosts.

6.177. In terms of nesting birds, the Site is considered to provide a limited foraging resource or local populations of birds. The Site is therefore unlikely to form a key part of the foraging habitat for any local population of notable bird species. It is identified that the underside Calibri Light of the bridge on Great Bridgewater Street offers suitable nesting habitat for feral pigeon however this will not be disturbed as part of these works. If this is to change prior to commencement to works a check for nesting birds will be undertaken and as well as any necessary mitigation.

6.178. A Biodiversity Net Gain assessment was also undertaken by Penny Anderson Associates. The assessment concluded that significant ecological enhancement was expected as part of the Proposed Development with an estimated improvement of +0.38 biodiversity units. This translates to an improvement of well over 10% due to the limited number of habitats currently present on Site.

6.179. Based upon the above the Proposed Development is considered to be wholly in compliance with the Development Plan and NPPF with regards to Ecology and Biodiversity.

Ground Conditions

Relevant policies and guidance:

Development Plan

- Core Strategy Policy EN18 – Contaminated Land and Ground Stability

Other Planning Policy and Guidance

- NPPF Paragraph 183

6.180. Paragraph 189 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.

6.181. A Phase I Geo-Environmental Assessment Report has been prepared by Renaissance and is submitted in support of this planning application.

6.182. The report notes that the Site has had several historic uses including burial grounds, cotton mill, iron foundry, railway engineering works and car park.

6.183. A Preliminary Conceptual Site Model (CSM) has been undertaken. This identifies where the potential contaminants and receptors have been assessed as to whether a plausible source-pathway-receptor pollutant linkage for the proposed end use of the Site exists. Other than made Ground (which is Moderate / low) the level of risk for all receptors is low.

6.184. Due to the proposed residential use and to confirm the assessed levels of risk noted within the Phase 1 Geo-Environmental Assessment further intrusive investigations will be required. Various phases of detailed intrusive investigation works have already been carried out to date, however, for completeness as part of the Phase 1 Desk study the following additional works have been recommended:

- Windowless sampling, trial pitting and rotary cored drilling.
- Installation of standpipes in boreholes to allow gas concentrations and groundwater levels to be monitored.
- Geotechnical testing of soils and rock.
- Contamination analyses of soil, surface water and groundwater.

6.185. The above works as recommended will also determine if there is a requirement for any remedial works to be undertaken.

6.186. It is anticipated that prior to the commencement of development, 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 consent.

Noise and Vibration

Relevant policies and guidance:

Development Plan

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

6.187. 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.

6.188. Consultation responses were received to the April 2024 submission from the Environmental Health Officers in relation to noise and vibration. The revised submission has reviewed all previous comments and technical report and chapter have been updated as necessary.

6.189. A Noise and Vibration Assessment has been undertaken by Jameson Acoustics assessing the impact of Viadux Phase 2. Noise surveys have been conducted to determine the pre-existing daytime and night time noise levels at and around the Site.

6.190. The report present within the ES chapter notes that any noise generated as a result of construction are to be minimised in line with mitigation methods set out within the BS 5228 and Advisory Leaflet 72. Where possible low noise and vibration methods will be used wherever practical and appropriate acoustic screening will be implemented wherever necessary. This will keep noise and vibration levels generated as a result of the construction of the Proposed Development to the lowest level possible.

6.191. During operation the principal noise source associated with the Proposed Development will be building services plant. Building services plant noise emissions from the Proposed Development will be controlled through careful design and specification of building services plant and by provision of attenuators where required, to meet the noise emissions criteria at each noise sensitive receptor at and around the Application Site.

6.192. An assessment of the noise associated commercial operation noise has shown a negligible impact on noise sensitive receptors at and around the Site. No mitigations measures are therefore proposed in this regard.

6.193. An assessment of noise associated with changes in Road Traffic Noise has shown a negligible impact on noise sensitive receptors at and around the Site. No mitigations measures are therefore proposed in this regard.

6.194. Potential environmental and entertainment noise affecting the residential dwellings was also assessed in relation to the Proposed Developments, notably the potential impact on living room and bedroom space from MCCC and Deansgate Locks.

6.195. The assessment sets out the minimum recommended sound reduction index of the curtain walling specifications for the Proposed Development also sets out the performance requirements the complete system will require to achieve this. These are summarised below:

- appropriate high-performance double/triple glazed windows
- acoustically enhanced spandrel panels
- Frames would require acoustic cavity in-fills

- All non-vision panels/zones would need to be internally lined with 2 layers of 15 mm dense plasterboard

6.196. Prospective curtain walling will also be subject to off-site sound reduction testing at a suitably accredited acoustic laboratory to demonstrate the sound reduction performance stipulated by the Minimum Sound Reduction Index.

6.197. The potential impact of Tram generated noise on the Proposed Development is also assessed.

6.198. The potential impact of the Tram generated noise on the Proposed Development is also assessed. The results demonstrate that structure-borne noise levels caused by the tram are predicted to fall below the proposed limit in all areas assessed.

6.199. Based upon the above the Proposed Development is considered to be wholly in compliance with the Development Plan and NPPF with regards to Noise and Vibration.

6.200. It is expected that a standard condition will be applied to any subsequent condition in relation to the Plant noise.

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)

6.201. The AVO Residential Design Guide recommends that when using provisions for purge ventilation, such as opening windows, an assessment is carried out for the potential effect of the subsequent internal noise levels within the apartment rooms.

6.202. The AVO sets out that it is 'intended to be used by acoustics practitioners as well as all those involved in the planning, development, design and commissioning of new dwellings. It recommends an approach to acoustic assessments for new residential development that takes due regard of the interdependence of provisions for acoustics, ventilation and overheating'.

6.203. In relation to overheating, the AVO sets out that 'a good design process should… seek to minimise heat gains thereby reducing the amount and duration of ventilation required to control overheating and the consequential effect from increased ingress of noise'.

6.204. The AVO presents a method for assessing the risk of an adverse effect on occupants depending on 1) the potential internal noise level within apartments with windows open and 2) the duration of window opening.

6.205. Each apartment shall be provided with a whole house mechanical ventilation heat recovery (MVHR) system to maintain fresh air quality and provide heat recovery functionality, designed to achieve a high SAP rating in relation to the building regulation. Air volumes shall be determined to satisfy the requirements of the Approved Document Part F of the Building Regulations.

6.206. Commercial spaces will be provided with mechanical ventilation heat recovery (MVHR). Again, air volumes shall be determined to satisfy the requirements of the Approved Document Part F of the Building Regulations and CIBSE Guides and the specific Fan Power requirements of the Approved Document Part L of the Building Regulations. The MVHR units shall be in the ceiling void. Each unit shall draw fresh air and discharge extract through the façade.

6.207. Local extract will be installed in spaces such as bin stores, stores and other ancillary areas. The extract fan will be installed in the ceiling void and will have the option to operate on a temperature sensor or an occupancy sensor (PIR). The mechanical extract installed within the bin stores will operate continuously.

6.208. The ground floor reception in Plot 2a will be ventilated by displacement ventilation. Displacement ventilation introduces low velocity fresh air from the floor void into the reception area without mixing the fresh air and room air.

6.209. The swimming pool and associated areas will be ventilated through a dedicated Air Handling (AHU) installed on the intermediate plant deck. Swimming pools suffer from high humidity as water evaporates from the surface of the pool and without dedicated ventilation this can lead to deterioration of internal conditions. The AHU, which will include heat recovery with a minimum efficiency of 80% and dehumidification, will provide balanced continuous ventilation to the swimming pool, sauna, steam room and associated areas such as the changing rooms.

6.210. The kitchen will be ventilated through dedicated Air Handling Unit (AHU) installed on the intermediate plant deck. The AHU will feature a filtration system consisting of an Electrostatic Precipitator (ESP) and short wavelength ultraviolet radiation (UV-C) to remove oil, smoke, grease and odour from the return air. The filtration system will consist of an Electrostatic Precipitator (ESP) with integral sumps to collect oil, grease and smoke particles filtered out of the exhaust air.

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

6.211. In line with Core Strategy Policy EN16 'Air Quality', an Air Quality Assessment has been prepared by Hydrock assessing the impact of Viadux Phase 2, is submitted in support of this planning application, forming Chapter 8 of the ES.

6.212. The Proposed Development has been assessed based upon the potential impacts with regards to air quality specifically related to the effects during the construction period.

6.213. Existing baseline conditions have been reviewed. The predominant source of pollution in the surrounding area is vehicles using the local road network. Baseline air quality at the Site and surrounding locale, as shown by monitoring data and Defra's modelled data show that predicted background concentrations of nitrogen dioxide (NO2) and particulate matter (PM10 and PM2.5) at the Site and surrounding locale are all below the relevant Air Quality Assessment Levels (AQALs). Local air quality monitoring has shown exceedances of the annual mean AQAL for NO2 in recent years, along major roads. The construction phase assessment was undertaken in line with the relevant Institute of Air Quality Management (IAQM) guidance which predicts effects based on demolition, earthworks and construction phase activities.

6.214. Operational Phase effects were not assessed in relation to the Proposed Development as they were deemed insignificant.

6.215. The construction phase assessment predicted that construction activities associated with the Proposed Development have a high risk of dust impacts and a high risk of human health impacts, thus defining the Site with an overall high risk of impacts.

6.216. However, through adopting appropriate mitigation measures, such as that recommended within the IAQM, mean that this risk is reduced to negligible, and the residual effects are deemed insignificant. Such mitigation measures include erecting solid screens or barriers around activities likely to create dust, using water sprays to dampen down any dust, and covering stockpiles to prevent wind whipping. All appropriate mitigation will be secured through a Construction Environmental Management Plan. It is expected a condition will be attached to any subsequent consent to secure this.

6.217. Based upon the above it is considered that the impact of the Proposed Development on Air Quality is in line with the local development plan.

Wind

Relevant policies and guidance:

Development Plan

- Core Strategy Policy EN2 – Tall Buildings

Other Planning Policy and Guidance

- NPPF Paragraph 130

6.218. 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."

6.219. A wind tunnel and CFD study have been carried 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.

6.220. The study combines measured pedestrian level wind speeds at key areas in and around the Site with long-term wind frequency statistics to determine the probability of local wind speeds exceeding comfort and safety thresholds for a range of common pedestrian activities. This defines the type of activities for which the wind conditions would be safe and comfortable.

6.221. Several iterations of the design have been developed and tested in the wind tunnel within the context of both existing and future surrounds, and, where appropriate, mitigation measures have been developed to ensure that conditions are comfortable for existing and planned uses within the Site and surrounding area.

6.222. The findings of the wind tunnel study have been considered and incorporated within the design. Additional CFD modelling has been undertaken to test the latest proposals and the embedded mitigation measures.

6.223. During construction it has been concluded that mitigation measures are not required due to the lack of impacts during this phase of development.

6.224. During operation additional mitigation is required to mitigate against wind safety exceedances at Great Bridgewater Street (location 96), it is proposed that a glazed canopy structure be provided at the northern edge of level 01, final details are to be secured via planning condition.

6.225. Full details of the study and adopted mitigation measures are provided within the Wind Chapter within the Environmental Impact Assessment and the associated appendices included within this application.

6.226. It Is anticipated that final mitigation measures will be secured and validated through further wind tunnel testing once the final details of the landscaping scheme are submitted via a condition attached to any subsequent planning permission.

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)

6.227. A Sunlight, Daylight and Overshadowing Assessment assessing the impact of Viadux Phase 2 has been carried out by GIA. This includes the preparation of an ES Chapter which is submitted as part of this Application.

6.228. The assessment of daylight, sunlight and overshadowing effects is based principally on the amount of visible sky before and after the construction of a new development.

6.229. 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.

6.230. 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).

6.231. 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.

6.232. The following properties were assessed in detail in relation to daylight and sunlight impacts within the Environmental Impact Assessment:

Hill Quays

Daylight:

6.233. A total of 192 windows serving 95 rooms were assessed for daylight within this building.

6.234. Any changes in daylight amenity (VSC & NSL) to 78 (82%) of the 95 rooms assessed will be fully BRE compliant. The effect upon daylight amenity within these 78 rooms is therefore considered to be negligible (not significant).

6.235. In accordance with the significance criteria described above, 8 (8%) of the remaining 17 rooms will experience changes in VSC and/or NSL which are minor. The effect upon the daylight amenity within these 8 rooms is therefore considered to be minor adverse (not significant).

6.236. One of the windows serving each of the remaining 9 rooms has a very low baseline VSC level (0.1% to 4.7%) due to their recessed location under balconies restricting their view of the sky. The unnoticeable 0.1% and 1.5% absolute VSC changes therefore disproportionately represent themselves as being of moderate to major adverse significance. As absolute VSC changes of this level will not be noticeable to the occupants and all of the rooms are fully BRE compliant in NSL terms, the overall effect upon the daylight amenity within these rooms is considered to be minor adverse (not significant).

6.237. The overall effect of the Proposed Development upon the daylight amenity within this property is considered to be minor adverse (not significant).

Sunlight:

6.238. Any changes to the sunlight amenity within the 60 rooms will be fully BRE compliant. The effect upon sunlight amenity within this property is therefore considered to be negligible (not significant).

Lumiere Building

Daylight:

6.239. A total of 130 windows serving 89 rooms were assessed for daylight within this building.

6.240. Any changes in daylight amenity (VSC & NSL) to 87 (98%) of the 89 rooms assessed will be fully BRE compliant. The effect upon daylight amenity within these 87 rooms is therefore considered to be negligible (not significant).

6.241. In accordance with the significance criteria described above, 1 (1%) of the remaining 2 rooms will experience changes in VSC and/or NSL which are minor. The effect upon the daylight amenity within this 1 room is therefore considered to be minor adverse (not significant).

6.242. The window serving the remaining room (a bedroom) has a very low (0.3%) baseline VSC level due to its low level location under a balcony restricting its view of the sky. The unnoticeable 0.1% absolute VSC change therefore disproportionately represent itself as being of moderate adverse significance. As an absolute VSC change of this level will not be noticeable to the occupants and the room is fully BRE compliant in NSL terms, the overall effect upon the daylight amenity within this room is considered to be minor adverse (not significant).

6.243. The overall effect of the Proposed Development upon the daylight amenity within this property is considered to be minor adverse (not significant).

Sunlight:

6.244. Any changes to the sunlight amenity within the 10 rooms will be fully BRE compliant. The effect upon sunlight amenity within this property is therefore considered to be negligible (not significant).

357-361 Deansgate

Daylight:

6.245. A total of 43 windows serving 36 rooms were assessed for daylight within this building.

6.246. Any changes in daylight amenity (VSC & NSL) to 34 (94%) of the 36 rooms assessed will be fully BRE compliant. The effect upon daylight amenity within these 34 rooms is therefore considered to be negligible (not significant).

6.247. The windows serving the remaining 2 rooms will experience either a BRE compliant or a 0.1% absolute change in VSC and the rooms will experience absolute changes in NSL of 0.1 sqm i.e., a 10cm square area of each room will not be able to see the sky from working plane height with the Proposed Development in place. The effect upon the daylight amenity within these 2 rooms is therefore considered to be minor adverse (not significant).

6.248. The overall effect of the Proposed Development upon the daylight amenity within this property is considered to be minor adverse (not significant).

Sunlight:

6.249. All 4 rooms material for consideration in sunlight terms will experience no change in their sunlight amenity with the Proposed Development in place. The effect upon sunlight amenity within this property is therefore considered to be negligible (not significant).

Deansgate Quay

Daylight:

6.250. A total of 81 windows serving 43 rooms were assessed for daylight within this building.

6.251. Any changes in daylight amenity (VSC & NSL) to 38 (88%) of the 43 rooms assessed will be fully BRE compliant. The effect upon daylight amenity within these 38 rooms is therefore considered to be negligible (not significant).

6.252. In accordance with the significance criteria described above, 1 (2%) of the remaining 5 rooms will experience changes in VSC and/or NSL which are minor. The effect upon the daylight amenity within this 1 room is therefore considered to be minor adverse (not significant).

6.253. The windows serving the remaining 4 rooms have low baseline VSC level (6% to 7.6%) due to their recessed locations restricting their view of the sky. The unnoticeable 2% to 2.5% absolute VSC changes therefore disproportionately represent themselves as being of moderate adverse significance. As absolute VSC changes of this level will not be noticeable to the occupants and all of the rooms will continue to benefit from daylight distribution at working plane height (NSL) to between 58% and 66% of the room areas, the overall effect upon the daylight amenity within these rooms is considered to be minor adverse (not significant).

6.254. The overall effect of the Proposed Development upon the daylight amenity within this property is considered to be minor adverse (not significant).

Sunlight:

6.255. Any changes to the sunlight amenity within the 17 rooms will be fully BRE compliant. The effect upon sunlight amenity within this property is therefore considered to be negligible (not significant).

Ropeworks Apartment Block 1

Daylight:

6.256. A total of 208 windows serving 88 rooms were assessed for daylight within this building.

6.257. Any changes in daylight amenity (VSC & NSL) to 67 (76%) of the 88 rooms assessed will be fully BRE compliant. The effect upon daylight amenity within these 67 rooms is therefore considered to be negligible (not significant).

6.258. In accordance with the significance criteria described above, 8 (9%) of the remaining 21 rooms will experience changes in VSC and/or NSL which are minor. The effect upon the daylight amenity within these 8 rooms is therefore considered to be minor adverse (not significant).

6.259. 11 of the remaining 13 rooms are all served by 5 windows which will experience VSC changes ranging from minor to major in significance. The windows experiencing moderate or major changes all have low baseline VSC levels (0.9% to 8.1%) due to their location under balconies restricting their view of the sky. The unnoticeable 0.4% to 2.8% absolute VSC changes therefore disproportionately represent themselves in terms of significance. As absolute VSC changes of this level will not be noticeable to the occupants and all of the rooms will continue to benefit from daylight distribution at working plane height (NSL) to between 70% and 96% of the room areas with changes no greater than minor adverse, the overall effect upon the daylight amenity within these rooms is considered to be minor adverse (not significant).

6.260. The remaining 2 rooms are served by just one window but, as above, they both have low baseline VSC levels (3% to 5.7%) due to their location under balconies restricting their view of the sky. As a result, the unnoticeable 1% to 2.2% absolute VSC changes therefore disproportionately represent themselves in terms of significance. As absolute VSC changes of this level will not be noticeable to the occupants and all of the rooms will continue to benefit from daylight distribution at working plane height (NSL) to between 71% and 93% of the room areas with changes no greater than minor adverse, the overall effect upon the daylight amenity within these rooms is also considered to be minor adverse (not significant).

6.261. The overall effect of the Proposed Development upon the daylight amenity within this property is considered to be minor adverse (not significant).

Sunlight:

6.262. Any changes to the sunlight amenity within the 11 rooms will be fully BRE compliant. The effect upon sunlight amenity within this property is therefore considered to be negligible (not significant).

Viadux Phase 1

Daylight:

6.263. A total of 798 windows serving 418 rooms were assessed for daylight within this building.

6.264. In accordance with the significance criteria described above, 133 (32%) of the 418 rooms will experience changes in VSC and/or NSL which are minor. The effect upon the daylight amenity within these 133 rooms is therefore considered to be minor adverse (not significant).

6.265. One or more of the windows serving the remaining 285 (68%) rooms will experience changes in VSC which are major adverse in significance when expressed in percentage of baseline terms. The rooms served by these windows will, again in percentage of baseline terms, experience changes in NSL which range from minor to major adverse.

6.266. Paragraph F7 of the BRE guidelines states:-

"In assessing the loss of light to an existing building, the VSC is generally recommended as the appropriate parameter to use. This is because the VSC depends only on obstruction, and is therefore a measure of the daylit environment as a whole."

6.267. The reason for the large VSC changes to the above referenced windows is because, in the Existing Baseline scenario, the windows serving these 285 rooms enjoy uncharacteristically high levels of sky visibility (31.9% to 39.6%) which are reduced to between 12.8% to 20.3% which, as can be seen from the retained VSC levels detailed in Table 10.4, are very reasonable considering the City Centre location of this property.

6.268. In view of the very reasonable levels of retained daylight amenity, the effect of the Proposed Development upon these 285 rooms is considered to be minor adverse (not significant).

6.269. In summary, the overall effect of the Proposed Development upon the daylight amenity within this property is considered to be minor adverse (not significant).

Sunlight:

6.270. Any changes to the sunlight amenity within the 190 rooms will be fully BRE compliant. The effect upon sunlight amenity within this property is therefore considered to be negligible (not significant).

Great Northern Tower

Daylight:

6.271. A total of 95 windows serving 54 rooms were assessed for daylight within this building.

6.272. Any changes in daylight amenity (VSC & NSL) to 52 (96%) of the 54 rooms assessed will be fully BRE compliant. The effect upon daylight amenity within these 52 rooms is therefore considered to be negligible (not significant).

6.273. In accordance with the significance criteria described above, 1 of the remaining 2 rooms will experience changes in VSC and/or NSL which are minor. The effect upon the daylight amenity within this room is therefore considered to be minor adverse (not significant).

6.274. The windows serving the remaining room have very low baseline VSC levels (1.1% and 0.3%) due to their low level, enclosed location and balconies restricting their view of the sky. The unnoticeable 0.2% and 0.3% absolute VSC changes therefore disproportionately represent themselves as being of minor and major adverse significance. As absolute VSC changes of this level will not be noticeable to the occupants, the overall effect upon this room is considered to be minor adverse (not significant).

6.275. The overall effect of the Proposed Development upon the daylight amenity within this property is considered to be minor adverse (not significant).

Sunlight:

6.276. 54 rooms were assessed for sunlight within this property on the basis that they are orientated to within 90 degrees of due south.

6.277. Any changes in sunlight amenity to 50 of the 54 rooms assessed will be fully BRE compliant. The effect upon sunlight amenity within these 50 rooms is therefore considered to be negligible (not significant).

6.278. In accordance with the significance criteria described above, 1 of the remaining 3 rooms will experience changes in APSH which are minor. The effect upon the sunlight amenity within this room is therefore considered to be minor adverse (not significant).

6.279. Based on the size of their windows and recessed location, the remaining 3 rooms are likely to be bedrooms, which do not need to be assessed for sunlight amenity.

6.280. The overall effect of the Proposed Development upon the sunlight amenity within this property is considered to be minor adverse (not significant).

Axis Tower

Daylight:

6.281. A total of 355 windows serving 256 rooms were assessed for daylight within this building.

6.282. Any changes in daylight amenity (VSC & NSL) to 115 (45%) of the 256 rooms assessed will be fully BRE compliant. The effect upon the daylight amenity within these 115 rooms is therefore considered to be negligible (not significant).

6.283. In accordance with the significance criteria described above, 70 (27%) of the remaining 141 rooms will experience changes in VSC and/or NSL which are minor. The effect upon the daylight amenity within these 70 rooms is therefore considered to be minor adverse (not significant).

6.284. One or both of the windows serving 47 of the remaining 71 rooms (all bedrooms) will experience changes in VSC which, in percentage of baseline terms, are from minor to major in significance. One of the windows serving each room will, however, retain VSC levels of in excess of 18.1% and, as a result, all of the rooms will be affected to a negligible to minor adverse extent in NSL terms and all 47 rooms will retain daylight distribution to between 53% and 99% of their areas. The effect upon the daylight amenity within these 47 bedrooms, which by virtue of their usage have a lower expectation for daylight amenity, is therefore considered to be minor adverse (not significant).

6.285. The remaining 24 single aspect rooms (22 bedrooms and 2 LKDs) will experience changes in both their VSC and NSL levels which are minor to moderate adverse in significance. With the exception of 2 bedrooms, which by virtue of their usage have a lower expectation for daylight amenity, the compliant windows serving these rooms will retain VSC levels of between 21.9% and 29.4% which, as can be seen from the retained VSC levels detailed in Table 10.4, are very reasonable considering the City Centre location of this property. In view of the very reasonable levels of retained daylight amenity, the effect of the Proposed Development upon these 24rooms is considered to be minor adverse (not significant).

6.286. In summary, the overall effect of the Proposed Development upon the daylight amenity within this property is considered to be minor adverse (not significant).

Sunlight:

6.287. Any changes to the sunlight amenity within the 64 rooms material for sunlight assessment will be fully BRE compliant. The effect upon sunlight amenity within this property is therefore considered to be negligible (not significant).

Summary

6.288. The overall effect of the Proposed Development upon the daylight and sunlight amenity within the surrounding residential properties is considered to be no greater than minor adverse (not significant).

6.289. The overall effect of the Proposed Development upon the amount of shadow upon the surrounding areas of amenity space is qualitatively considered to be negligible (not significant).

Solar Glare

Relevant policies and guidance:

Development Plan

- Core Strategy Policy DM1 – Development Management

Other Planning Policy and Guidance

- NPPF (2023)

6.290. 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 users to ensure that the development is safe and well designed in line with Paragraph 131 of the NPPF and Core Strategy Policy DM1.

6.291. A Solar Glare Impact Assessment has been prepared by GIA Assessing the impacts of Viadux Phase 2. This technical discipline considers the impact of reflections created by new buildings that may create a degree of either reflection or refraction of light that could impact receptors such a car, lorry or train drivers.

6.292. Overall, 15 locations sensitive for road users and five train / tram lines sensitive for drivers have been identified and assessed. Significant effects have been identified at six locations:

- WS1 – Watson Street junction with Great Bridgewater Street (Minor to Moderate Adverse);
- TRAM – Eastbound – From Cornbrook to Deansgate-Castlefield (Minor to Moderate Adverse);
- CS1 – Castle Street junction with Bridgewater Viaduct (Moderate Adverse);
- PS1 – Portland Street junction with Oxford Street (Moderate Adverse);
- LMS2 – Lower Mosley Street pedestrian crossing (Moderate Adverse);
- GBS1 – Great Bridgewater Street junction with Lower Mosely Street (Major Adverse).

6.293. Owing to the proximity of the EIA Site to several sensitive road and rail locations, as well as the highly glazed nature of the Proposed Development mitigation strategies have been incorporated within the façade design. The following strategies have been embedded within the façade design:

- the use of anodised aluminium panels, purge ventilation panels and dummy purge ventilation panels all with a non-specular finish to break up reflections;
- vertical angling of glazed panels for the eastern and western elevations of Plot A to avoid large areas of flat glazing of the same plane;
- vertical fins have been applied to the lower portion of the southern elevation of Plot A and all downward facing panels of the eastern and western elevations of Plot A; and
- use of low reflectance glazing where necessary.

6.294. To reduce the significant effects identified, low reflectance glazing is required to reduce the intensity of any reflections that occur. It is recommended that a glazing specification with a maximum Visible Light Reflectance (VLR) of 8% is used for the most sensitive areas of the proposed facades, a maximum VLR of 12% for some other slightly less sensitive areas and all other glazing has a VLR of 16% or less.

6.295. Non-reflective panels are required to replace two glazed panels at podium level and additional mitigation is required to three glazed strips of the eastern elevation at levels 06-09, which will be subject to further detailed testing and secured by a planning condition. With the incorporation of these mitigation strategies, the post-mitigation residual effects would reduce at one location. Moderate Adverse and significant effects would remain at the five locations listed below. ~The solar glare effects at four of these have been mitigated to the greatest extent feasible, which is outlined in full within the ES Chapter prepared by GIA. The final location is subject to further testing to also ensure it has been mitigated to the greatest extent feasible.:

- WS1 – Watson Street junction with Great Bridgewater Street (Minor to Moderate Adverse);
- CS1 – Castle Street junction with Bridgewater Viaduct (Moderate Adverse);
- PS1 – Portland Street junction with Oxford Street (Moderate Adverse); and
- LMS2 – Lower Mosley Street pedestrian crossing (Moderate Adverse).
- GBS1 – Great Bridgewater Street junction with Lower Mosely Street (Moderate Adverse)

6.296. Given the location of the Site and scale of the Proposed Development, potential for reflections from the Proposed Development are unavoidable. 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’). Therefore, 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 considerably reduced.

Construction Management

Relevant policies and guidance:

Development Plan

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

6.297. The Construction Methodology and Programme Chapter of the ES (Volume 1, Chapter 5) has been prepared by Domis Construction Ltd. The Chapter sets out best practice for the construction process 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.

6.298. The construction methodologies have been refined through the Applicant's extensive experience in the construction of high rise and major developments, including the Viadux Phase 1 development which is nearing completion.

6.299. Construction of the Proposed Development is set to commence in Q4 2024 with completion expected by Q3 2030.

6.300. The Construction Management Plan includes measures to mitigate against noise, vibration and air quality matters.

6.301. The Construction Methodology notes that appropriate delivery route for vehicular access will be established to limit the duration that vehicles occupy the network diverse routes will be managed by the Contractors to distribute vehicle movements across the network and, where possible, deliveries will be scheduled outside of peak traffic flow hours to minimise the impact on surrounding areas.

6.302. Site operating hours will adhere with Manchester City Council's 'Environmental Protection Information for Developers' which shall be as follows:

- Monday – Friday 07:30 – 18:00 hrs
- Saturday 08:00 – 16:30 hrs
- Sunday/Bank Holidays – No works permitted

6.303. It is anticipated that a condition be attached to any subsequent planning permission that secures a full Construction Management Plan which will clearly outline provisions to protect cyclists and co-ordination undertaken with nearby developers.

Operational Management

Relevant policies and guidance:

Development Plan

- Core Strategy Policy DM1 – Development Management

Other Planning Policy and Guidance

- Manchester Residential Quality Guidance (2017)

6.304. 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.

6.305. A Residential, Hotel and Commercial Management Strategy has been produced by Salboy Ltd in support of this application which outlines the commercial and operational management of the Proposed Development.

6.306. It is intended that the Proposed Development will be managed by an experienced building management company. While the company is yet to be confirmed, the Applicant are committed to ensuring that the principle as set out the residential and commercial management strategy are implemented.

6.307. Access to the hotel, restaurant and residences will be share via a ground floor main entrance. Dedicated lifts will be provided for hotel, restaurant and residencies respectively which shall be access controlled go ensure unauthorised visits into residential areas are not possible, with only Phase 2 residents having access to the apartment areas. The doors on staircases to each floor will also be access controlled and the hotel lift will only go as far as the top of the hotel.

6.308. The management company shall use an app as the primary method of communication with residents. This app will also be used to book out amenity spaces and access publicly restricted spaces.

6.309. The internal amenity at ground floor level will be managed by reception with CCTV providing an overview of the spaces within the bar to ensure they do not become overpopulated and prevent any anti-social behaviour. Above ground floor, the amenity spaces can be accessed by lifts by both residents and hotel guests but not restaurant visitors. This is controlled by the lift only stopping at the restaurant level. All other lifts will require access-control to enter and select floor.

6.310. Amenity located further up the building will be operated by the hotel management company and will have dedicated staff on duty within the strict opening hours to monitor use and activity. This will only be possible to access via the relevant access-control by residents and hotel guests via their dedicated lifts and stairwells.

6.311. The amenity at the affordable housing development will be operated and managed by an RP who will implement their own residential management strategies.

6.312. The external podium terrace for the Phase 1 and Plot 2a residential tower. The area will have sufficient CCTV coverage to allow remote monitoring of activity. Smoking areas will be provided on the podium landscaped area.

6.313. There are three commercial units proposed as part of the planning application. The occupiers of the commercia units are not yet known; however, the tenant leases will not permit amplified sound, with the exception of background music within the commercia units.

6.314. The Registered Provider will provide a management plan for the affordable housing block.

6.315. It is anticipated that a 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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6.316. A Socio-Economic Assessment has been prepared by Ekosgen.

Employment

6.317. It is estimated that the Proposed Development will lead to 245 FTE construction workers per annum throughout the 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.

6.318. 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 0.4% of all regional employment in the construction sector.

6.319. During operation it is forecast the Plot 2a hotel will generate 160 FTE (gross) jobs while the associated restaurant and bar, and retail / commercial uses will generate 102 FTE jobs (gross). However, factoring allowances for potential displacement of employment and multiplier effects at the district level, it is estimated that the Proposed Development will support 196 FTEs (net).

Healthcare

6.320. The Proposed Development is expected to yield a population of around 1,855 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 from 2,341 to 2,387 +1.9%). 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 Environmental Impact Assessment as minor.

Education

6.321. 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 82 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 82 pupils to the primary school roll within the study area (2 mile walking distance) would lead to a deficit in pupil places against capacity (33 places). The addition of new capacity at Crown Street Primary School will, once fully operational, increase capacity by 230 places, which would lead to an overall surplus of 197 places (17.6%), as a worst case scenario.

6.322. Through the application of a local authority benchmark (0.03), the early years pupil yield from the Proposed Development is 17 (worst-case). Given the quantity of early years providers locally, combined with the existing childcare sufficiency assessment for the local area (Deansgate ward), it is considered that this level of increased demand could be accommodated by existing provision.

6.323. Within this context, the magnitude of change with respect to primary and early years education is assessed as being minor within the Environmental Impact Assessment.

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

6.324. Under MCC planning guidance, any development over four storeys require 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.

6.325. A Television Desk-Based Report has been undertaken by PagerPower, to determine the potential effects on the local reception of television broadcast services arising from the Proposed Development.

6.326. The report concluded that any potential interface would be a result of shadowing effects and that any negative impacts would be limited to within a 1km radius of the Proposed Development within its shadow zone.

6.327. Located within 150m – 1km of the Proposed Development is predominantly multi-storey residential development and commercial properties to which a reduction in signal strength has been noted as possible however the impacts are unlikely to be noticeable considering a high level of baseline signal strength and presence of aerials in the area.

6.328. Based upon these findings no requirement for pre-emptive mitigation has been identified. In the event that effects are reported further investigation should be undertaken to identify the cause if this interference and if this is found to be due to the Proposed Development mitigation measures should be installed in line with the recommendations set out within Section 6 of the TV Reception Impact Assessment report.

Broadband Connectivity

6.329. 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.

6.330. A Broadband Connectivity Assessment has been prepared by PagerPower 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.

6.331. The assessment identified that the Proposed Development may not benefit from fibre services from Open Reach due to local availability. However, if this option is available the installation of FTTP infrastructure would be available free of charge, meaning as long as an application was submitted 6 months prior to the provision of services.

6.332. The Proposed Development may also benefit from superfast services from Virgin Media however the review conducted within the report did not reliably confirm that this was available. Consequently, if Virgin Media are contacted within a sufficient time frame the Proposed Development may benefit from fibre connectivity from Virgin Media.

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)

6.333. 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.

6.334. A Technical Aerodrome Safeguarding Assessment has been prepared by Pager Power to investigate the potential impact of the Proposed Development upon aviation infrastructure in the surrounding area, namely operations at Manchester Airport.

6.335. It is concluded within the report that the Proposed Development and associated cranes would infringe on the Outer Horizontal Surface (OHS) at Manchester Airport. This can however be accommodated through the implementation of lighting and a crane operations scheme.

6.336. In addition, significant effects are not expected on the Secondary Surveillance Radar (SSR) however it is anticipated that mitigation may be requested which could then be implemented. It is also noted that the Civil Aviation Authority should be notified of the Proposed Development and any proposed cranes.

6.337. No significant impacts upon surrounding Helicopter Landing Site (HLS) and Manchester Barton Airport are predicted.

6.338. Based upon the above the Proposed Development is considered to be wholly in compliance with the Development Plan and NPPF with regards to TV Reception, Broadband Connectivity and Aviation.

Summary

6.339. 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 Environmental Impact Assessment and other technical reports. The conclusion of that process is that the proposals are in accordance with the Development Plan when taken as a whole and positively address the material planning considerations such that they merit the support of the Local Planning Authority.

7. Tall Building 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
Proposals for tall buildings will be supported where it can be demonstrated that they:		
	**CS Policy EN2: Are of excellent design quality.** **HE Tall Building Guidance:** • **Responds to local context.** • **Architectural Quality and functional design.**	The buildings have undergone significant design development to ensure that it is of exceptional design quality, providing a focus to the existing tall building cluster. This is explained in detail in the DAS and section 4 of this statement. The Proposed Development is designed by architects Simpson Haugh and Partners, who have designed numerous high profile developments across Manchester City Centre, including Deansgate Square and Viadux Phase 1. Simpson Haugh's 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. The Proposed Development seeks to Improve the visual amenity of the existing Site, currently occupied by areas of hardstanding and temporarily as the construction site for Viadux Phase 1. The Proposed Development is in a key gateway location into the City Centre and would form the centre of a cluster of tall buildings and provides a unique opportunity to create a series of places of similar quality connecting a series of tall building clusters. The shaping of space, materials, textures and planting will give them a special quality, a particularity which makes a distinctive "place". Regarding materials the highest quality materials have been proposed that are appropriate to their purpose and location, and an attention to detailing will be maintained to ensure an exemplar of good design. The proposed structure blend with the nearby tall building cluster, offering a balanced range of heights. Placing the tallest structure (Plot 2a) at the centre creates a focal point, with other buildings gradually decreasing in height around it. Facade design is carefully considered to maintain architectural standards. Additionally, each proposed building, including Viadux Phase 1, compliments the others, the Beetham Tower, and the urban landscape. This approach results in a collection of buildings that enhance the tall building cluster. A full breakdown of the design evolution of the Plot 2a and 2b development can be found in the Design and Access Statement

		prepared by Simpson Haugh and submitted in support of this application.
	CS Policy EN2: Are appropriately located.	The Proposed Development is located within a highly sustainable location in terms of transport most notably the Metrolink which intersects the Site. The Site is also located within walking distance from numerous bus stops including those on the Oxford Road Corridor and Manchester Piccadilly. Due to the City Centre location extensive amenities are also within walking/cycling Distance. 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. In addition, the Site has been deemed suitable for a tall building within the SRF and is line with Core Strategy Policies in relation to the location of tall buildings.
	Policy EN2: Contribute positively to sustainability. HE Tall Building Guidance: Sustainable Design and Construction.	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. • Integration of passive principles of environment design in terms of orientation, natural ventilation, maximisation of daylight. • High performance building envelope incorporating low U-values and advanced glazing technology to limit heat loss/gain, whilst maximising daylight. • State of the art building services systems, including air source heat pumps and heat recovery for all heating, cooling and hot water demands. • Betterment on Part L values in line with 2021 guidance. As mentioned in Section 7 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.
	Policy EN2: Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance.	The Proposed Development is located at key arrival point from the southern part of Manchester further enhancing its importance to the city from a regeneration perspective through transforming the arrival experience from this part of the City. Plot 2a has been designed to be a landmark development for the City of Manchester. It is part of a cluster of tall buildings so while tall, is largely in keeping with the appearance of the immediately surrounding tall buildings and others elsewhere such as New Jackson. The Site is the last opportunity for development in this

	HE Tall Building Guidance: A well designed inclusive environment.	area and so the Proposed Development has been designed to be a truly unique focal point to a cluster of tall buildings.
	**Policy EN2: Will bring significant regeneration benefits.**	• The Provision of 133 affordable homes helping meet MCC targets for affordable housing. • 585 new market homes built to modern standards to help meet the Council's housing target. • Improvement of the currently uninviting areas along Albion Street and Great Jackson Street through a series of highways improvements such as those at Albion Street. • Introduction of high-quality public realm to transform a currently underused Site in support of a world-class residential neighbourhood. • 245 FTE jobs created per annum over the construction period. • 196 FTE jobs created during the operational phase of development • Highly accessible location encouraging the use of sustainable transport modes in line with Manchester's sustainability objectives. • Significant ecological benefits with a BNG of over 10% in line with relevant legislation • Encouraging leisure and tourism and the associated benefits to support economic growth
	**Policy EN2: The effect of the tall building on the local environment and its micro-climate, including creating an attractive, pedestrian friendly local environment.** **HE Tall Building Guidance: Impact on the local environment.**	The Site currently represents a largely underutilised part of the City Centre as highlighted within the Design and Access Statement. Despite its accessible location, the Site is largely cut off from the rest of the City Centre and does not contribute positively to the local environment. The Proposed Development seeks to transform this through the creation of a world class residential neighbourhood. One of the key aims in this regard is the provision of high-quality public realm through addressing the streetscape, creating new frontages and repairing existing frontages. Currently the walk through under Great Bridgewater Street is particularly unattractive, it is therefore proposed to remove a section of this while keeping the trusses in place to make the experience walking through the area much safer and welcoming. Planting in the form of rain gardens and trees along the streetscape is also proposed which will provide a green buffer, and

		will help to improve the pedestrian experience, whilst also aiding sustainable drainage. The effect on the local environment and micro-climate has also been considered throughout the design development process. Careful consideration has been given to the impact that the proposed scheme has with regard to sunlight and daylight access and a Daylight, Sunlight and Overshadowing report has been prepared in support of this application to assess the potential effects of the Proposed Development and any required mitigation measures. The process of reviewing the solar glare impact, and where necessary, the development of appropriate mitigation measures was undertaken between specialist consultants, the architect and façade engineers. Key impacts have been mitigated through a combination of low reflectivity glazing, projecting fins and extra perforated rapid vent panels. It is proposed these features are introduced locally where required, rather than being replicated across the facades.
	**Policy EN2: That the proposals for a tall building are viable and deliverable.**	The Proposed Development has been prepared by a developer and experienced design team familiar with the issues associated with developing high quality buildings, in City Centre locations and with a track record and capability to deliver a project of exceptional quality. The design team recognises the high profile nature of the area, and the bar has been set high in terms of design quality and architectural excellence, to deliver a building that is complementary to the area and in keeping with the SRF. A significant amount of time has been spent developing the proposals through a number of design stages to deliver a viable development of high quality. Market demand for new housing to meet the specific needs of a growing population means that there will be demand for the type of residential accommodation proposed. Furthermore, there is an identified need for more hotel rooms in the city to support the growing tourism industry (business and leisure), meaning there is also a need for hotel bed space.

8. Public Benefits

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

Public Benefit		Assessment
Economic		
	A viable use of an underused brownfield site	Redeveloping urban/brownfield land for housing is a national, regional and local priority. PfE reinforces the ambition to bring forward brownfield land for development. The Site has been historically underutilised, with the arches and area of hardstanding above being used for car parking. In addition, Plot 2b has remained undeveloped since planning permission was granted in 2003. The redevelopment of the Site has been a regeneration priority for the City for some time. The proposals are viable and deliverable and are in accordance with the Development Plan and other material guidance documents. It ensures the most efficient use for this brownfield site though providing high density mixed-use development alongside other commercial town centre uses. Furthermore, it will provide an attractive environment encouraging further investment in the surrounding area. Plot 2a has sat undelivered since initially receiving consent in 2017 and now marks the perfect moment in time to see it delivered as part of the wider Viadux development. Plot 2a was demonstrated to be unviable for the previously approved office use despite the significant investment from the client. The Proposed Development therefore represents the optimum scheme to see this Plot redeveloped.
	Support employment opportunities	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. During operation the introduction of a hotel use will support job creation in hospitality, catering and management. A breakdown of forecasted job creation as outlined within the Socio-Economic chapter of the Environmental Impact Assessment is listed as follows: • During construction the Proposed Development is estimated to generated 245 FTE jobs per annum over the construction period. • During the operational phase the Proposed Development is expected to support 196 FTE jobs.

	Support economic growth	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 skill sets. 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. It is noted within the Socio-Economic assessment (within the ES) that during construction the Proposed Development will require an average of 245 FTE workers per annum creating a significant opportunity for job creation to support the local economy. During operation a further 196 FTE jobs will be created both directly and indirectly. It is also calculated that the level of direct on-Site employment could support a GVA uplift of £8.1m per annum as outlined within the Socio-Economic chapter of the Environmental Impact Assessment. Furthermore, it is also calculated that during operation £1.5 million of Council Tax revenue will be generated as a result of the Proposed Development. The proposed hotel will further function as a catalyst for economic activity, attracting both leisure and business visitors who will generate increased expenditure within the City Centre's commercial offering. Furthermore, the hotel's proximity to MCCC, and other surrounding leisure and entertainment uses, will enhance the city's attractiveness as a destination for conferences and events, thereby stimulating further business investment and contributing to sustained economic growth within the locality.
	Provide direct access to opportunities in the City Centre	The Site's City Centre location ensures easy access via sustainable transport, mainly the Metrolink. The Deansgate Interchange, located nearby, is a key gateway to the City Centre, offering residents and guests convenient and sustainable transportation with regular services throughout Manchester and the Greater Manchester region. The Site is conveniently situated near numerous services and amenities, enabling residents and guests 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. As part of the Proposed Development there will be highway improvements to Albion Street and Great Bridgewater Street to significantly enhance the environment for pedestrians and cyclists. In particular this will narrow Albion Street, widening the footway, provide a signalised pedestrian crossing at the signals with Great Bridgewater Street improve the cycle facilities and transform Great Bridgewater Street with improved paving and public realm along with lighting improvements.

		Measures have also been introduced within the Proposed Development to increase connectivity between the Site and the City Centre. This includes the introduction of a generous new pedestrian route from Deansgate-Castlefield tram stop down to Great Bridgewater Street via the new lift and staircase helping to connect the Site to the wider city context. A taxi drop off is also proposed along Albion Street outside the main entrance of Plot 2a. The pedestrian environment along Great Bridgewater Street will also be enhanced through the removal of the bridge deck of the Great Bridgewater Street Bridge to allow more natural light to penetrate. The cast iron beams will however remain in-situ to allow appreciation of the character of the Listed Asset.
	Encouraging Leisure and Tourism	The hotel within Plot 2 a will significantly enhance the City Centre's accommodation capacity, helping to contribute to the thriving visitor economy through encouraging leisure and tourism activity. The provision of an additional 160 hotel rooms will directly meet the demand for high-quality accommodation within the City Centre, supporting the city's ambition to become a world class visitor destination. Furthermore, the hotel's strategic location complements the neighbouring Manchester Central Convention Complex, an award-winning venue hosting over 150 events annually. By offering convenient and high-quality accommodation options for attendees, the hotel amplifies the Complex's appeal, further helping to attract large-scale events and further stimulating economic growth within the city. This is in line with Manchester Core Strategy Policy CC4 which identifies the City Centre as a core area for the growing Tourism and Leisure industry and therefore supports new hotel developments support the existing offering.

Environmental		
	Heritage	The Proposed Development will re-engage people with the heritage assets on and around the Site through the activation of the Grade II listed Viaduct. The current poor quality pedestrian environment, lack of permeability and lack of viable use is adversely impacting the ability to understand and appreciate the listed structure. The Proposed Development will re-activate the Grade II listed arches through the introduction of new uses including a publicly accessible bar as well as a new entrance space for residents and hotel guests, including those using the restaurant and bar at the upper levels, drawing people inside the viaduct to enjoy, appreciate and understand it's heritage value. In addition, through retaining the trusses of the Great Bridgewater Street Bridge, the relationship between MCCC and the viaduct is retained.
	Provision of a significant area of new high-quality public realm	The proposal contains significant new elements of landscaped space and public realm which will support delivery of the wider SRF vision. The pedestrian route along Albion Street, in front of the main entrance space has been improved by pushing the road alignment out to provide a taxi drop off and a more accessible route into the city. This allows for a more generous public realm and landscaping planting scheme to be provided in the form of rain gardens and tree planting, acting as a buffer to the junction with Great Bridgewater Street. Improvement are also being made to the pedestrian environment along Great Bridgewater Street through the removal of a section of the Railway Bridge while leaving the existing trusses in situ helping to add natural light and transform this currently uninviting area of the City.
	Biodiversity Net Gains	This area of public realm will also contribute to ecological enhancement as part of the scheme with an estimated improvement of 0.38 biodiversity units. The Biodiversity Net Gain Assessment submitted in support of this application also notes that the Proposed Development will lead to an improvement in Biodiversity of well over 10% (10583%) in line with relevant policy.
	Sustainable development	Various measures have been included within the design of the Proposed Development to improve sustainability, amongst others this includes: • Providing sufficient glazing to ensure natural daylight targets are achieved, reducing the reliance on artificial lighting. • Efficient LED lighting. • Energy Efficient plant and white good to reduce unregulated energy load. • Energy monitoring and primary plant to develop a real-life picture of energy usage and carbon emissions. • Occupancy controls on equipment to reduce off-peak energy loads. • Low carbon technologies such as air source heat pumps for heating and cooling water.

		These measures have been introduced in order to support the proposed energy strategy which is being driven by the principles of 'Be Lean, Be Clean and Be Green'. 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.
Social		
	Provision of significant homes to support Residential Demand	The proposed residential led development will help to meet the recognised demand for City Centre living in Manchester City Centre. This is particularly relevant given the Councill's commitment in PfE to bringing forward the highest number of homes during the PfE period - the Proposed Development will directly assist the City Council in this key strategic objective. The Site is wholly suitable for residential use as supported by the Development Plan and other material guidance documents. The proposals maximise the contribution of the Site, providing 585 homes, including 133 affordable homes which when complete, will be home to just over 1800 people. There are also a range of accommodation types being provided in order to meet the varying demand for City Centre living. This will consist of 1 bed and 2 bed apartments at Plot 2a and 1, 2 and 3 bed apartments at Plot 2b.
	Provision of Affordable Homes	The commitment to providing 133 affordable homes is proposed to be secured via a planning obligation attached to any subsequent planning permission. The Applicant is committed to building the affordable units at cost for them to be transferred to a Registered Provider. The Applicant has designed the affordable homes to ensure that they are to the provided to a high standard and are liaising with Registered Providers to understand these requirements. The provision of affordable housing represents 22.7% of the total housing offering, this represents a significant offering for a constrained City Centre Site and is above the Local Policy of 20% affordable provision as set out within the Manchester Core Strategy (2024 as amended).
	Improved pedestrian connections	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 activation of the listed viaduct and introduction of 193m2 of publicly accessible bar space at ground floor level supporting the implementation of a world class mixed-use development. The Site is ideally located for residents and guests to reach a wide range of facilities including work, leisure, a wide range of social infrastructure on foot and numerous sustainable transport options. As referenced above significant highways and public realm improvements are also proposed at Albion Street and Great Bridgewater Street to enhance the pedestrian environment as well as enhance connectivity from the Site to the surrounding City Centre.
	Improved Vitality	The Proposed Development and associated public realm will contribute to an improved pedestrian environment in an area of the City Centre which is currently difficult to navigate. Various improvements to public connectivity are being implemented which are detailed as follows:

		- Introduction of a generous new pedestrian route from Deansgate-Castlefield tram stop down to Great Bridgewater Street via the new lift and staircase. - On both Albion Street and Great Bridgewater Street pedestrian road crossings are enhanced and better aligned to make routes safer and more direct. Improvements to the road layout at the Great Bridgewater and Albion Street junction will ensure a safe environment for pedestrians to cross the road and move on towards other areas of the City Centre.
	**Providing high quality, highly visible, well-designed buildings**	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 an area. Good architecture will attract people, create a destination and contribute towards presenting a true identity within an area. Consistent architecture is critical to achieving this and the creation of distinctive areas necessitates it. The Proposed Development will be a landmark development in a key gateway location into the City Centre and would form the centre of an existing cluster of tall buildings. This provides a unique opportunity to create a series of places of similar quality connecting a series of tall building clusters that signalises the entrance to the City Centre from the Southern Gateway. 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 neighbourhoods like these, with well-designed homes, spaces and facilities, can retain and improve the appeal of an existing area.
	**Accessibility**	The Proposed Development has been designed to be accessible to all users including those whose mobility is impaired. Given the highly accessible nature of the Site, the Proposed Development will also encourage the use of sustainable transport which will contribute to improving levels of public health through provision of active transport as well as helping to reduce carbon emissions. One or more of the hotel bedrooms (per level) has the potential to become a wheelchair accessible room, and the proposed arrangement for this is included on the typical plan. The final mix of double, twin and accessible rooms will be subject to further briefing from the future hotel operator.
	**Provision of a new high-quality public realm to create a sense of 'place'**	The current pedestrian environment in the surrounding area has a negative impact on the wider townscape. The significant quantum of high-quality public realm associated with the Proposed Development will unify the wider area and help make the Site become a place of social interaction. From a social perspective the introduction of increased levels of Public Realm provides extensive public benefits including encouraging physical activity therapeutic benefits; and opportunities for people for meet, play or socialise.

9. Conclusion

9.1. Salboy Central Ltd (the Applicant) has a strong track record of delivering a diverse and often complex range of development projects across the UK. This includes the delivery of Viadux Phase 1, a 40-storey residential development located adjacent to the Site.

9.2. The proposed 76 storey tower (Plot 2a) would be the centre of a cluster of tall towers in the City Centre and would add to the striking towers which have positively altered the city skyline which has proven to be a landmark when viewing the city from afar. The Proposed Development will contribute to the prominent clustering which signalises the entrance to the City Centre from the south-west.

9.3. 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.

9.4. The Site has been largely underutilised for many years until the construction of Viadux Phase 1 and has been earmarked as a priority regeneration area for over 15 years. In addition, the 'Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Framework', endorsed by MCC in 2017, recognises that the Site presents a significant strategic opportunity to transform an underutilised area of the City Centre.

9.5. The Proposed Development is also in line with Policy CC4 of the Manchester Core Strategy (2024 as amended) which notes support for high quality hotel development located within the City Centre. In addition, proposals are in line with the SRF which identifies the Site as uniquely suited to hotel use due to is complimentary location next to Manchester Central Convention Complex, helping to encourage more high profile events.

9.6. The Site is in a highly sustainable location due to the proximity of a wide range of transport links. The current use of the Site does not utilise the Site's locational advantages. 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. The Proposed Development has been designed taking into consideration 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 while the provision of much needed affordable housing will assist residents in accessing affordable homes in a desirable area of the city.

9.8. 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, Greater Manchester Police and the wider community.

9.9. The Proposed Development has been designed to respond to the surrounding area and context. A comprehensive townscape and visual analysis have been undertaken to ensure that the scale of the Proposed Development reflects its prominent location at a key gateway into the City Centre. It achieves the desired streetscape variety and will act as a landmark entry-point to the City Centre. The Proposed Development fully complies with the policies and guidance in relation to tall buildings.

9.10. The Proposed Development will result in a number of benefits, as follows:

Economic

- A viable use of an underused site: The Site has been historically underutilised, with the arches and area of hardstanding above being used for car parking. The redevelopment of the Site for

residential use positively contributes towards the ongoing regeneration of Manchester and expansion of the City Centre.

- Support employment opportunities: During the construction phase, employment opportunities will be created, including opportunities to encourage and develop skills, internships and apprenticeships among the varied and specialised trade contractors during the construction phase.

- Support economic growth: 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 skill sets. 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.

- Demand: The proposed residential development will help to meet the recognised demand for City Centre living for not just young professionals but families too.

- Encouraging Leisure and Tourism: The proposed hotel in Plot 2a will boost the local economy, enhance Manchester's reputation as a vibrant destination, and support the city's growing tourism industry and reputation as a conference destination through the unique opportunity to complement MCCC as identified within the SRF.

Environmental, Social and Cultural Benefits

- Vitality: The redevelopment of the Site and the subsequent increase in activity will animate the area and make it a more welcoming environment for pedestrians.

- Provision of a significant area of new high-quality public realm: The proposed public realm will provide a green open space for new residents to play, relax and socialise.

- Improved pedestrian connections: The Proposed Development and associated public realm will contribute to an improved pedestrian environment in an area of the City Centre which is currently difficult to navigate.

- Providing high quality, highly visible, well-designed buildings: Improving the visual amenity of the existing Site, currently occupied by areas of hardstanding and temporarily as the construction site for Viadux Phase 1.

- Sustainable development: Incorporating sustainable technologies as appropriate.

- Accessibility: A development that is designed to be accessible to all users including those whose mobility is impaired.

9.11. The cumulative effect of all of these benefits will be very 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.

9.12. The Proposed Development also commits to delivering 133 affordable homes and this Development represents the only opportunity to deliver such a significant quantum on such a constrained site within the City Centre.

9.13. 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.

9.14. 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, a detailed assessment of the proposals has been undertaken against

planning policy at all levels. Taking all of this into account, 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 endorsed SRF for the Site and 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

All documents submitted in April 2024, including the Environmental Statement, plans and stand-alone reports have been updated and resubmitted to reflect the current proposals and supersede the previously submitted versions:

Application Documentation	Author
Accommodation Schedule	SimpsonHaugh & Partners
Application Site Boundary and Location Plan	SimpsonHaugh & Partners
Technical Aerodrome Safeguarding Assessment	Pager Power
Broadband Connectivity Assessment	Pager Power
Crime Impact Statement	Greater Manchester Police
Design and Access Statement (Inc. Schedule of Works)	SimpsonHaugh & Partners
Preliminary Ecology Appraisal and Biodiversity Net Gain Assessment	Penny Anderson Associates
Preliminary Roost Assessment for Bats	Penny Anderson Associates
Energy Strategy Report	Ridge
Environmental Standards Statement (incl. Sustainability Statement)	Ridge
Existing and Proposed site plans, sections and elevations (including drawing schedule)	SimpsonHaugh & Partners
Fire Statement Plots 2a and 2b	Design Fire Consultants
Flood Risk Assessment and Drainage Strategy	Renaissance

Application Documentation	Author
Landscaping Design and Access Statement and associated landscaping drawings	Planit-IE
Local Labour Proposal	DOMIS
Residential and Commercial Strategy Outline	Salboy
Viadux Phase 2 – Phase I Geo-Environmental Assessment Report	Renaissance
Planning Application Form and Ownership Certificates	Deloitte LLP
Planning and Tall Statement	Deloitte LLP
Blue and Green Infrastructure Statement	Deloitte LLP
Heads of Terms	Deloitte LLP
Waste Management Strategy	SLR
Statement of Community Consultation	Deloitte LLP
TV Reception Survey	Pager Power
Ventilation Strategy	Ridge
Listed Building Structural Report	Renaissance
Environmental Statement	
Volume 1: Environmental Statement including: Introduction Methodology Site, Surroundings and Description of Proposals Consideration of Alternatives Construction Management and Phasing Townscape and Visual Impact prepared by Planit-ie Heritage prepared by Heritage Architecture	

Application Documentation	Author
Air Quality prepared by Hydrock	
Noise and Vibration prepared by Jameson Acoustics	
Daylight/Sunlight/Overshadowing prepared by GIA	
Solar Glare prepared by GIA	
Wind prepared by Architectural Aerodynamics	
Climate Change prepared by Ridge	
Human Health prepared by Enfusion	
Socio Economic prepared by Ekosgen	
Traffic and Transport prepared by SLR Consulting Ltd	
Archaeology prepared by CIVIC	
Summary of Residual Impacts	
Type 1 Cumulative Impacts	
Volume 2: Technical Appendices	
Appendix 2.1. EIA Scoping Report	
Appendix 2.2. EIA Scoping Response (dated 22 February 2024)	
Appendix 5.1 Construction Management Plan	
Appendix 6.1 - Townscape – Baseline, Assessment and Figures	
Appendix 6.2 - Views – Baseline Assessment/Figures	
Appendix 6.3 – Kinetic Views	
Appendix 7.1 - Heritage Significance Appraisal	
Appendix 7.2 - Heritage Impact Assessment	
Appendix 8.1 – Air Quality Technical Assessment (28401-HYD-XX-ZZ-RP-Y-2001-P05)	
Appendix 9.1: Acoustic Terminology	
Appendix 9.2: Relevant Legislation, Policy & Guidance	
Appendix 9.3: Noise Survey Details & Summary Results	
Appendix 9.4: Vibration Survey Details & Summary Results	
Appendix 9.5: Construction Noise Calculation Sheets	
Appendix 10.1 – Drawings of the Baseline and Proposed Assessment Scenario	
Appendix 10.2 – Daylight and Sunlight Results for Baseline v Proposed	
Appendix 10.3 – Drawings of the Baseline and Proposed + Cumulatives Assessment Scenario	
Appendix 10.4 – Daylight and Sunlight Results for Baseline v Proposed + Cumulatives	
Appendix 11.1 – Solar Glare Assessment. This appendix contains the technical analysis for all relevant viewpoints prepared to support the solar glare assessment	

Application Documentation	Author
Appendix 11.2 – Solar Glare Intensity Summary Note. This appendix provides supplementary information for locations where glazing reflectance thresholds are recommended for mitigation of solar glare effects	
Appendix 12.1: Wind Microclimate Technical Report	
Appendix 13.1 - Energy Strategy Report	
Appendix 13.2 – EUI Prediction Technical Note	
Appendix 13.3 – Embodied Carbon Technical Note	
Appendix 16.1 – Transport Statement	
Appendix 16.2 – Travel Plan	
Appendix 17.1 - Archaeological Desk-based Assessment (DBA)	
Volume 3: Non-Technical Summary	Deloitte LLP

Appendix B – Planning History

Plot 2a

Planning Permission (Ref. 115871/FO/2017) and Listed Building Consent (Ref. 115872/LO/2017) was granted in July 2017 for the redevelopment of the Former Bauer Miller Site. The descriptions of development are as follows:
"Erection of a 40-storey building to form 375 residential apartments (Use Class C3a) and the erection of a 14 storey building for form offices (Use Class B1) (31,756 sqm) together with ground floor commercial space (Use Class A1, A3 or A4) (1010 sqm) with associated enclosed service yard, public realm including staircase and lift to connect with viaduct, car parking, landscaping and other associated works."

"Listed Building Consent for alterations to viaduct structure including insertion of columns and circulation cores, creation of shop fronts to Great Bridgewater Street, stair case to Great Bridgewater Street and alteration and removal of cast iron ribs to Great Bridgewater Street bridge in association with the erection of a 40 storey building to form 375 residential apartments (Use Class C3a) and the erection of a 14 storey building for form offices (Use Class B1) (31,756 sqm) together with ground floor commercial space (Use Class A1, A3 or A4) (1010 sqm) with associated enclosed service yard, public realm including car and cycle parking, landscaping and other associated works."

Planning Permission Ref. 115871/FO/2017 was subsequently amended under the following applications:

126604/NMC/2020 (s.96a Application) | Non Material Amendment to planning permission 115871/FO/2017 to include an additional drawing in respect of drainage to condition 3 and to amend the trigger points and include the drainage drawing to conditions 4, 5a, 6, 7a, 8, 14 and 41a. Approved: 27/03/2020.

126868/JO/2020 (s.73 Application) | Variation of planning conditions 2, 3, 21, 24, 25, 29, 30, 31, 32, 36 and 38 of planning permission 115871/FO/2017 (amended by 126604/NMC/2020) to allow for a reduction in overall height of the building by 2.5 metres, changes to the number and type of structural interventions into the listed arches, modification and alteration to the bridge over Great Bridgewater Street, alterations to the ground floor layout including enlargement of residents lobby together with re-location of the cycle store and reduction in car parking, alterations to the upper floor layout to remove 3 bedroom apartments and elevational alterations to main facade of the residential tower to modify the fin arrangement together with alteration to the podium with the introduction of perforated panels. Approved: 20/08/2020.

129152/NMC/2021 (s.96a Application) | Non-material amendments to the approved drawings as detailed in Conditions 2, 21, 24, 25, 29, 30, 31, 32 and 36 of the Planning Permission Ref 126868/JO/2020 to make alterations to the ground floor including enlargement of amenity area, reducing the size of the commercial floorspace, together with alterations to the cycle store and access, relocation and enlargement of residents lounge to level 1 together with alterations to boundary treatment and enlargement of gym floor spaces to podium together with associated alterations to public realm and elevational alterations. Approved: 04/03/2021.

133998/JO/2022 (s. 73 Application) | Variation of planning conditions 2, 3, 18, 20, 21, 24, 25, 29, 30, 31, 32 and 36 of planning permission 126868/JO/2020 to facilitate elevational alterations, internal reconfiguration of the commercial floor spaces including creation of a tripe height entrance foyer, encapsulation of tram track, certation of amenity spaces and external terraces, alterations to landscaping and creation of an external seating area and other associated works. Approved: 15/08/2022.

In order to reflect the amendments made under the above s.96a and s.73 applications, the following Listed Building Consent applications have been submitted and approved:

126869/LO/2020 (LBC) | Listed Building Consent for alterations to viaduct structure including insertion of columns and circulation cores, creation of shop fronts to Great Bridgewater Street, stair case to Great Bridgewater Street and alteration and removal of cast iron ribs to Great Bridgewater Street bridge in association with the erection of a 40 storey building to form 375 residential apartments (Use Class C3a) and the erection of a 14 storey building for form offices (Use Class B1) (31,756 sqm) together with ground floor commercial space (Use Class A1, A3 or A4) (1010 sqm) with associated enclosed service yard, public realm including car and cycle parking, landscaping and other associated works. Approved 20.08.2022.

127365/LO/2020 (LBC) | Listed Building Consent for alterations to the Castlefield Viaduct including insertion of columns and circulation cores, creation new windows and entrances to Great Bridgewater Street, removal of cast iron ribs to Great Bridgewater Street bridge, connections to a new standalone staircase and lift, and associated internal and external works to the viaduct structure in association with the erection of a 40 storey building to form 375 residential apartments (Use Class C3a) and the erection of a 14 storey building for form offices (Use Class B1) (31,756 sqm) together with ground floor commercial space (Use Class A1, A3 or A4) (1010 sqm) with associated enclosed service yard, public realm including car and cycle parking, landscaping and other associated works. Approved 28.10.2022.

129168/JO/2021 (s.19) | Variation of Listed Building Consent 127365/LO/2020 to alter conditions 2, 5, 6, 8, 9 and 10 to make alterations to the ground floor including enlargement of amenity area, reducing the size of the commercial floorspace, together with alterations to the cycle store and access, relocation and enlargement of residents lounge to level 1 together with alterations to boundary treatment and enlargement of gym floor spaces to podium together with associated alterations to public realm and elevational alterations. Approved 04.03.2021.

133760/JO/2022 (s.19) | Variation of planning conditions 2, 5, 6, 8, 9 and 10 associated with Listed Building Consent 129168/JO/2021 to allow removal of bridge over Great Bridgewater Street, enlargement of openings within existing abutment to Great Bridgewater Street, new penetrations to the arches to accommodate structural columns, foundation and stair works together with removal of brickwork and temporary openings through arches for tower crane installation. Approved 15.08.2022.

Separate Full Planning Permission (Ref. 127260/FO/2020, as amended by Ref. 129153/NMC/2021 and 131326/NMC/2021) was granted in October 2020 for the erection of a staircase and lift linking Great Bridgewater Street to the Castlefield Viaduct, the construction of a new residential entrance on Great Bridgewater Street, new lobby and amenity space within the viaduct, alongside landscaping and associated works.

Planning Permission Ref. 133998/JO/2022

To confirm, Planning Permission Ref. 133998/JO/2022 is the operative consent for Phase 1 and 2.

Condition 2 pursuant to Ref. 133998/JO/2022 states:
"The development shall be carried out either as one development or on a phased basis in accordance with drawing 10053-MP-A-B5D9-F000-P-AL-001 Rev 02 stamped as received by the City Council, as Local Planning Authority, on the 8 July 2020 In these conditions, the following phrases shall have the meanings set out below:

Phase 1 - Shall mean the construction of the residential block and associated landscaping, public realm, highway and any other associated works.

Phase 2 - Shall mean the construction of the office block and associated landscaping, public realm, highway and any other associated works".

There is no Section 106 Agreement relating to the development.

Phase 1 has been implemented and is currently under construction [Works on Phase 2 have did not commence and pre-start conditions have not been discharged].

Plot 2b

Planning Permission (Ref. 068662/FO/2003/C3) and Listed Building Consent (Ref. 068663/LO/2003/C3) was granted in October 2003 for the demolition of an existing section of viaduct (bound by Deansgate / Great Bridgewater Street / Trafford Street) and redevelopment to provide:

- A 47-storey tower, comprising 285 hotel rooms, 219 residential units; and
- A 11-storey office building (6,500 sq. m. GIA), with ground floor retail uses.

The descriptions of development were as follows:

"Demolition of existing section of viaduct and redevelopment to create a hotel (Class C1) incorporating associated retailing, restaurants, bars and cafes (A1. A2, A3), conferencing, other associated facilities including a health and fitness centre (Class D2) with 219 residential units (Class C3) above and a sky bar (Class A3), with related access, servicing, basement car parking, landscaping and associated works. The construction of an office building, (Class B1) with related access, servicing, car parking, landscaping and associated works and incorporating a public lift and stair linking to the G-Mex podium".

"Demolition of the remaining part of the carriage ramp (leading up from the former Deansgate Goods Station to the Great Northern Railway Companys goods Warehouse) to allow the creation of a hotel/residential tower and office building. Minor alterations to the parapet to the G-Mex Viaduct to accommodate the proposed pedestrian link tower between Great Bridgewater Street and G-Mex Deck Level."

The 47-storey tower block (now known as Beetham Tower) was fully built out, becoming operational in 2007.

The 11-story office block was never constructed, and this land has remained vacant. No subsequent planning applications.

Appendix C: Revised Proposals

SUBMITTED APPLICATION (RESIDENTIAL) - MARCH 2024		PROPOSED APPLICATION (HOTEL & RESIDENTIAL) - OCTOBER 2024	
Plot 2a - Private Residential & Ground Floor Commercial Unit		**Plot 2a - Private Residential, Hotel, F&B, Conference/Events Spaces & Ground Floor Bar**	
782 Residential Apartments (260 one bedroom, 510 two bedroom,12 penthouse)		452 Residential Apartments (51 studios, 100 one beds, 278 two beds, 20 three beds, 3 penthouses)	**-330 Apartments**
		160 Hotel Bedrooms (140 double/twin, 20 suites)	**+160 Hotel Rooms**
		Level 06 Restaurant Level 07 Events / Function Space Level 08 Bar Level 09 Meeting Rooms	**Public Restaurant & Bar Function / Events Space Meeting Rooms**
Residential Amenity, including swimming pool and spa, at levels 70-72.		Residential & Hotel Amenity, including swimming pool and spa, at levels 24-25.	
Ground Floor Commercial Unit		Ground Floor Bar	
76 storeys tall and 241.000m from ground level (276.930m AOD)		76 storeys tall and 245.645m from ground level (281.575m AOD)	**+4.645m Height (Remains 76 storey)**
Plot 2b - Affordable Residential and Level 01 Commercial Units		**Plot 2b - Affordable Residential and Level 01 Commercial Units**	
133 Residential Apartments (57 one bedroom, 57 two bedroom,19 three bedroom)	**UNCHANGED** →	133 Residential Apartments (57 one bedroom, 57 two bedroom,19 three bedroom)	
Level 01 Commercial Units - 198sqm GIA		Level 01 Commercial Units - 198sqm GIA	
23 storeys tall and 69.725m from ground level (105.655m AOD)		23 storeys tall and 69.725m from ground level (105.655m AOD)	
14.5% Affordable Housing		22.7% Affordable Housing	**+8.2% (2.7% above requirement)**
Plot 2c - Retail Unit		**Plot2c - Retail Unit *OMITTED***	
Ground Floor Commercial Unit - 198sqm GIA		*Replaced with proposals for Plot 2a Main Entrance	
2 storeys tall and 10.410m from ground level (46.340m AOD)			

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