



# Contents

|    |                                                      |    |
|----|------------------------------------------------------|----|
| 1. | Introduction                                         | 2  |
| 2. | The Opportunity and Strategic Context                | 6  |
| 3. | Site and Surroundings                                | 15 |
| 4. | Proposed Development                                 | 21 |
| 5. | Development Plan and Material Considerations         | 28 |
| 6. | Consideration of Proposed Development                | 35 |
| 7. | Tall Building Evaluation                             | 55 |
| 8. | Summary and Conclusions                              | 61 |
|    | Appendix 1 – Green and Blue Infrastructure Statement | 63 |

# 1. Introduction

## Introduction

- 1.1. This Planning and Tall Building Statement (the 'Statement') accompanies an application for Full Planning Permission submitted by Foras (Sparkle Street) Ltd (the 'Applicant') to Manchester City Council ('MCC') as Local Planning Authority ('LPA'). The Statement is supported by a Green and Blue Infrastructure Statement within **Appendix 1**.
- 1.2. This Statement considers the Proposed Development in its strategic as well as local urban and environmental context. It assesses its acceptability in the context of the Development Plan and other material considerations such as the National Planning Policy Framework ('NPPF') and relevant guidance including Historic England's Tall Buildings Advice Note 4 (2022), which provides recommended criteria for assessing tall building Proposed Development.

## The Site

- 1.3. The planning application relates to land bounded by Store Street to the north, vacant land to the east, residential buildings to the south and Sparkle Street to the west (the 'Site') within Manchester City Centre, as shown in **Figure 1.1.**, which is approximately 0.39ha in size. The Site falls within the boundary of the Manchester Piccadilly SRF (2018), which identifies the Site as an opportunity for development within a wider regeneration initiative involving the areas surrounding Piccadilly Station.

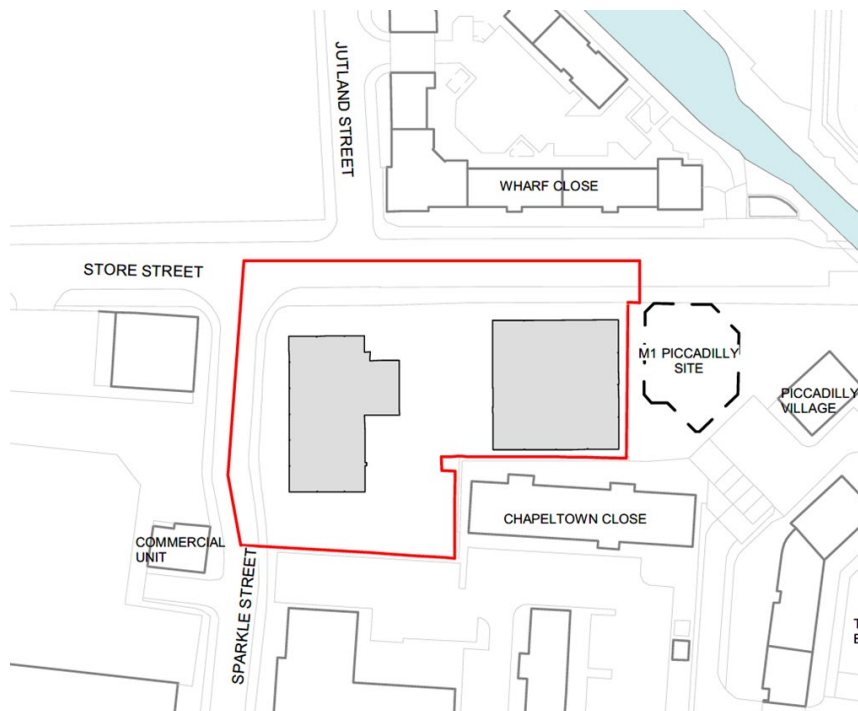


Figure 1.1 - Site Location Plan (SimpsonHaugh)

## The Applicant

- 1.4. Foras (Sparkle Street) Limited is a company under the ownership of JRL Construction Management Limited. They are being assisted by Central and Urban as development Managers.

## Developer & Contractor – JRL Group

- 1.5. JRL Group is a privately owned construction group that was founded in 1996 as a groundworks and reinforced concrete frame company. Over the last 27 years, the group has expanded its design, specialist contracting, manufacturing and plant hire companies to provide a holistic, all-encompassing in-housing contract solutions for their clients. The group's activities are under the direct day to day leadership of the board with the company structured to provide a flexible and progressive engagement model with the ability for clients to engage with all or part of the group to fit their individual requirements and project timelines. JRL Group have delivered in excess of 7000 homes and have been operational in Manchester since 2018, with its main contractor division Midgard and the wider group active across numerous BTR projects in the City.

## Development Manager – Central and Urban

- 1.6. Central and Urban is a UK based commercial and residential real estate developer and development management company. The team has extensive experience in multiple asset classes and has developed many iconic buildings in partnership with both private equity and the UK's largest institutional investors. The Central and Urban team have significant experience working in Manchester and have delivered numerous developments across the city. The team deliver at every stage of the development process, from land acquisition, due diligence and viability, planning, multi-disciplinary design and consultant team management, main contractor negotiations, funding and project delivery.

## The Proposed Development

- 1.7. The proposals are for a new residential development, providing 359 high quality apartments set across two elements, ranging from 10 storeys to 28 storeys, which is 86.5m above ground level in height. The residents will be provided with a wide range of amenity spaces throughout the building as well the opportunity to enjoy access to private external terraces and shared garden. The building will be supported by improved landscaping as part of the proposals, which includes the provision of trees to enhance the public realm and immediate streetscape.
- 1.8. The description of the Proposed Development is set out below:

*“Full Planning Permission for demolition of existing vacant buildings and erection of a part 10 storey, part 28 storey residential development comprising 359 homes (Use Class C3) with supporting amenity spaces, and associated highways works, landscaping, plant areas, and other associated works.”*

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

## Pre-Application Consultation

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

## Application Documentation

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

**Table 1.1 – Application Documentation**

| Document                           | Responsibility |
|------------------------------------|----------------|
| Application Forms and Certificates | Deloitte       |
| Accommodation Schedule             | Simpson Haugh  |

| Document                                                                                            | Responsibility        |
|-----------------------------------------------------------------------------------------------------|-----------------------|
| Site Location Plan and Existing Site Plan                                                           | Simpson Haugh         |
| Proposed Plans, Sections and Elevations                                                             | Simpson Haugh         |
| Demolition Plan                                                                                     | Simpson Haugh         |
| Landscape Plans                                                                                     | Reform                |
| Design and Access Statement                                                                         | Simpson Haugh         |
| Public Realm Strategy (including lighting strategy)                                                 | Reform                |
| Heritage Assessment                                                                                 | Salford Archaeology   |
| Planning and Tall Building Statement                                                                | Deloitte              |
| Statement of Consultation                                                                           | Deloitte              |
| Construction Management Plan (including Demolition Method Statement and Demolition Management Plan) | Midgard               |
| Archaeological Assessment                                                                           | Salford Archaeology   |
| Environmental Standards Statement                                                                   | Watts                 |
| Energy Statement                                                                                    | JRL Sustainability    |
| Ecological Assessment                                                                               | ERAP                  |
| Biodiversity Net Gain Assessment                                                                    | ERAP                  |
| Crime Impact Statement                                                                              | GMP: Secure by Design |
| Transport Assessment                                                                                | Curtins               |
| Framework Travel Plan                                                                               | Curtins               |
| Waste Management Strategy                                                                           | Curtins               |
| TV Reception Survey                                                                                 | Watts                 |
| Broadband Connectivity Assessment                                                                   | Watts                 |
| Viability Assessment                                                                                | CBRE                  |
| Ventilation Strategy                                                                                | Watts                 |
| Aviation Safety Assessment                                                                          | Pager Power           |
| Arboricultural Impact Assessment                                                                    | Bowlands              |
| Air Quality Assessment                                                                              | Cass Allen            |
| Acoustic Assessment                                                                                 | Cass Allen            |
| Fire Statement                                                                                      | Clarke Banks          |
| Flood Risk Assessment and Drainage Strategy                                                         | Curtins               |
| Phase 1 Preliminary Risk Assessment and UXO Survey                                                  | Curtins               |
| Phase 2 Site Investigation Report                                                                   | Curtins               |
| Health Impact Assessment                                                                            | Enfusion              |
| Environmental Statement                                                                             |                       |
| Volume 1 – Environmental Statement                                                                  |                       |

| Document                        | Responsibility |
|---------------------------------|----------------|
| Volume 2: Technical Appendices  |                |
| Volume 3: Non-Technical Summary |                |

## Structure of the Planning and Tall Building Statement

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

- **Section 2** – outlines the strategic context and highlights the opportunity for the proposed development;
- **Section 3** – provides a description of the Site and surrounding area;
- **Section 4** – describes the form of the application and Proposed Development;
- **Section 5** – details the relevant documents that make up the Development Plan and material considerations;
- **Section 6** – provides a broader planning assessment of the site-specific planning issues;
- **Section 7** – presents a detailed evaluation of the proposed tall building and public benefits of the Proposed Development; and
- **Section 8** – concludes by summarising the case for the grant of Planning Permission.

## 2. The Opportunity and Strategic Context

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

### Economic and Market Context

- 2.2. Manchester has seen unprecedented growth over the past two decades, with growth concentrated in the City Centre and surrounding wards. With a diverse population of 552,000 people, the City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London. Manchester City Council predicts that the city will be home to 576,000 residents by 2026<sup>1</sup>.
- 2.3. Over a thirty-year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. Manchester City Council has driven the physical and economic renewal of the City Centre through the development and implementation of strategic frameworks for sustained regeneration, investment, and service improvement to ensure that Manchester maintains its position as the nation's leading City Centre location. The success of this approach sees Manchester successfully compete as one of the top places to live in the UK and create an international investment location and visitor destination.
- 2.4. Population growth in recent years has been particularly evident in a younger 20-24- and 25-39-years demographic, which is attracted to Manchester's lifestyle and increasing employment opportunities, and this in turn is driving further economic growth and enhanced productivity. However, the city centre market is also increasingly catering for young families and those who are older and looking to downsize in a vibrant city centre location<sup>2</sup>. The latest demographic and population data is shown below in Figure 2.1.

City Population by Age and Gender - 2021 mid year estimate

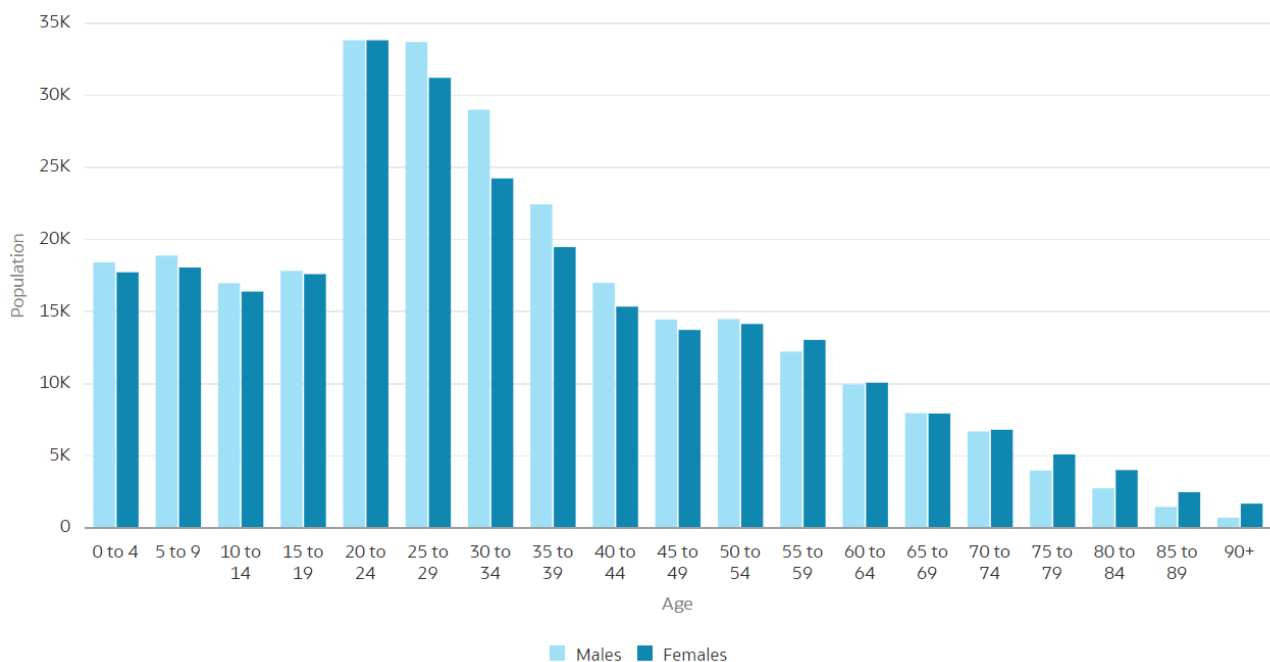


Figure 2.1 – City Population by Age and Gender – 2021 midyear estimate (Office for National Statistics, 2022)

<sup>1</sup> MCC (2022) State of the City Report 2022

<sup>2</sup> Older People In Manchester: Profile of Residents (2021) – Accessed [here](#).

- 2.5. The Greater Manchester sub-region, which has a resident population of over 2.83 million and a combined Gross Value Added (GVA) of approximately £78 billion, accounts for around two fifths of the North West's economic output<sup>3</sup>. In 2021, almost one third of the £78 billion of GVA generated in Greater Manchester was produced in the City of Manchester<sup>4</sup>. As of August 2022, the highest number of people in jobs across the Local Authority area was recorded at 243,549, which represents an increase of 3.7% since August 2021. This is in comparison to 220,000 before the COVID-19 health crises and below 200,000 in 2014/15<sup>5</sup>.
- 2.6. Manchester's economy continues to grow at a faster rate than the UK, with the City Centre as the economic growth engine for both Manchester and the wider region. It has seen a significant increase in development over the past year, building on an international reputation as a leading place to live, visit and do business. Recent forecasts have shown when measured by Gross Value Added (GVA), Manchester's economy is expected to see annual average growth of 2.5% between 2024 and 2026, comfortably outpacing the national growth rate (2.1%)<sup>6</sup>. Manchester's positive outlook is supported by the strength of the city's professional, scientific, and technical, and financial and insurance activities sectors.
- 2.7. Manchester remains the city of choice for businesses demonstrated by the fact that, since 2015, there has been a 38% rise in active enterprises, from 17,045 in 2015 to 23,565 in 2021<sup>7</sup>. This business growth is fuelling the attractiveness of Manchester as a place to live, as the Built to Rent sector supports the migration of people from other parts of the UK, as well as those within Manchester already and allows them to move closest to employment opportunities across a range of sectors.
- 2.8. Prospects for economic growth are closely tied to the ability to attract and retain the most talented individuals. It is therefore critical to focus efforts on improving the City Region's attractiveness as a location to live, study, work, invest and do business. In this regard, a key priority is the delivery of high-quality residential accommodation, consistent with the requirements of Manchester's Residential Quality Guidance, and located within neighbourhoods of choice.

Active Businesses in Manchester by Sector (Enterprises and Local Units) - 2021

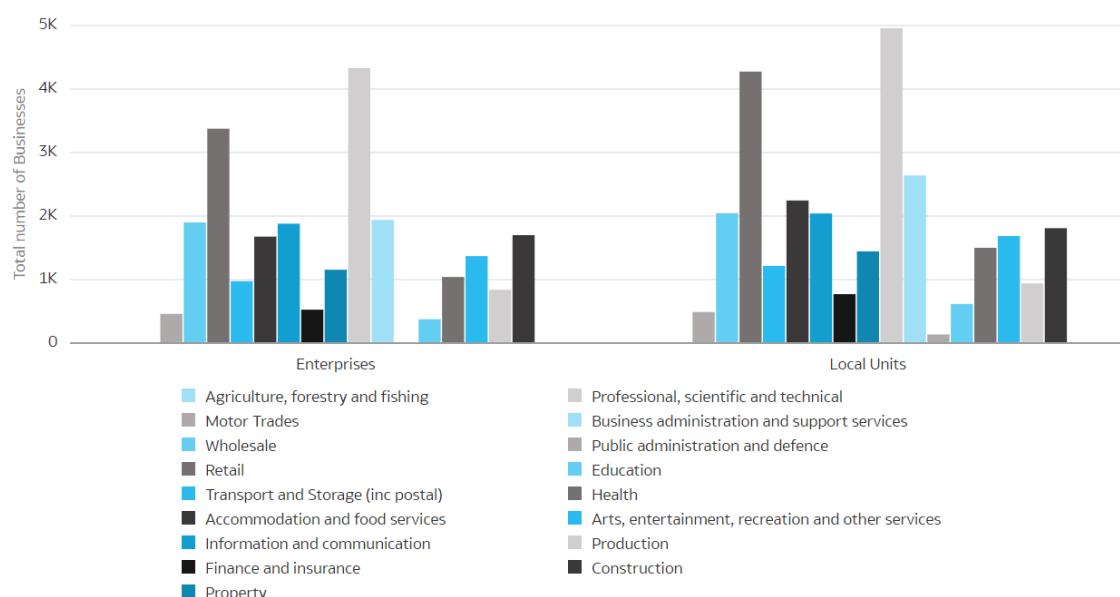


Figure 3.2 – Active Businesses in Manchester by Sector (Enterprises and Local Units) 2021. (Office for National Statistics, 2022)

- 2.9. The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of the city. There is access to a pool of skilled people across a wide range of industries, and the third largest full-time student population in the UK after London and Birmingham.

<sup>3</sup> Office for National Statistics, *Regional Gross Value Added (balanced) per head and income components tables (released 25 April 2023)*, - Accessed [here](#).

<sup>4</sup> Office for National Statistics, *ibid*.

<sup>5</sup> MCC (2022) State of the City Report 2022

<sup>6</sup> Greater Manchester Local Enterprise Partnership, (2023). *Manchester's Economy Predicted to Be the UK's Third-Fastest Growing Between 2024 and 2026* – Accessed [here](#).

<sup>7</sup> MCC (2022) State of the City Report 2022

- 2.10. A feature of the City's economy and its employment growth has been the ability to attract an international workforce from Europe and beyond. International migration has contributed to economic growth in both the high skilled occupations, such as health and digital, and in the leisure and care economies. The residential property market has a considerable effect in making Manchester an attractive destination. Its success has seen an increased birth rate of international migrants' families, which has further contributed to employment growth and housing demand.
- 2.11. Finally, the Our Manchester Strategy: Forward to 2025 document identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by the city's competitive, dynamic, sustainable, and fair economy. This draws on its distinctive strengths in science, advanced manufacturing, and culture, creative and digital businesses – cultivating and encouraging new ideas.

## Connectivity

- 2.12. Manchester has continued to invest significantly in its transport infrastructure, delivering major improvements in terms of accessibility to and within the Regional Centre. This increases the City's travel to work area capacity (and therefore its pool of labour) and enhances connectivity between businesses. It also makes the City Centre easier to get around and a better place to live.
- 2.13. Substantial investments in the Metrolink offering have delivered substantial coverage across the Greater Manchester conurbation. There is also strong access to mainline rail services from Manchester Piccadilly Station, Oxford Road Station and Deansgate Station.
- 2.14. In addition, accessibility improvements in terms of enhanced infrastructure to promote walking and cycling, continue to be delivered as part of major regeneration programmes across the City Centre. This is also in part due to the restrictions on private car trips within the city centre, which has led to a reduction in traffic and improved walkability. This creates a better environment for residents and businesses as well as enhancing connectivity to jobs, education and recreational opportunities for the local workforce and residents in a healthier and car-free approach.
- 2.15. A key element of this is the North-Eastern Gateway Cycle route, which is seen as a key piece of infrastructure to improve walking and cycling across the north of the City Centre and connecting Piccadilly Station to areas of East Manchester and the Etihad Campus. This cycle route passes through several regeneration areas including Northern Gateway, New Cross, Ancoats and New Islington, Holt Town, and the Manchester Piccadilly SRF areas. Therefore, development seeks to capitalise on this investment and vice versa by offering sustainable connections between new and existing neighbourhoods. The Site represents a key opportunity to positively exploit this investment and address what is currently a gap site, as described further in Section 3 of this Statement.
- 2.16. Further afield, Manchester International Airport is the third largest airport in the UK and is the primary gateway for the north of England. It serves 29 million passengers a year and connects to over 200 destinations worldwide. Direct flights serve all of Europe's major cities and the airport provides multiple long-haul routes to North America, the Middle East, Asia, and Australasia. In July 2021 Manchester Airport opened the extension of Terminal 2. The £1 billion investment doubled the size of the new state of the art terminal. It is estimated that it will increase passenger capacity by 150% and increase the number of international tourists visiting Manchester<sup>8</sup>. Work at the Airport will also be carried out to maximise the potential of Manchester's existing two runways, which have the capacity to handle 55m passengers a year.

## Residential Supply and Demand

- 2.17. Manchester's ongoing economic and population growth will continue to drive the need for new high-quality residential accommodation across a range of tenures. Indeed, the provision of new housing, which supports the attraction and retention of talent, which has helped fuel that growth.
- 2.18. As reported in Deloitte's 2024 Manchester Crane Survey, housing delivery continues to hold up with a total of 2,402 new homes across ten schemes completed during 2023. This figure is largely consistent with the number of homes delivered in 2022 albeit under half the peak number of 5,549 homes delivered in 2021, which was the culmination of a delivery 'boom' period for housing in the Crane Survey area between 2019 and 2021.

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<sup>8</sup> <https://www.headforpoints.com/2021/08/26/review-manchester-airport-terminal-2-extension/>

- 2.19. The pipeline remains strong with 17 new starts in 2022 and seven new starts in 2023; however, there is no sign yet of a further boom period and the consistent delivery levels over the past two years may now be representative of a steadier and more sustainable trajectory of housing delivery, at least until economic conditions improve. However the total of 11,765 units under construction is well above the average of 6,349 units since the Crane Survey records began in 2007.
- 2.20. The City Core saw the highest volume of new homes starting construction, at 827 units across three schemes, with other new starts distributed across the Crane Survey area. Manchester City Council's housing development company (This City) commenced construction at Rodney Street in the Eastern Gateway alongside Salboy's Waterhouse Gardens in the Northern Gateway, Eutopia Homes's Berkeley Square at Salford Central, and Renaker's Phase 1 of Contour in the Southern Arc. The strength of the residential market is underpinned by the City's resilient economic growth, as detailed above. Retail, leisure, and world-class institutions based in the City Centre support the lifestyle aspirations and further underpins its strength as a place to live<sup>9</sup>.
- 2.21. Businesses need staff to support continual growth and there needs to be confidence that future employees can continue to access a ready supply of well-located residential accommodation in proximity to office accommodation. Manchester therefore must continue to provide quality accommodation to support the talent pool that is attracted to the city, including graduates and young professionals, whilst noting that the desire to buy or rent city centre apartments is not limited to young professionals. Increasingly, single person households and retirees downsizing and moving back from the suburbs are also fuelling demand<sup>10</sup>. This is because of more people opting to live closer to where they work and socialise, as well as benefitting from the extensive offering within the city centre.
- 2.22. As a result of these factors, a prevalent trend in Manchester city centre residential market is the substantial delivery of Build to Rent accommodation, particularly since 2014. Given the Site's strategic location, it is geographically well-placed to play a significant role in sustainably satisfying the demand for new homes to support population and economic growth. The location offers factors that are typically sought by residents located in the city centre, including accessibility to public transport and employment opportunities.
- 2.23. Overall, there is a very clear need for high quality new homes in Manchester city centre, which is underpinned by planning policy and the Strategic Regeneration Framework, as discussed below. This is evidenced through continued delivery of high-density schemes and high levels of occupancy across a range of demographics. There are a variety of environmental, social, and economic drivers, that are evidenced and articulated from a strategic policy perspective, highlighting why this type of development should be supported within the city centre. New housing supports business growth, talent retention and lifestyle offering within the city, as shown in places like Great Jackson Street, and the number of new families that are now located there and are starting to put down roots within the City Centre.
- 2.24. Building on the success of recently approved applications for development that are now coming forward in this part of the city centre, Sparkle Street will further the area's development as a vibrant neighbourhood. It reflects the growth of the area as a popular place to live and help to unlock its economic potential.

## Strategic Context

### The Greater Manchester Strategy: Our People, Our Place (2017)

- 2.25. The Greater Manchester Strategy sets a vision "to make Greater Manchester one of the best places in the world to grow up, get on, and grow old". The strategy sets out ten priorities to achieve the vision for Greater Manchester:
- Priority 1: Children starting school ready to learn
  - Priority 2: Young people equipped for life
  - Priority 3: Good jobs, with opportunities for people to progress and develop
  - Priority 4: A thriving and productive economy in all parts of Greater Manchester

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<sup>9</sup> Ibid.

<sup>10</sup> JLL, How new high-rise apartments are transforming Manchester (2019), [How new high-rise apartments are transforming Manchester \(jll.co.uk\)](https://www.jll.co.uk)

- Priority 5: World-class connectivity that keeps Greater Manchester moving
- Priority 6: Safe, decent and affordable housing
- Priority 7: A green city-region and a high-quality culture and leisure offer for all
- Priority 8: Safer and stronger communities
- Priority 9: Healthy lives, with quality care available for those that need it
- Priority 10: An age-friendly city-region

## **Our Manchester Strategy – Forward to 2025**

- 2.26. The Our Manchester Strategy 2016-25 was published by MCC in January 2016 and sets the ambitions for the City for the next decade. It was refreshed in March 2021 following a review of its first five years. The Strategy sets out a vision for Manchester to be in the top-flight of world-class cities by 2025, when the City will:
- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
  - Possess highly skilled, enterprising and industrious people;
  - Be connected, internationally and within the UK;
  - Play its full part in limiting the impacts of climate change;
  - Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
  - Be clean, attractive, culturally rich, outward-looking and welcoming.
- 2.27. The Our Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement.
- 2.28. The ‘Our Manchester’ approach seeks to build a different relationship with residents and communities, recognising that this also means undertaking a different approach to engagement; engagement that is sustainable and driven by the City’s communities.
- 2.29. The latest iteration of the Our Manchester Strategy (March 2021) captured the views of people from across the city with over 3,800 residents, businesses, voluntary and community sector, public sector partners and wider stakeholders providing their views on what Manchester’s priorities should be. As such, the draft Strategy fully reflects the priorities of residents, businesses, organisations, and partners.
- 2.30. The refreshed Strategy incorporates feedback received from Our Manchester Forum and Executive Members but retained the original Strategy’s five themes (A Thriving and Sustainable City; A Highly Skilled City; A Progressive and Equitable City; A Liveable and Zero Carbon City; and A Connected City) as well as reflecting the need to respond to COVID-19.

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

- 2.31. Manchester’s Housing Strategy defines the long-term vision to deliver the homes that people want and need. It is built around the following four principles:
1. Increase affordable housing supply and build more new homes for all residents.
  2. Work to end homelessness and ensure housing is affordable and accessible to all.
  3. Address inequalities and create neighbourhoods where people want to live.
  4. Address the sustainability and zero-carbon challenges in new and existing housing.
- 2.32. With respect to the first principle, the strategy identifies a minimum undersupply of 500 new homes per annum, leading to prices and rents increasing across the city, exacerbating affordability issues for many residents. As Manchester grows, the city must continue to work harder towards meeting exceptionally high demand for housing across all tenures.

- 2.33. The strategy therefore sets a target of delivering 36,000 new homes between 2022 and 2032, including 10,000 new affordable homes:
- “Out of the 10,000 new affordable homes, 3,000 will be delivered in the city centre, and over a third of these will be shared ownership or rent to buy to help first-time buyers get a foothold on the ladder. This will be crucial if we are to increase the number of owner-occupiers in Manchester by 15,000 by 2032.”*
- 2.34. The strategy seeks to ensure that more than 80% of all homes are built by 2032 are on brownfield sites close to public transport.

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

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

### **Regeneration Context**

- 2.38. The vision for the City Centre is well developed through several Strategic Regeneration Frameworks (‘SRF’). Those of relevance are listed below. Sparkle Street is in the Manchester Piccadilly SRF area and strategically located near a number of key regeneration areas, including Portugal Street East, Piccadilly Basin, Ancoats and New Islington and ID Manchester. The associated SRF documents help to envisage a more connected city centre, with new mixed-use development spread throughout and with higher levels of accessibility.

### **Manchester Piccadilly SRF (2014 and 2018 versions)**

- 2.39. Following the announcement of HS2 Phase 2, MCC and Transport for Greater Manchester (TfGM) commissioned Bennetts Associates to carry out an initial appraisal of the regeneration potential for the Piccadilly area, with a particular focus on the area to the north of the station. This resulted in the creation of the Manchester Piccadilly SRF (2014) that demonstrates the potential scale of development achievable, and which was later endorsed by MCC in 2014 at the Executive Committee. The framework anticipates that several benefits can be achieved through the regeneration of this part of the City Centre:
- The connectivity associated with a best-in-class multimodal transport hub.
  - 4,500 new homes.
  - 625,000 sqm of commercial office space.
  - 100,000 sqm of retail space.

- 1,000 new hotel rooms.
- The creation of numerous high quality public spaces.
- A string of cultural and community use buildings.

2.40. The framework splits Piccadilly into different character areas which each have their own distinct development principles according to their immediate context. The Site is located within 'Piccadilly Central', which envisages a dense, mixed-use district focused on high quality public space, with supporting social infrastructure. Each district aims to grow into an attractive place for people to work and live, with a focus on identity, inspiration, and connectivity. Store Street, which the Site is adjacent to is identified as a key pedestrian and cycle route connecting key areas of North Manchester to Manchester Piccadilly.



Figure 2.3 – Manchester Piccadilly SRF Character Areas (Manchester City Council, 2018)

- 2.41. This was later updated by the Manchester Piccadilly SRF (2018) framework that builds on the principles set out within the Manchester Piccadilly SRF (2014) and was endorsed by MCC's Executive Committee in 2018. This refreshed framework focuses primarily on Piccadilly Central as other areas which were originally within the 2014 SRF study area have now moved on significantly and as a result have now a respective framework each, including the Piccadilly Basin SRF (2016).
- 2.42. In essence, the quantum of development has increased by approximately 10% from the 2014 SRF to meet updated projection of demand at that time. This consists of approximately 8m sq. ft of space including 267,700 sqm of commercial office space, 5,000 new homes, 25,375 sq. m. of retail and leisure space, 250 new hotel rooms and the associated social amenity to provide for this quantum.
- 2.43. With a particular focus on density in the sub-area of Piccadilly Central, the SRF envisages an ambitious level of development considered for the wider area around the station. Residential proposals range from medium rise to high rise, promoting variety and a mixed offer of housing types. Massing would therefore be built up around the perimeter of the scheme bordering the main roadways of Great Ancoats Street and the

Mancunian Way. A mixture of uses should be promoted across the regeneration area to create a diverse urban life whilst ensuring economic sustainability. By avoiding large areas of single use, Piccadilly Central will feature a diverse range of uses that foster a sense of place and promote community and neighbourhood. Active frontages would help to animate the experience at street level along key circulation routes and public spaces.

- 2.44. As highlighted in the Proposals section of this Statement, the Manchester Piccadilly SRF identifies the Site as being suitable for residential and commercial land uses. Where the taller element of the massing sits on the corner of Store Street and Sparkle Street, the SRF has identified this as commercial which can rise to 20 (commercial) storeys, whilst heights up to 12 (residential) storeys is identified on the remaining segment of the site area. These heights have been benchmarked and have been used as a starting point for developing the detailed designs set out in Section 4 this Statement.
- 2.45. The tallest element highlighted in the SRF falls largely within the area identified for commercial development and is situated at the point furthest away from Piccadilly Village and in closest proximity to the Piccadilly Station's gateway. Height-wise, the SRF identifies the potential for a commercial building of up to 20-storeys in height and an exercise is therefore required to understand what scale of residential development would still fall within the same height parameters.
- 2.46. Whilst the SRF is a helpful reference point for developing the proposals, the height of the proposals has been carefully and robustly tested as part of this planning application. As set out in later Sections of this Statement, regard has been given to Core Strategy Policy EN2 that specifically sets criteria for assessing tall buildings and also Tall Building Guidance (Historic England Advice Note 4<sup>11</sup>), which is often referenced as a material consideration in the consideration of tall building applications. Key considerations in relation to tall buildings and with reference to this site, include:
- Townscape and visual impact, including an analysis and demonstrable architectural quality and impact on heritage locally;
  - Effect on the local environment/microclimate, including effects on existing residential amenity (noting existing residential development on adjoining sites) e.g. sunlight and daylight, noise, wind and privacy, amongst others; and
  - Contribution to public space, including the building's relationship to Store Street, as well as delivering the necessary private amenity space for new residents.
- 2.47. Amongst other factors, the above criteria has been analysed and addressed during the design development process to allow that to form part of the robust planning submission.

## HS2

- 2.48. Whilst HS2 Phase 2a and 2b proposals were cancelled by Central Government on the 4th of October 2023, the proposals were replaced by an ambition to deliver "Network North", which seeks to ensure that rail, roads and buses benefit from £36 billion in transport improvements – unlocking potential faster in our towns, cities and rural areas. A further £12bn is also set aside to deliver fast links between Liverpool and Manchester as part of the proposals. This therefore seeks to redirect money from HS2 to specific transport projects in the north to improve connectivity between a variety of different northern towns and cities. Additionally, and notwithstanding the cancellation, the long term need for enhanced capacity in the north to south rail connections remains and future planning for the area should there continue to account for future needs.
- 2.49. The continued significant opportunity for redevelopment proposals to come forward in the Manchester Piccadilly Strategic Regeneration Framework area in line with the principles set out in that document is further underlined by the expansion of the city centre resulting in significant levels of development and placemaking activity across the framework area in recent years. Fundamentally, the proposed development aligns with the ambitions of the framework and aligns with the site-specific guidance, as presented in detail within later sections of this document. There is a clear ambition to maximise density of development in an around key transport hubs within the City Region to capitalise on their inherent sustainable location in

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<sup>11</sup> <https://historicengland.org.uk/images-books/publications/tall-buildings-advice-note-4/>

accordance with Manchester's strategic priorities, planning policies and other material considerations, including the Manchester Piccadilly SRF (2018).

## Strategic Context Summary

- 2.50. In summary, this Chapter has outlined the strategic context for the Site, demonstrating the potential scale of the opportunity for proposals at Sparkle Street and the opportunities to be sought through development. The Site is situated within a strategic location directly adjacent to Piccadilly Station and is well connected to the wider city centre, providing short distances to several key services and amenities, and therefore promoting sustainable modes of transport.
- 2.51. Presently, the Site is underutilised in its current use and therefore detracts the overall quality of the immediate area despite adjacent areas, including Ancoats and New Islington, witnessing successful development activity, effectively creating what can be considered a 'gap site' between these areas and Piccadilly Station. Store Street can serve as a key connector between Piccadilly Station and areas of East Manchester, such as Holt Town and the Etihad Campus. This Site can fill in the existing gap to provide a high-quality development that integrates into these areas and provides social, economic, and environmental benefits to Manchester.
- 2.52. During the design development stages undertaken prior to the submission of this planning application, regular dialogue has taken place with MCC Planning Officers to present the proposals, understand and address the City's strategic objectives and have an opportunity to consider and address feedback. A series of pre-application meetings were held between November 2022 and April 2024.
- 2.53. The overall feedback from pre-application discussions has been positive and supportive in principle on the basis that the proposals are well designed and achieve the objectives and guiding principles within the Manchester Piccadilly SRF.

# 3. Site and Surroundings

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

## The Site

- 3.2. The Site (Figure 3.1) is located adjacent to Sparkle Street and Store Street, approximately 100 metres north of Piccadilly Railway Station in Manchester City Centre and is approximately 0.39 ha in size. The Site is largely unoccupied, with its former use being a telephone exchange along with surface car parking and two buildings that are partly used for storage and distribution.
- 3.3. The current buildings are partially screened by existing vegetation and an access route for vehicles is provided into the Site from Store Street. As shown in **Figure 3.2**, the Site is a negative contributor to the local environment and street scene in terms of its visual appearance and does not contribute to the City in any meaningful way from a social or economic perspective.
- 3.4. It currently sits as low-rise poor-quality, now defunct, infrastructure that offers no contribution to strategic objectives for the area and will remain as an inactive part of the area until suitable development proposals come forward. It represents a missed opportunity to support a key linkage between Piccadilly Station and communities to the north east of the City Centre, including Ancoats and New Islington, Holt Town and beyond toward the Etihad, which is now a vital hub of activity for the city region from a leisure perspective.

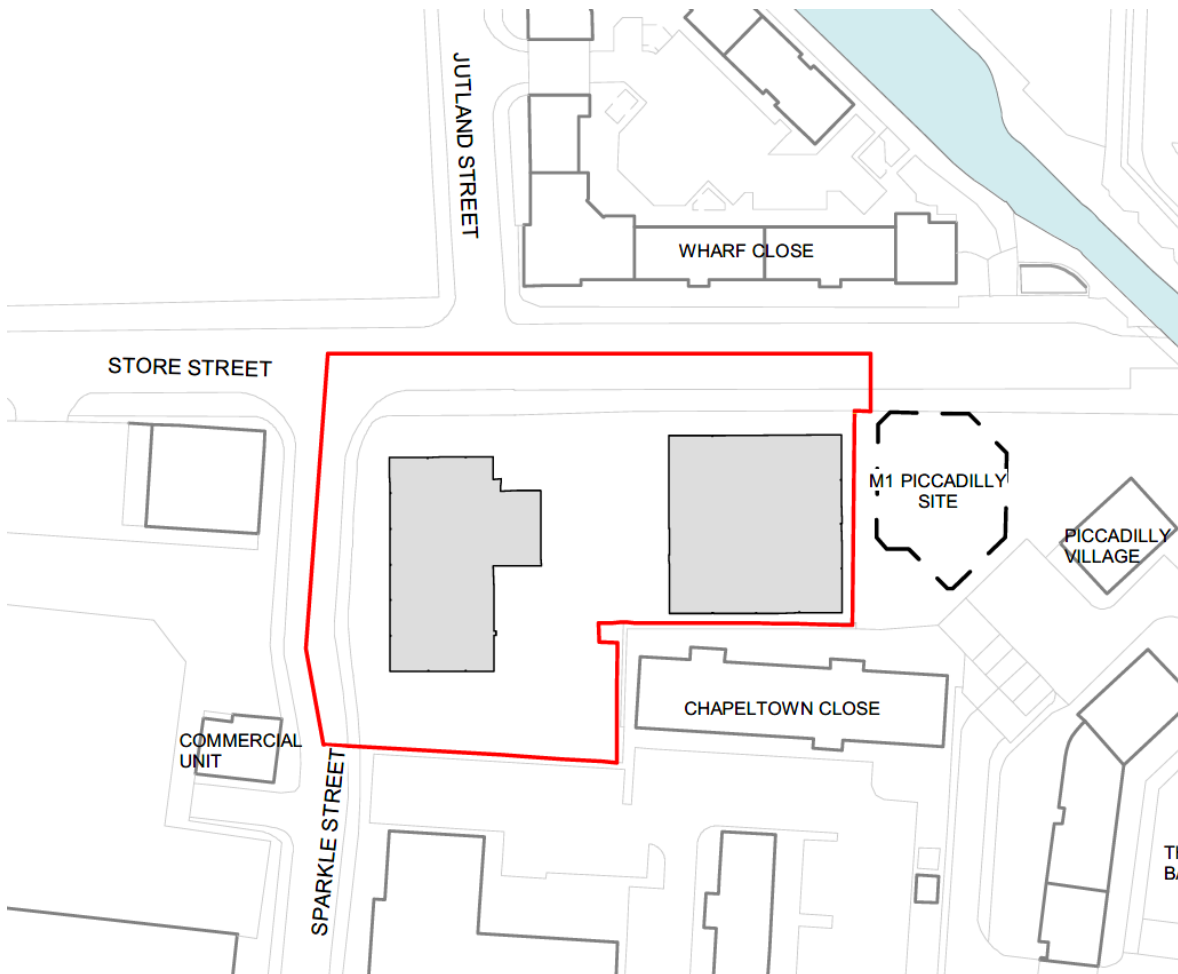


Figure 3.1 - The Site (red boundary) plan

- 3.5. The Site is located to the southwest of Piccadilly Village and includes other existing residential properties to the west, east and north. Much of the immediate surrounding area underwent a period of transformation in the 1990s with the various canal-side redevelopments to the east of the Site. Existing residential buildings at the Site's boundaries are generally circa 5-storeys in height, although the Chapeltown Apartments sit on a bank of made ground and retaining wall that is approximately 3.5m in height, which is the equivalent of one and a half storeys. A 15-storey building known as M1 (Ref. 132626/FO/2022) has recently been approved on land immediately to the east of the Site, fronting onto Store Street, which is shown on Figure 3.1.



PICCADILLY VILLAGE - EXISTING BUILDINGS TO SOUTH OF THE SITE



PICCADILLY VILLAGE - EXISTING BUILDINGS TO SOUTH OF THE SITE



VIEW ALONG SPARKLE STREET



VIEW ALONG SPARKLE STREET

**Figure 3.2 - Images of the Site and its immediate Surroundings**

- 3.6. Today, the surrounding area is identified as a priority for regeneration, and is rapidly changing, with significant levels of investment and development having accelerated again in the last 5 years. This is set out in detail within Section 2 of this Statement and described further below in terms of development that has been delivered or is in the process of coming forward.
- 3.7. Completed in late 2021, Oxygen Tower is located 250m to the northeast of the Site and was originally approved on 04 March 2016 (110276/FO/2015/C2 as amended under LPA Ref.: 122258/JO/2018). The proposals approved the construction of 12 townhouses, 345 apartments and several ground floor commercial units within a part 31, part 15, part 9 storey building, rising in scale toward Great Ancoats Street.
- 3.8. Other recent permanent development proposals located within 200m of this Site, as highlighted on **Figure 3.3**, include:
1. Crusader Works (113363/FO/2016 as amended) – 126 new homes in converted mill and new build extension containing 107 apartments in a 10-storey building, now complete as of October 2022.
  2. Leonardo Hotel (129248/JO/2021) – 275 no. bedroom hotel in 15-storey building, recently completed development.
  3. The Castings (127317/FO/2020) – 352 apartments in a building ranging from 7 to 25 storeys, with ground floor commercial units currently under construction and due for completion by Q2 2024. This development is being delivered by Midgard, who would also deliver the Proposed Development and replicate the level of quality within the scheme.

4. Piccadilly Central Public Realm (121467/FO/2018) – demolition of existing buildings and delivery of public realm, including hard and soft landscaping, tree planting, street furniture, highways improvements and associated works.
5. The Fairfax (121099/FO/2018) – 488 apartments in a part 29, part 23 storey building that has recently commenced construction and is due for completion by mid-2025.
6. Mayfield (various) – large scale regeneration project including the delivery of the new park, Freight Island and the Mayfield Depot.
7. London Road Fire Station – conversion of the Grade II\* listed building, which is currently nearing completion located at the end of Store Street, adjacent to London Road and Whitworth Street. This is proposed to be a mixed-use hotel, office, and leisure destination.
8. Presbar Diecast Works / The Foundry – an operational flexible entertainment, food, and beverage venue, which is located between Laystall Street and Store Street to the north east of the Site, recently completed in mid-2023.
9. Electric Park – a campus development of 5 commercial office buildings centred on the New Islington Metrolink Station comprising 47,000 sq. m. of employment space.
10. Victoria House (122000/FO/2018) – 177 apartments in a 25 storey building that was recently completed in March 2024.

3.9. In summary, much of the surrounding area has either been redeveloped or is in the process of coming forward with site specific proposals. This Site therefore comprises one of the few remaining sites along Store Street to come forward with redevelopment proposals. It represents a major gap in the important linkage between Piccadilly and the Etihad Campus.



Figure 3.3 - Surrounding approved developments

## Site Accessibility

- 3.10. The Site is one of the most accessible in the city, being adjacent to Manchester Piccadilly. This provides local, regional, and national train services, as well as access to all Metrolink lines to offer onward journeys across destinations in Greater Manchester. The Site is also near several bus stops on Great Ancoats Street and London Road, providing services across Greater Manchester, including the free shuttle bus services located adjacent to the railway station that run in a circular route in and around Manchester City Centre. As such the Site is well serviced by a variety of public transport options and scores highly on the GMAL Score (8/8).
- 3.11. A full account of the Site's accessibility by different modes of transport is provided in the Transport Statement, prepared by Curtins and submitted with this Application. These locational benefits help to support the case for higher density development.

## Site Specific Environmental Designations

### Heritage

- 3.12. The Site is not located within or adjacent to any designated Conservation Areas (CA). The closest Conservation Areas are the Whitworth Street CA that is 280m to the southwest and Stevenson Square CA located 250m to the northwest. There are no World Heritage sites, Scheduled Ancient Monuments, Registered Parks and Gardens, Registered Battlefields or Protected Wrecks identified on the Site or within its immediate vicinity. The Site is therefore not located within or adjacent to a sensitive area.
- 3.13. There are no nationally listed heritage assets on the site however, there are several nearby listed assets:
1. Approximately 50m northeast of the Site is the Grade II\* listed Ashton Canal Aqueduct.
  2. The London Warehouse is located 125m to the west of the Site and is Grade II Listed.
  3. Piccadilly Station is Grade II Listed, located 100m to the south of the Site.
  4. Crusader Works, recently refurbished and located 100m to the east, is Grade II Listed.
  5. London Road Fire Station is Grade II\* Listed and is located 120m to the southwest of the Site.
- 3.14. Given their proximity to the Site, the proposals may have some effect on these nearby buildings and structures. The assessment of the Proposed Development in the context of these heritage assets is summarised in Section 6 of this Statement and is set out in full, alongside a full list and description of designated and non-designated heritage assets within the local vicinity.

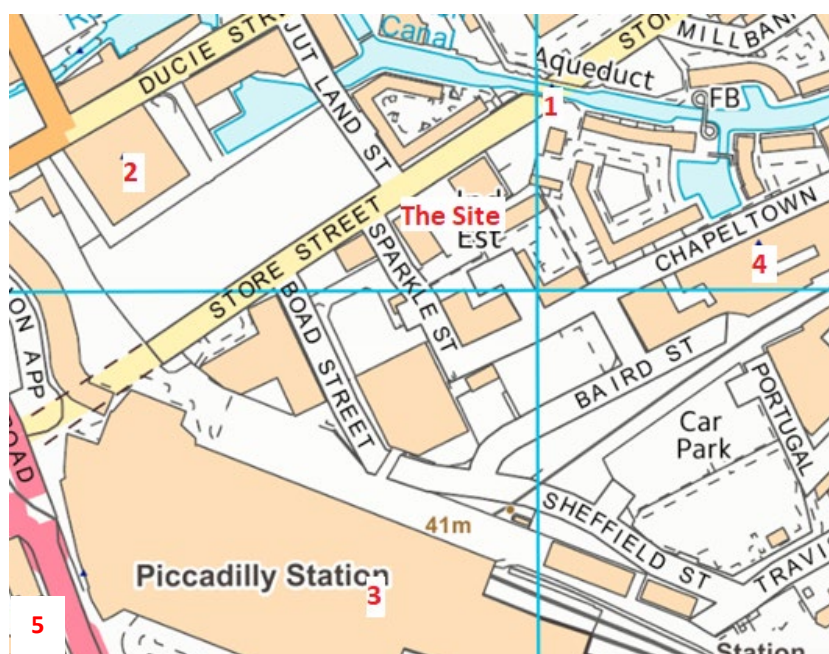


Figure 3.4 - Listed assets within 200m of the Site.

## Flood Risk and Drainage

- 3.15. The UK Government's long term flood risk map in the context of the Site shows it located within Flood Zone 1 and is therefore at low risk of flooding, which has been assessed as part of the Flood Risk and Drainage Strategy prepared by Curtins and submitted with this Application. In summary:
- The full area of the Site is identified as being at 'low' and 'medium' risk of flooding from surface water. The adjoining Store Street highway is identified to be at 'medium' and 'high' risk of flooding from surface water. The flood identified to both areas is affiliated to surface water runoff from adjacent areas flowing along the highways and reaching a low topographical area immediately north of the site in Store Street.
  - The Site is located in an area that is considered to be very low risk from fluvial sources (e.g. either rivers or the sea), which is less than 0.1%.
  - The Site is located partially within a Canal Breach Zone and therefore the risk of the canal flooding is low-medium.
  - The Site is at low risk of groundwater sources of flooding as site investigations have indicated the ground is dry up to 10m deep at least.
  - The Site is at low risk of being affected by sources of flooding associated with public sewers or highway drainage flooding.
  - As with the majority of the Regional Centre, the Site is located within the Conurbation Core Critical Drainage Area, as defined in the Manchester, Salford, Trafford Strategic Flood Risk Assessment (SFRA).
- 3.16. Considering the above information, the risk of surface water flooding to the site is generally considered to be low to medium, and as further assessment is considered within the Flood Risk Assessment submitted with this application.
- 3.17. Developers are responsible for ensuring that new development does not increase the flood risk elsewhere. As part of the development, a positive drainage network has been designed and will be installed to mitigate the risk from surface water flooding to the building and the surrounding site.

## Air Quality

- 3.18. The Site is located within the Greater Manchester Air Quality Management Area (AQMA). Pollutant concentrations in the vicinity of the site were below the relevant air quality objectives (AQOs) in the two most recent monitoring years, 2020 and 2021, although it should be noted that results from these years are likely to be atypical due to COVID-19 travel restrictions. Exceedances of the AQO were recorded at both locations throughout 2017-2019, though both locations are adjacent to busy arterial routes through the city.
- 3.19. No monitoring of PM<sub>10</sub> or PM<sub>2.5</sub> is undertaken in the vicinity of the site, though DEFRA predicted background concentrations for 2019 and 2026 are below the relevant AQOs for these pollutants, and NO<sub>2</sub>. Further information on Air Quality is provided within the Air Quality Assessment submitted with the application.

## Ecology

- 3.20. The Ashton Canal SBI is located 40m to the north of the Site, located above the ground within the Store Street Viaduct. There are no other statutory ecological designations on or within a reasonable distance to the Site.
- 3.21. The Site contains or is adjacent to 17 shrubs and trees that could be affected by the proposals, which are classed as follows:
- 2 category U groupings of trees and scrub vegetation;
  - 10 category C trees and 2 category C hedges; and
  - 3 category B trees.
- 3.22. 7 of these trees recorded are located outside the site boundary and will be unaffected by the development and retained, including 2 of the category B trees. Further information can be found within the Ecology Report submitted with this application which details the measures undertaken to protect and enhance local ecology.

## Planning History

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

**Table 3.1 Planning History**

| PP Reference       | Description                                                                                                               | Status                  |
|--------------------|---------------------------------------------------------------------------------------------------------------------------|-------------------------|
| F13257             | Change of use of 5 industrial units to 5 Warehouse units with associated circulation and car parking.                     | Approved May 1980       |
| 046556/DF/CMDC/94  | Erection of steel palisade fencing around perimeter of estate and change of use of Unit 2A to telecommunications purposes | Approved December 1994  |
| 049693/FO/CITY3/96 | Extension to existing premises to form a telecommunications super switch site                                             | Approved September 1996 |

# 4. Proposed Development

- 4.1. This Section provides a summary of description of the key elements of the Proposed Development and should be read in conjunction with the submitted application drawings and Design and Access Statement, prepared by SimpsonHaugh and Partners.

## Use, Quantum, and Internal Accommodation

- 4.2. The proposed overall quantum of development is set out within **Table 4.1** below.

**Table 4.1 - Development Parameters**

| Measurement                    | Proposed Parameters                                                                                                    |
|--------------------------------|------------------------------------------------------------------------------------------------------------------------|
| Site area                      | 0.39 hectares                                                                                                          |
| Residential Use (Use Class C3) | 359 residential apartments and 5 townhouses (1, 2 and 3 bed types)                                                     |
| Other uses                     | 679 sq. m. (GIA) internal amenity space                                                                                |
| Building Height                | 28 storeys (ground plus 27 storeys; +124.250m AOD or 86.25m AGL)                                                       |
| External Areas                 | Residents' garden at level 1 is approximately 600 sq. m.<br>Residents' terrace at level 10 is approximately 600 sq. m. |
| Parking                        | Two on street accessible bays and one car club space.<br>100% secure cycle parking provision (359 spaces)              |

## Design Evolution

- 4.3. The Proposed Development is a result of a detailed design evolution process. The design has developed as part of detailed analysis of the Site's immediate physical context and strategic drivers, technical assessments and input from specialist consultants, and feedback received from a range of stakeholders during design development.
- 4.4. The Site's surrounding regeneration context has also provided an important guide to development on Site, which has underpinned the proposals that were consulted on by members of the public during July 2023. In particular, the Site's location within the Manchester Piccadilly SRF has influenced the Proposed Development's scale, density, use and materiality.
- 4.5. The Proposed Development comprises two main forms, with a lower rise 10 storey element and a taller 28 storey tower element. This is in line with the endorsed Strategic Regeneration Framework ('SRF') for the Site, which envisages a 12-storey residential building adjacent to a 20-storey office building as shown below in Figure 4.1.



**Figure 4.1 – SRF with Sparkle Street proposals highlighted in red.**

- 4.6. As the Site is now proposed to be brought forward for residential development, a robust and comprehensive design exercise was undertaken early on to establish a comparative residential height to a 20-storey office building. This was benchmarked against 16 office buildings that have been approved or built within Manchester City Centre in the last 5 years, which is reflective of modern standards of office development and closely resemble the building type outlined in the SRF. Of the sampled office buildings, a typical average ground and upper floor was established to understand how tall a ground plus 19-storey office building would be on average, with a minimum and maximum range for robustness (Figure 4.2).

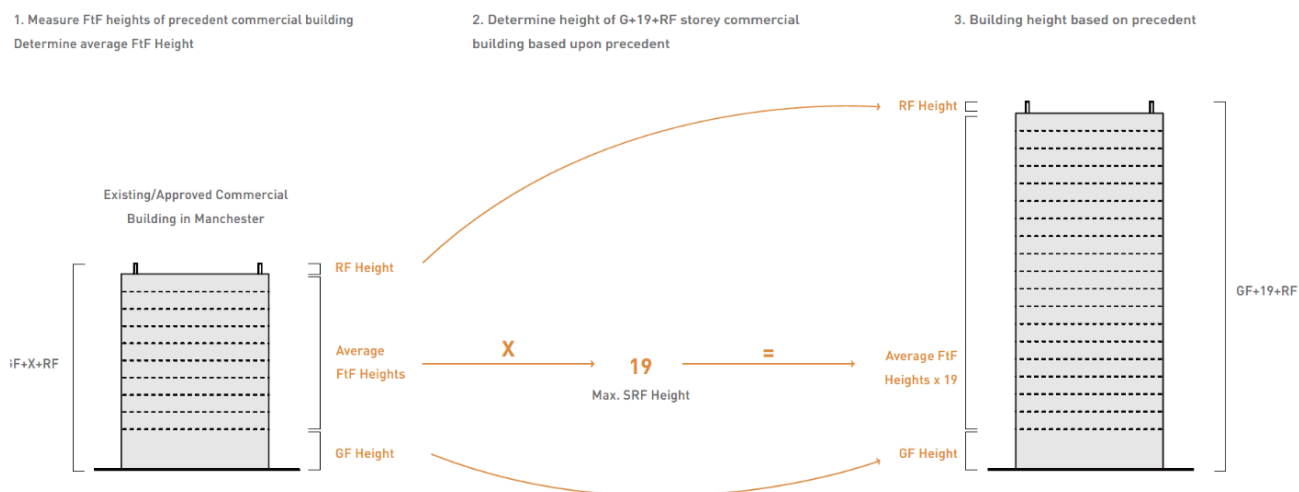


Figure 4.2 – benchmarking a 20-storey office building

- 4.7. This resulted in an office building that would be up to 90.9m tall above ground level, which would equate to a 28-storey residential building, with space allowed for within that height for a rooftop plant area and parapet. The Proposed Development sits below this maximum height at 86.25m, which is based on a 2.925m floor to floor height for the residential building, and therefore sits comfortably within the parameters set out in the SRF. This is described further below under the heading Scale and Massing
- 4.8. Similarly, the massing of the SRF proposed on Site did not consider the retention of the Chapeltown apartments to the southeast or the Islington Wharf apartments on Store Street as part of the redevelopment of the area. These buildings are likely to remain in place as the wider regeneration of the area comes forward and is completed. This has led to the SRF massing being carved to refine the proposals as shown in Figure 4.3 below, in line with established appropriate height for the residential building proposed.

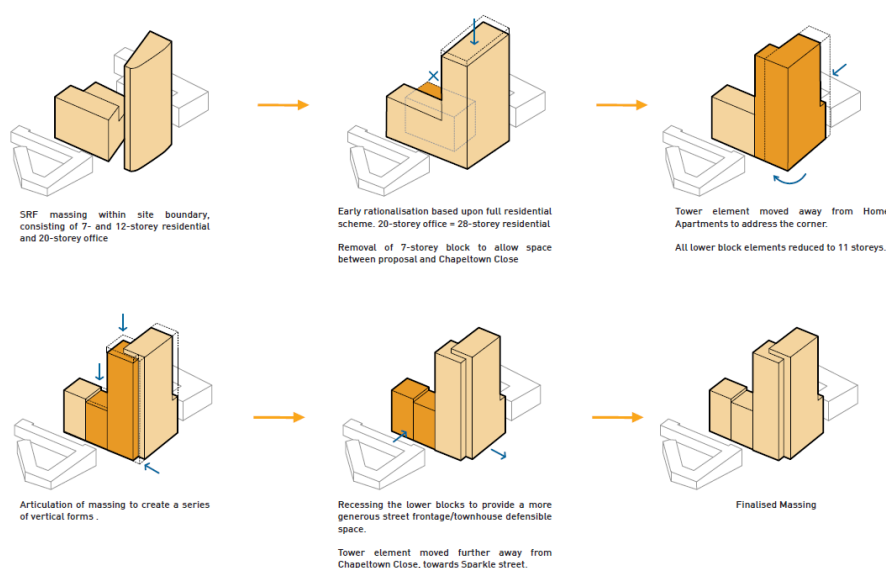


Figure 4.3 - Evolution of Massing (Simpson Haugh, 2023)

## Layout

- 4.9. Overlooking (back-to-back) distances between residential properties needs to balance the desire for sufficient residential privacy whilst offering scope for different development options to come forward in response to a site's context. The building footprint is defined by the Store Street and Sparkle Street, as well as separation distances between the Proposed Development and the nearby apartments at Chapeltown and Wharf Close. In response, the proposed building line has been set back by between 15m and 20m from the nearest of these facades.
- 4.10. A reduction may be appropriate where facing uses are compatible, there remains a sufficient amount of daylight, and residents enjoy a sense of space without feeling overcrowded. Consideration has been given to ways of reducing direct overlooking by seeking to organise internal rooms so that living spaces are not arranged opposite bedrooms.
- 4.11. The orientation and shape of the proposed building ensures that solely north facing apartments are removed from the scheme, with apartments located on the corners of the building benefitting from being dual aspect. At the ground floor, internal uses have been arranged to have a strong relationship with the public realm and street frontage, with the building entrances located strategically to address Store Street and overlook Sparkle Street. It benefits from a dedicated concierge, post boxes, a parcel store, and other back of house areas at ground floor.
- 4.12. Refuse storage is also provided at ground floor level but is positioned away from the main areas of activity to obscure this type of activity from taking place in areas where it would affect residential amenity. The Waste Management Strategy, prepared by Curtins, has full information on the Servicing Strategy for the Proposed Development, which is also summarised within this Statement.
- 4.13. Private resident's gardens are also proposed to be accessed at the first floor from within the building and at level 10, linking in with an internal amenity space on both levels to help focus areas for communal activity. These private amenity spaces are necessary to provide a quantum of internal and external space for residents and are explained in greater detail within the Design and Access Statement prepared by SimpsonHaugh and the Landscaping Strategy prepared by Reform.

## Scale and Massing

- 4.14. The building is 28 residential storeys tall at its highest point; equivalent to 20 commercial office storeys, before stepping down to a lower rise 10 storey element fronting Store Street. This creates a transition in scale from Piccadilly Station to the southwest to Piccadilly Village to the northeast.
- 4.15. The architectural composition has been designed to relate to both a city-wide context, and also to the local surrounding context. The proposal is composed as a collection of vertical forms of similar width to the surrounding existing residential buildings. The two volumes near Piccadilly Village are 10 storeys tall (plus roof parapet), which is lower than that shown in the Strategic Regeneration Framework and are reflective of the neighbourhood scale.
- 4.16. Towards the western edge of the site, the two taller volumes represent a "city scale", reflecting the aspiration of the SRF for height and density closer to Piccadilly Station. These reach a height of 27- and 28 storeys, before dropping back down to 10 storeys on the southern edge. Restricting the tallest element of the building to the corner and pushing this away from the existing residential properties as much as possible minimises any microclimate impacts on the existing residential buildings.
- 4.17. Simultaneously it also creates prominence at this corner, resulting in an elegant view of the building as seen from Jutland Street. This view also highlights the varied topography of the area, with the top of Jutland Street at Ducie Street sitting approximately 10m higher than the bottom at Store Street and the Site. The form creates an opportunity to re-establish a new street frontage to the Proposed Development on Store Street and Sparkle Street and to reflect the sense of scale and opportunity presented by the site's proximity to a major public transport node and point of entry into the city centre.

## Appearance and Materiality

- 4.18. The Proposed Development has been carefully crafted to take cues from the existing and emerging surroundings and use these to create contemporary, high-quality architectural design for this part of Manchester City Centre.
- 4.19. The materiality and detailing of the proposal are centred on the aspiration to root the building within its existing local context. This involved analysis of the current vernacular, as well as research into the historic urban grain and aesthetic, as described above and explored in detail within the Design and Access Statement.

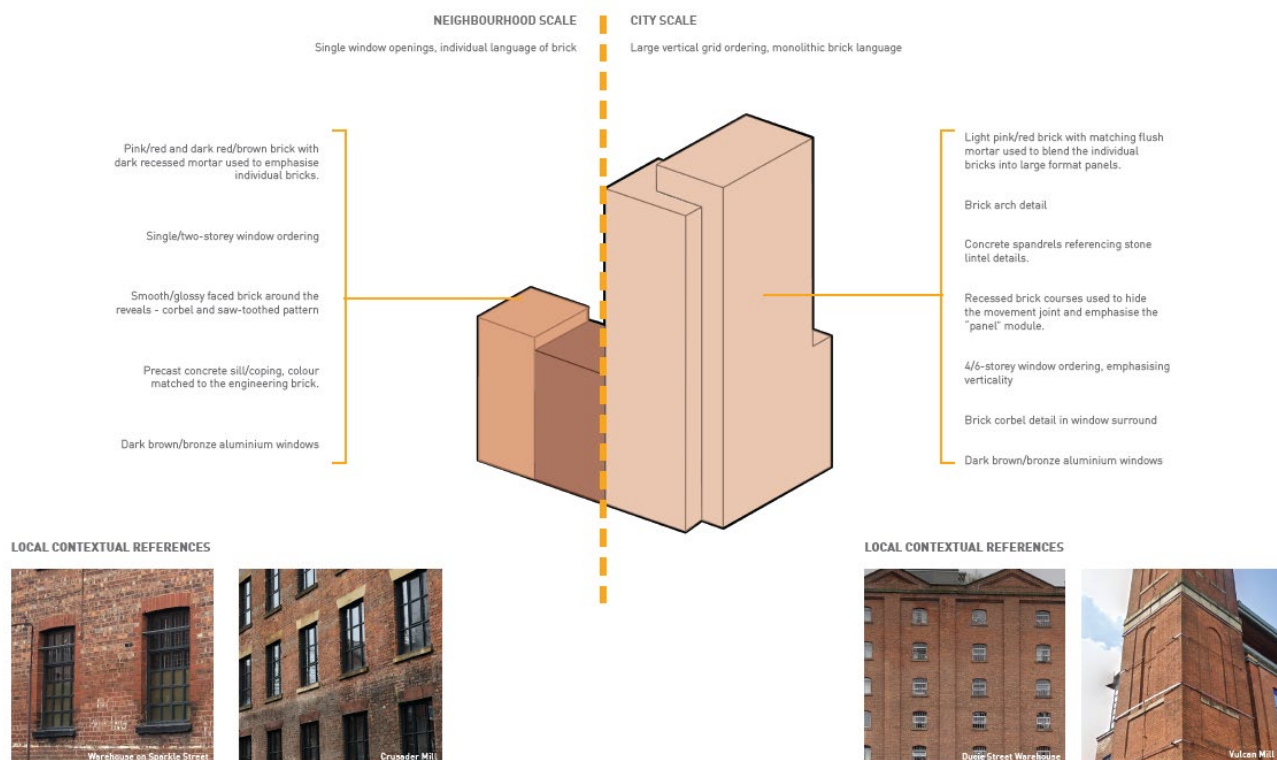


Figure 4.4 – Façade materiality and detailing

- 4.20. The proposals use of traditional brick reflects the dominant material of historic buildings in the area, in particular goods warehouses constructed in the 1800s and continue to influence the areas vernacular today. The colour tone of the brick varies between each block, helping to further articulate the massing. The colours chosen are reflective of the range of brick colours in the area, within a palette of reds, oranges, browns, and buff/light pinks (see Figure 4.4).
- 4.21. The use of precast concrete and brick above window opening replicates the stone and brick lintels of the historic context and provides a visual robustness/solidity to the scheme. The use of single, double, and multi-level vertical ordering provides hierarchy and individualism to each block, as well as creating elegantly proportioned openings seen in many historic buildings in the area and city-wide.
- 4.22. As per the scale and massing of the proposals, the intent for part of the scheme to respond at a "Neighbourhood Scale" whilst another part to reflect a "City Scale" is seen through the detailing of the facade. Whilst both are predominantly brickwork, the way that the material is used changes and reflects the different appreciation of scale on this Site in its context.

## Landscape and Public Realm

- 4.23. The landscaping strategy, designed by Reform, has sought to create a cohesive setting for the building by providing three spaces, each with their distinctive character and principles:

- **Streetscape:** the space is welcoming for pedestrians, addresses the requirements to retain existing on street parking and provide DDA compliant spaces, provide a defensible space in front of the townhouses that is in keeping with the area and provide opportunities for tree and shrub planting.
- **Podium Level:** a space of green character that provides a defensible space to the rear of townhouses at their upper-level garden areas and offer shared communal spaces for the apartments within the scheme. It provides seating, planting, biodiversity, and drainage benefits for the scheme whilst softening the area between the new Proposed Development and existing apartments to the rear and significantly improves the visual amenity compared to the existing Site conditions.
- **Roof Terrace:** provides an extension of the internal amenity that can be flexibly organised and arranged to suit a diverse range of activities. A series of quiet seating nooks are distributed across the remainder of the space for individuals or small groups, with pergolas and raised planters used to enclose them and provide shelter. A more active area toward the centre of the space is dedicated to outdoor activities (i.e., yoga spaces or table tennis tables).



Figure 4.5 – Proposed Landscape General Arrangement (Reform, 2023)

- 4.24. The proposed tree planting will comprise a mix of native and ornamental tree species selected for their height, shape, seasonal interest, and adaptability to climate change. Trees have been chosen to suit the landscape typology they are to be planted within. A total of 27 trees are proposed within the landscaping, alongside a range of shrub and border planting for biodiversity.
- 4.25. All trees will be planted into soft landscape areas where possible or raised planters if restricted by below ground utilities. Where planted in raised planters, the trees will be appropriately specified with appropriate soil requirements to ensure they effectively establish as mature specimens and will create soft foil to adjacent building and a positive outlook for residents while minimising overshadowing.

- 4.26. At podium level, in-ground tree planting is suggested outside of the building footprint, thus allowing more room for trees to establish and thrive successfully. Evergreen species will provide continuous screening through the year, whilst feature trees will provide focus to the lawn area. At roof level, small multi-stem trees and feature shrubs are suggested in raised planters to provide visual amenity.
- 4.27. Please refer to Re-form's Landscape Statement for full details of the Landscape and Public Realm proposals.

## Waste and Servicing Strategy

- 4.28. The bin store will include 40 no. 1100l euro bins and 4 no. wheelie bins. It is expected the refuse bins will be split into the following uses:
- 20 x General Waste (comprising non-recyclable) – 1,100l
  - 10 x Dry Mixed Recycling (comprising: cardboard, paper, plastic and tin) – 1,100l
  - 10 x Glass Recycling – 1,100l
  - 4 x Organic Recycling – 240l
- 4.29. It is proposed that residents within the Proposed Development would be provided with four bins. One for general non-recyclable waste, one for mixed dry recyclables, another one for glass and a small receptacle for organic recycling (food). The residents would store and segregate waste into four main streams internally before taking it to the communal waste storage room, conveniently located at ground floor close to the core of the proposed building.
- 4.30. The bins will be stored within a single waste storeroom. This room has been sized by Simpson Haugh to accommodate and operate the 44no. bins required. Waste collection would be provided by a combination of scheduled Council collections and a private contractor on a weekly basis, to be conditioned and secured via a S.106 agreement. The building management company would be responsible of moving the bins to the collection point on collection day. The waste operators would then transport the bins to the collection point and load them into the refuse vehicle and the management company would then proceed to carry these back to the bin stores.
- 4.31. For deliveries, it is envisaged that delivery vehicles would utilise the proposed loading bay located along Store Street to the north of the site. The proposed loading bay measures 15 x 2.7m, plus tapers to ease ingress and egress and vehicular tracking has demonstrated there is sufficient space.
- 4.32. Please refer to the Waste and Servicing Strategy and completed MCC Waste Proforma prepared by Curtins for additional information. Servicing and access are also discussed further in Section 5 of this Statement.

## Parking

- 4.33. The proposals will provide 100% secure cycle parking for residents. Additional Sheffield stands will be provided at the cycle store to cater for alternative bikes, for instance those suitable for use by disabled people. This equates to over 359 cycle spaces. The proposed cycle store will be accessed from the proposed gated service road to the east of the building.
- 4.34. As a reflection of the highly accessible nature of the site and its location within the city centre, it is proposed that no on-site car parking will be provided. As part of the proposals, a loading bay, two accessible bays, and car club space will be provided in the vicinity of the site. This will require the relocation of four existing Pay & Display (P&D) on-street parking bays. Under the current proposals, one space will be relocated further along Store Street whilst the remaining three will be relocated to Sparkle Street.
- 4.35. The Proposed Development will retain the existing two EV charging bays that are located to the north of the site along Store Street, which will be removed during construction and replaced following completion of the works. Please refer to the Transport Statement prepared by Curtins for additional information on parking arrangements.

## Accessibility

- 4.36. The design of the development has been developed with an inclusive approach to allow easy, safe, and secure access to all areas of the landscape and building. As part of the process the design team has given due regard to Equality Act 2010, Building Regulations (Part M), and MCC's Design for Access 2.
- 4.37. In terms of the building design, communal areas, and apartment layouts, as highlighted in Figure 4.6:
- The ground floor level has been set to allow level access at the reception entrance on the corner of Sparkle Street and Store Street and as such the building configuration and layout on site has been developed to minimise the need to negotiate changes in level when approaching the site from the main public highway.
  - In terms of access, pedestrian routes within the site will be even and slip resistant when dry or wet. All pedestrian routes connect with entrance points to the building with flush level access.
  - The external lighting will be developed to ensure that the entrance area is adequately lit during daylight hours and after dark.
  - All amenity spaces (internal and external) are level access from the lift lobby. The lift lobby and corridors comply with document Approved Document M.
  - The apartment layouts in both buildings have been designed to conform to the optional requirements outlined in Approved Document M4 (Category 2): 'accessible and adaptable dwellings' wherever possible - exceeding statutory minimum requirements. Subject to detailed design, approximate 60% of all apartments are expected to comply with M4(2). Through meeting criteria it is anticipated that it will be possible to deliver homes that allow adaptation to meet the changing needs of occupants over time, including those of some older and disabled people.



Figure 4.6 – Sparkle Street adaptable apartment layouts (SimpsonHaugh, 2023)

- 4.38. Further details of the accessibility of the building can be found within the Design and Access Statement prepared by Simpson Haugh.

# 5. Development Plan and Material Considerations

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

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

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

## Planning Framework

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

| DEVELOPMENT PLAN                 |                                  |                                                                    |                                                          |
|----------------------------------|----------------------------------|--------------------------------------------------------------------|----------------------------------------------------------|
| REGIONAL                         | GM Places for Everyone (2024)    | GM Joint Waste Development Plan (2012)                             | GM Joint Minerals Plan (2013)                            |
| LOCAL                            | Manchester Core Strategy (2012)  | Manchester Proposals Map (2012)                                    | Saved Unitary Development Plan Policies (1995)           |
| MATERIAL CONSIDERATIONS          |                                  |                                                                    |                                                          |
| NATIONAL                         |                                  | National Planning Policy Framework (2023)                          | 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) |                                                          |

## Development Plan

### Adopted Manchester Local Development Plan

5.4. The Local Development Framework is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. Within this context the adopted Local Plan for Manchester comprises:

- Saved Policies of the Manchester Unitary Development Plan (2005) (“the UDP”);

- Manchester Core Strategy (2012);
- Manchester Proposals Map (2012);
- Greater Manchester Joint Waste Development Plan Document (2012); and,
- Greater Manchester Joint Minerals Plan (2013).

### Manchester Core Strategy (2012)

- 5.5. The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be located to benefit from sustainable connections, meet local needs and take full advantage of opportunities.

### Saved Policies of the Unitary Development Plan (1995)

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

## Greater Manchester Policy Framework

### Places For Everyone 2024

- 5.7. Places for Everyone is a long-term plan of nine (2022-2039) Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan) for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts.
- 5.8. The plan is a joint development plan of the nine districts which determines the kind of development that takes place in their boroughs, maximising the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development. It seeks to ensure all new developments are sustainably integrated into Greater Manchester's transport network or supported by new infrastructure.
- 5.9. The Plan identifies the City Centre, The Quays, Trafford Park and Port Salford as being within the 'Core Growth Area (CGA, see Figure 5.1) which as defined by Policy JP-Strat 1, the economic role of the CGA will be protected and enhanced, with sustainable development supporting major growth in the number of jobs provided across the area providing opportunities to create jobs for local communities. Complementary to, but not at the expense of, its economic function it will see a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities.
- 5.10. As defined by Policy JP-Strat2: City Centre the role of the City Centre as the most significant economic location in the country outside London will be strengthened considerably. The City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, but the increasingly important residential role of the City Centre will be expanded. Development will generally be high density. It will enable people to take advantage of the access to education and training and the extensive public transport offer, reducing the need to travel to work whilst supporting economic growth and reducing levels of poverty. Over the period 2022-2039, land to accommodate around 1,700,000 sqm of office floorspace, around 54,000 new dwellings and minimal industry and warehousing (just under 38,000 sqm) has been identified within the City Centre
- 5.11. The City Centre, as defined by JP-Strat 2 City Centre this area is identified to accommodate c. 1,700,000 sqm of office floorspace and c. 54,000 new dwellings over the plan period.

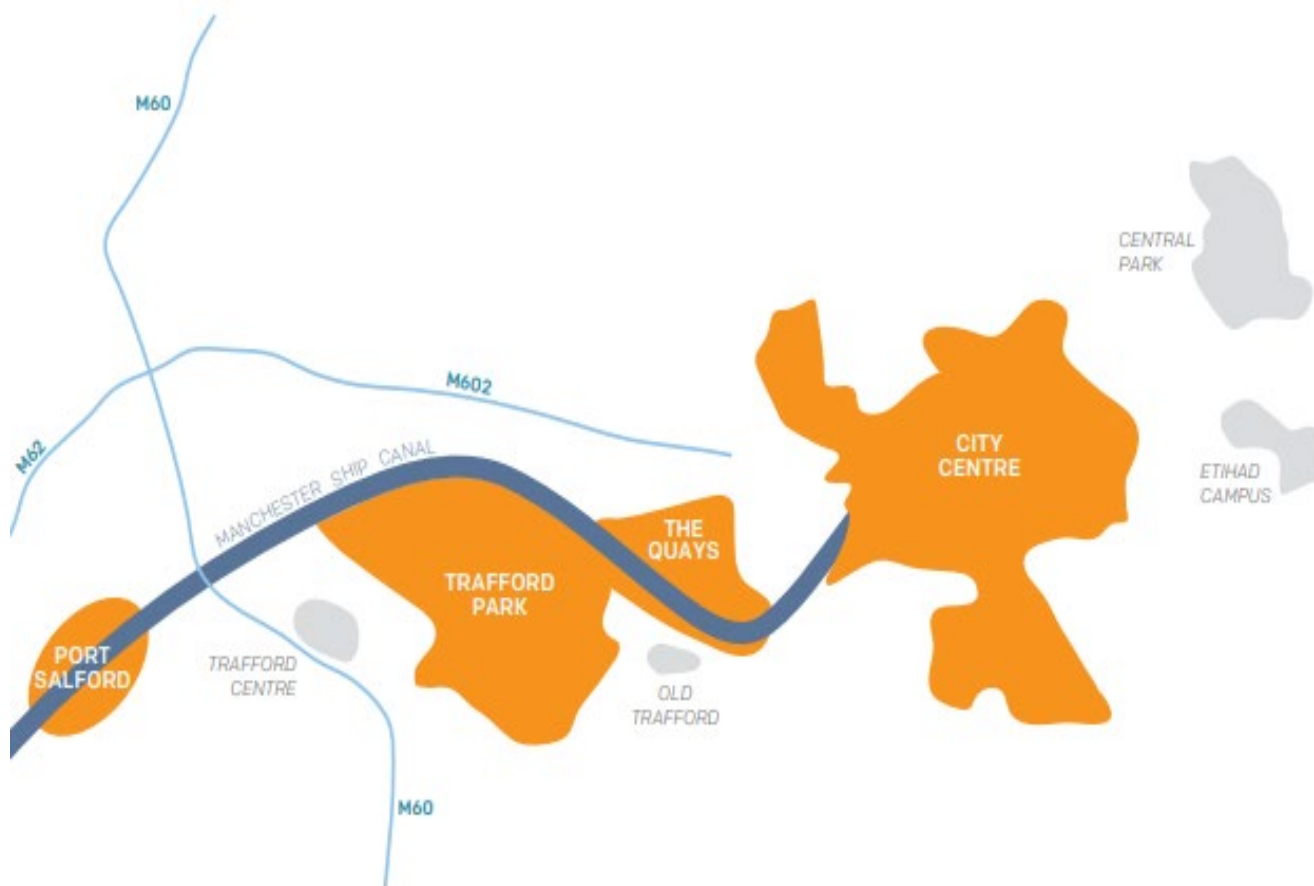


Figure 5.1 – Core Growth Area (Greater Manchester Combined Authority, 2024)

## National Planning Policy and Guidance

### National Planning Policy Framework

- 5.12. The NPPF (revised version published December 2023), sets out the government’s planning policies for England and how these are expected to be applied.
- 5.13. At the heart of the NPPF lies the ‘presumption’ in favour of sustainable development; the golden thread running through plan-making and decision taking (paragraph 11). The NPPF notes there are three dimensions to sustainable development; economic, social, and environmental.
- 5.14. Firstly, the economic role should contribute to sustainable development by building a strong, responsive, and competitive economy and ensuring enough and right type of development to support growth. Secondly, the social role is required to support communities by creating well-designed, beautiful, and safe places, with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built, and historic environment.

### National Planning Practice Guidance

- 5.15. The National Planning Practice Guidance (NPPG) was published in March 2014 and is regularly updated. The NPPG sets out advice, information, and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource.
- 5.16. The NPPG stresses the importance of good design, and that planning should drive up standards across all forms of development. As a core planning principle, plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or spaces that work well for everyone, look good, last well and will adapt to the need of future generations.

- 5.17. The NPPG references pre-application discussions, Design and Access Statements and Design Reviews as some of the methods that can be used to achieve good design.
- 5.18. The NPPG also sets out processes and expectations on pre-application discussions. The NPPG sets out that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success.

## National Design Guide

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

## Material Considerations

### Local Supplementary Planning Documents and Guidance

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

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

#### Providing for Housing Choice SPD (2008)

- 5.22. This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision.
- 5.23. The SPD highlights that a core driver of success will be the creation of "Neighbourhoods of Choice" with truly sustainable communities where people choose to live because of the quality of life on offer:  
*"It is through the creation of neighbourhoods of choice that (we) will succeed in delivering the household growth needed to underpin the City Region's economic growth potential. The creation of neighbourhoods of choice will demand an integrated and planned approach that can ensure that there are quality public services in the right location, along with quality local amenities, a choice of housing, a quality local environment and low levels of crime and disorder."*
- 5.24. One of the central themes in the 'Neighbourhoods of Choice' vision is that there should be wide choice of housing, across tenures, with higher levels of home ownership than currently exist and higher overall property values. The needs of existing residents should also be met.

#### Manchester Residential Quality Guidance (2017)

- 5.25. The Manchester Residential Quality Guide ('MRQG') was published in 2017 and requires proposals for residential development to demonstrate the highest quality of design in accordance with its recommended approach. If a development does not comply with the design principles, the developer is required to provide robust justification, evidence, and options analysis.
- 5.26. These standards have resulted in a positive shift in terms of the quality of residential schemes coming forward, and space standards represent only one of the key ingredients for creating attractive and sustainable residential environments. The MRQG completes this picture, providing clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and raise the quality of life across Manchester.

- 5.27. The document outlines the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. The document sets out nine components that, when combined, will inform, and help to create high quality residential development and which will be used to shape the delivery of future housing provision in Manchester up to 2025 and beyond.
- 5.28. The nine components are as follows:
- *Make it Manchester* – understand the character and qualities of the various part of the City.
  - *Make it Bring People Together* – encourage a sense of community and neighbourliness.
  - *Make it Animate Streets and Spaces* – the interrelationship between buildings, streets and spaces in making a place feel safe and inviting.
  - *Make it Easy To Get Around* – ensuring the development is accessible, well connected and easy to get around.
  - *Make It Work With the Landscape* – enhance and improve the connection with landscape and nature.
  - *Make It Practical* – dealing with the clutter of life.
  - *Make It Future Proof* – anticipate the impacts and effects of climate change that can make residential design more efficient.
  - *Make It a Home* – provide sufficient space, natural light and storage to allow people to settle down and flourish.
  - *Make It Happen* – ensuring that the proposals are delivered as designed, well-constructed and sustainably built.
- 5.29. Reference has been made within the Proposals section of this Statement where relevant, setting out how the Proposed Development has considered the MRQG and incorporated its recommendations into the design as it has developed.

## Design for Access 2

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

## Manchester's Green and Blue Infrastructure Strategy (2022)

- 5.33. MCC recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. The vision for green and blue infrastructure in Manchester is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the city.

- 5.34. Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality-of-life people expect and enhancing the City's global image as a place in which to live, work and invest.
- 5.35. The Strategy was later updated in 2022, with a new Implementation Plan being developed, highlighting approaches, challenges and projects that will help bring the strategy to life over the coming years.
- 5.36. A summary of how the Proposed Development responds to the strategy is provided in **Appendix 1** of this Statement and as part of the Environmental Standards Statement prepared by Watts, submitted with the application.

### Manchester Climate Change Framework 2020-25 (2022)

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

### City Centre Transport Strategy (2021)

- 5.41. A City Transport Strategy to 2040 was endorsed by MCC's Executive on 17 March 2021 and Salford City Council's Regeneration Committee on 22 March, before being fully ratified by the Greater Manchester Combined Authority on 26 March 2021.
- 5.42. The strategy presents an overarching vision for a well-connected, zero-carbon city centre at the heart of the North, offering residents, employees, and visitors a great place to work, live in and visit.
- 5.43. As part of the Transport Strategy, the 'City Centre Triangle' has been proposed as a strategic intervention that builds on temporary road closures introduced in response to the COVID-19 pandemic and the Northern Quarter Bee Network scheme to create an integrated cycle network comprising three major routes Deansgate, Whitworth Street and Committed Northern Quarter Cycle Route.

### Strategic Regeneration Frameworks and Other Material Considerations

- 5.44. As set out in Sections 2 and 3 of this Statement, the Site is situated within the Manchester Piccadilly SRF, which sets out environmental, social, design and economic objectives relevant to the regeneration of the Manchester Piccadilly SRF.
- 5.45. The SRF is not a planning policy document, and it is not a site allocations document. Rather, this document has the status of a "Local Development Document" and should not be considered or viewed as formal planning policy and does not set out a series of tests to be passed. The role of the Strategic Regeneration Framework is to guide the content of planning applications so that they have in mind the Council's strategic objectives and place-based ambitions of an area.
- 5.46. Section 4 of this Statement has set out the design development that has taken place in the context of the Strategic Regeneration Framework, which has taken account of the principles set out in that document and the suggested parameters of development. The design team has developed these parameters further to

minimise the impact of development on surrounding properties whilst achieving the aims of the Strategic Regeneration Framework.

# 6. Consideration of Proposed Development

- 6.1. This Section assesses the proposals against the policies in the Development Plan and in relation to the key planning considerations of relevance to this application. A further assessment relating to tall building policies is found within Section 6.

## Principle of Development

### Relevant policies, material considerations and guidance:

- **Planning Policy:**
- Manchester Core Strategy Development Plan (2012)
  - Core Strategy Policy SP1 – Spatial Principles
  - Core Strategy Policy EC3 – The Regional Centre
  - Core Strategy Policy CC 3 – Housing
  - Core Strategy Policy CC8 – Change and Renewal
  - Core Strategy Policy CC10 – Places for Everyone
  - Core Strategy Policy H1 – Overall Housing Provision
  - Core Strategy Policy H8 – Affordable Housing
- Places for Everyone Joint Development Plan (2024)
  - JPStrat2: City Centre
  - JP-J1: Supporting Long-Term Economic Growth
- **Material Considerations and Guidance:**
  - Manchester Piccadilly SRF – Piccadilly Central
  - NPPF Section 6 (Paragraphs 81 to 83)

- 
- 6.2. The Site is located within the City Centre, which will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living in line with Spatial Policy 1 and Policy EC3 (The Regional Centre).
- 6.3. This Site is not making an efficient use of land in its existing condition as a low-rise commercial use and is a significant negative contributor to the local environment and street scene in terms of its visual appearance. It detracts from the character of the area and effectively creates a 'gap-site' on a key walking and cycling route between Piccadilly Station, Ancoats and New Islington and East Manchester beyond.
- 6.4. It is strategically placed adjacent to Manchester Piccadilly that provides multi-modal connections to the region and beyond. Within a ten minutes' walk is the City Centre core, providing access to a comprehensive range jobs, services, education, and open space. The Proposed Development therefore maximises the potential of the City's transport infrastructure by promoting sustainable modes of transport through high density development in a well-connected location.
- 6.5. Policy CC8 (Change and Renewal) emphasises that Manchester City Council's approach to development, and redevelopment, in the City Centre will welcome large-scale schemes as these will make significant contributions in terms of employment, retail growth as well as by improving accessibility and legibility. Sites within areas that have been identified for large scale redevelopment proposals will be expected to be prepared within an approved development framework.
- 6.6. As explored in greater detail within Section 2, the Proposed Development is located within the Manchester Piccadilly SRF, which identifies the Site as an opportunity for development within a wider regeneration

initiative to unlock the economic potential of the area. The Proposed Development will help to contribute to these ambitions by adding to a residential community within a 'neighbourhood of choice'. It is located on land that is currently limited by its existing use and build on the momentum generated by development coming forward in this part of the City Centre. Sparkle Street will further help to provide a catalyst for other schemes to come forward and unlock the economic potential of the area.

- 6.7. As demonstrated within Chapter 2 of this Statement, there is a continuing demand for Manchester to provide high quality accommodation to support its economic growth and increasing population. The Proposed Development with 359 apartments across 1, 2 and 3 bed ranges will increase the overall supply of high-quality residential-led accommodation offered for those wanting to live in Manchester City Centre.
- 6.8. Regarding affordable housing, a Viability Appraisal has been prepared by CBRE. This Viability Appraisal will be independently assessed to determine the appropriate levels of affordable housing provision.
- 6.9. The proposed residential use at Sparkle Street is therefore considered to be fully compliant with planning policy and is closely aligned with the vision set out within the Manchester Piccadilly SRF.

## Scale, Massing and Density

### Relevant policies, material considerations and guidance:

- **Planning Policy:**
- Manchester Core Strategy Development Plan (2012)
  - Core Strategy Policy CC6 – City Centre High Density Development
  - Core Strategy Policy CC9 – Design and Heritage
  - Core Strategy Policy EN2 – Tall Buildings (see Section 6)
  - Saved UDP Policy DM1 – Development Management
- Places for Everyone Joint Development Plan (2024)
  - JP-H1: Scale, Distribution and Phasing of New Housing Development
  - JP-H4: Density of New Housing
  - JP-P2: Heritage
- **Material Considerations and Guidance:**
  - MCC Guide to Development
  - Manchester Piccadilly SRF – Piccadilly Central
  - NPPF Chapter 12 – Achieving well-designed places
  - National Planning Practice Guidance: Design, Process and Tools

- 
- 6.10. Different scales and massing options have been considered for the Proposed Development during design development. The aim has been to develop proposals in the context of the SRF that will create a viable scheme that provides a wide range of public benefits and addresses strategic policy aims whilst minimising negative impacts on adjacent land uses and the environment.
  - 6.11. The design team has undertaken detailed analysis informed by expert townscape, heritage, and microclimate advice and assessments to design an appropriate response to the Site's context. These studies have informed the design development as discussed in the Tall Building Statement provided in Section 7 of this Statement and Chapter 4 of the Environmental Impact Assessment.
  - 6.12. Options testing has allowed for the development of a high-quality building that seeks to acknowledge surrounding development alongside the future aspirations for the area. With a particular focus on density that is reinforced by the target of 4,500 new homes for the SRF area, the SRF envisages an ambitious level of development considered for the wider area around the new station.
  - 6.13. Landmark buildings such as the Proposed Development would bookend Store Street and the new envisioned boulevard, forming markers in the city and creating a gateway point of entry. Residential proposals in the SRF range from medium rise to high rise, promoting variety and a mixed offer of housing types such as the Proposed Development.

- 6.14. As highlighted in Section 4, the Manchester Piccadilly SRF identifies the Site as being suitable for residential and commercial land uses. Where the taller element of the massing sits on the corner of Store Street and Sparkle Street, the SRF has identified this as commercial which can rise up to 20 (commercial) storeys, whilst heights up to 12 (residential) storeys is identified on the remaining segment of the area that relates to the Site.
- 6.15. In order to contextualise these indicative height parameters, Simpson Haugh have undertaken an exercise which draws on examples of high-density office schemes in Manchester and seeks to demonstrate what the typical height of a 'commercial storey' equates to in metres, therefore helping to establish height equivalent indicative height parameters for residential. As discussed in Section 4, the proposed building height is 86.25m that is below the datum of an average 20-storey commercial building. Therefore, it can be demonstrated that the Proposed Development is compliant with parameters set by the approved SRF.
- 6.16. Furthermore, it is also important to understand the existing and emerging context of development coming forward as the surrounding area undergoes regeneration. **Figure 6.1** overlays the proposed indicative massing of the masterplan shown within the Manchester Piccadilly SRF (in orange) as well as other consented development sites and schemes under construction. In a very effective way, the diagram illustrates the increasing density within this part of the city taking into account the arrival of future infrastructure. Behind the existing Oxygen tower (32 storeys), future developments of scale are under construction such as The Castings (25 storeys), Victoria House (25 storeys) and the Fairfax (29 storeys), establishing new height datums to the east.

Figure 6.3 — Existing and Emerging Development Context (Simpson Haugh, 2023) Indicative Height Analysis



- 6.17. In addition, the proposed density will also help to maximise the highly sustainable nature of the Site due to its excellent pedestrian, cycle, and public transport connectivity. The Proposed Development will make efficient use of brownfield land and deliver much needed high-quality homes within a highly accessible location close to Piccadilly Station.
- 6.18. In respect of the above, the scale, massing and density of the Proposed Development therefore directly addresses relevant policy and guidance, the vision, and objectives of the framework and the endorsed Manchester Piccadilly SRF.

## Design and Appearance

### Relevant policies, material considerations and guidance:

- **Policies**
- Manchester Core Strategy Development Plan (2012)
  - Core Strategy Policy SP1 – Spatial Principles
  - Core Strategy Policy CC9 – Design and Heritage
  - Core Strategy Policy EN1 - Design Principles and Strategic Character Areas
  - Core Strategy Policy EN2 – Tall Buildings (See Section 7)
  - Saved UDP Policy DM1 – Development Management
- Places for Everyone Joint Development Plan (2024)
  - JP-H1: Scale, Distribution and Phasing of New Housing Development
  - JP-H3: Type, Size and Design of New Housing
  - JP-P2: Heritage
- **Material Considerations and Guidance**
  - Manchester Guide to Development SPD
  - Manchester Piccadilly SRF – Piccadilly Central
  - NPPF Chapter 11 – Making effective use of land
  - NPPF Chapter 12 – Achieving well-designed places
  - Manchester Residential Quality Guidance
  - Providing for Housing Choice SPD

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- 6.19. The design and appearance of the Proposed Development is discussed in Section 4 of this Statement, as well as within the Design and Access Statement prepared by SimpsonHaugh.
- 6.20. Through design development, the appearance and form of the proposals have been tested and refined so that the building maximises the development potential and provides a high-quality addition to Manchester's built environment. The architecture of the Proposed Development is of the highest quality in both an aesthetic context and in a functional capacity. It will contribute to knitting together this part of the Manchester Piccadilly SRF area and create a destination characterised by high-quality architecture and a distinct sense of place.
- 6.21. SimpsonHaugh's design for the building draws from the surrounding architectural context with a building that is contemporary in its architectural resolution whilst also comfortable in the immediate context. The primary material is brickwork that is tonally akin to that of the surrounding historic context. The proposal's use of traditional brick reflects the dominant material of historic buildings in the area, such as the goods warehouses constructed in the 1800s that continue to influence the area's vernacular today.
- 6.22. At the ground floor, internal uses have been arranged to have a strong relationship with the street frontage, with the building entrances located strategically to address Store Street and overlook Sparkle Street. Private residents' gardens are also proposed to be accessed at the first floor from within the building and at level 10, linking in with an internal amenity space.
- 6.23. As part of the process of formulating the proposals, the building's impact on key views has been carefully considered through both a Townscape and Visual Impact Assessment, included in Chapter 8 of the Environmental Statement, undertaken by Re-form and a Heritage Assessment prepared by Salford Archaeology. These conclude that there are no predicted significant adverse townscape, heritage, or visual effects as a result of the Proposed Development.

## Inclusive Design

### Relevant policies, material considerations and guidance:

- **Policies**
- Manchester Core Strategy Development Plan (2012)
  - Core Strategy Policy CC10 – Places for Everyone
- Places for Everyone Joint Development Plan (2024)
  - JP-H3: Type, Size and Design of New Housing
- **Material Considerations and Guidance**
  - Design for Access 2
  - Manchester Guide to Development SPD
  - Manchester Residential Quality Guidance
  - Providing for Housing Choice SPD
  - NPPF Section 12 - Achieving well-designed places

- 
- 6.24. An Access Statement is provided within the Design and Access Statement that accompanies this application. In summary, the building is designed to be inclusive in terms of access with step-free, level and wide entrances and Equality Act compliant lifts on all floors. The design of the ground floor has been developed to provide a simple and clear layout that is easy to use.
- 6.25. The public realm has been designed to create a much-improved route along Store Street and Sparkle Street. Soft landscaping, trees and street furniture combine to create an attractive, safe and welcoming public realm helping to create a more attractive experience at street level making Store Street a more inviting safe and pleasant pedestrian connection between New Islington and Piccadilly Station.
- 6.26. The proposals have considered the existing topography and aim to effectively integrate the scheme into the existing landform without significant changes to the current levels. A level approach is proposed to the entire envelope of the building. As discussed in Section 4, the Proposed Development has reviewed apartment layouts in order to ensure that they can be adaptable to meet Part M Building Regulations requirements.
- 6.27. As part of the proposals, a loading bay, two accessible bays, and car club space will be provided in the vicinity of the site. This will require the relocation of four existing Pay & Display (P&D) on-street parking bays. Under the current proposals, one space will be relocated further along Store Street whilst the remaining three will be relocated to Sparkle Street.

## Climate Change, Sustainability and Energy Efficiency

### Relevant policies, material considerations and guidance:

- **Planning Policy:**
- Manchester Core Strategy Development Plan (2012)
  - Core Strategy Policy EN4 – Reducing carbon emissions by enabling low and zero carbon development
  - Core Strategy Policy EN5 – Strategic areas for low and zero carbon decentralised energy infrastructure
  - Core Strategy Policy EN6 – Target framework for CO<sup>2</sup> reductions from low or zero carbon energy supplies
  - Core Strategy Policy EN8 – Adaptation to climate change
  - Core Strategy Policy EN9 – Green Infrastructure
- Places for Everyone Joint Development Plan (2024)
  - Policy JP-S1: Sustainable Development
  - Policy JP-S2: Carbon and Energy
  - Policy JP-S3: Heat and Energy Networks
  - Policy JP-S4: Flood Risk and the Water Environment
  - Policy JP-S5: Clean Air

#### Relevant policies, material considerations and guidance:

- Policy JP-S6: Resource Efficiency
- Policy JP-G2 Green Infrastructure Network
- Policy JP-G6: Urban Green Space
- Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity
- Policy JP-P1 Sustainable Places
  
- **Material Considerations and Guidance:**
  - MCC Guide to Development
  - Manchester Residential Quality Guidance
  - Providing for Housing Choice SPD
  - NPPF
    - Paragraph 152
    - Paragraph 157
  - Manchester Zero Carbon Framework

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- 6.28. The sustainability credentials of Sparkle Street have been central to the design from the outset. Initial design development was undertaken with full input from the appointed consultant, JRL Sustainability, to ensure a design focussed approach to the Energy Strategy of the building.
- 6.29. The strategy has sought to reduce the carbon emissions for the building using a lean, mean, green approach to support MCC's declaration of a Climate Emergency and associated Zero Carbon Strategies and maximise opportunities to reduce the energy consumption of the building from initial design stages through to occupation. The Proposed Development also supports the government and local authority policy on phasing out fossil fuels and as the grid decarbonises further and will offer more carbon reduction towards net zero carbon.
- 6.30. A number of passive design measures are to be implemented including optimising the thermal performance of the building envelope beyond the minimum U value and air infiltration standards set out in Part L of the Building Regulations. Key proposed energy efficient building services systems include LED lighting installations, heat recovery and photovoltaic panels (PV).
- 6.31. Energy efficiency measures have been incorporated into the design to meet the demand of the building, these being:
- Electric Panel, Convector, or radiant heaters
  - Thermostats and programmer
  - Heat recovery to the accommodation mechanical ventilation systems
  - High efficiency LED lighting throughout
  - Air source heat pumps to generate low carbon heating and hot water for the development
- 6.32. Preliminary energy performance calculations have been undertaken utilising SAP10 software to verify the improvement of the assumed dwelling emission rate compared to the target emission rate. Compliance of the proposed strategy demonstrates the benefits of incorporating air source heat pumps.
- 6.33. Overall the residential aspects of the development provide a **55% Improvement** on Part L through on-site measures. This demonstrates compliance with Policy EN 6 requiring 15% over Part L.
- 6.34. An Energy Statement and Environmental Standards Statement have been submitted as part of the application, which sets out the planned energy reduction measures for the Proposed Development and how the development exceeds the requirements of Policy EN4 and EN6 of the Local Plan and PFE Policy JP-S2.
- 6.35. An assessment of the Proposed Development in respect of Climate Change was undertaken by Deloitte, forming Chapter 6 of the ES. This ES Chapter demonstrates how the Proposed Development in design, as far as reasonably practicable, minimises GHG emissions throughout the life cycle of the development climate change, maximises the potential for adaptation to climate change in the future, and minimises the risk of loss of operational performance due to the impacts of climate change on interdependent infrastructure.

## Heritage and Archaeology

### Relevant policies, material considerations and guidance:

- **Policies:**
- Manchester Core Strategy Development Plan (2012)
  - Planning (Listed Building and Conservation Areas) Act 1990 – Section 66
  - Core Strategy Policy EN3 – Heritage
  - Core Strategy Policy DM1 – Development Management
  - Policy CC9 – Design and Heritage
  - Saved UDP Policy DC20 – Archaeology
- Places for Everyone Joint Development Plan (2024)
  - Policy JP-S1: Sustainable Development
  - Policy JP-P2: Heritage
- **Material Considerations and Guidance:**
  - Manchester Residential Quality Guidance
  - NPPF:
    - Paragraph 8
    - Paragraph 193
    - Paragraph 194

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### Below Ground Heritage

- 6.36. An Archaeological Desk-Based Assessment has been prepared by Salford Archaeology for submission as part of this application. This has concluded that the potential for the Site to contain buried archaeological remains to be high. Any such remains that do exist within the site are likely to be of low (local) significance or potentially medium (regional) significance.
- 6.37. The most likely remains to be encountered within the Site includes various types of 19th-century workers' housing and a culverted section of Shooters Brook. The Site also has potential to contain elements of the pre-industrial landscape, a potential post-medieval ford and late 18<sup>th</sup> century buildings. The Site has low potential to contain Roman remains associated with the road from Manchester to Castleshaw. The Site also has potential to contain remains of a timber yard, and stables and stores, however, these would be of limited archaeological interest and may be considered negligible.
- 6.38. Following consultation with Greater Manchester Archaeological Advisory Service (GMAAS), it has been agreed that an archaeological evaluation (consisting of either a strip, map and record or trial trench evaluation) will be required to establish the presence or absence of buried archaeological remains and, if present, their extent, and significance. The evaluation will target non-designated heritage assets of low (local) significance.
- 6.39. As such, the proposals accord with the relevant planning policy and material considerations regarding below ground heritage. We would therefore accept that the requirement for further investigations in the form of a Written Scheme of Investigation be conditioned subject to approval of the planning application.

### Built Heritage

- 6.40. A Heritage Statement has been prepared by Salford Archaeology as part of this application. This document assesses the significance of the designated heritage assets which have the potential to be affected by the Proposed Development.
- 6.41. A range of key heritage views were considered in association with the TVIA consultants, Re-form. The views were carefully considered to ensure they consider not just the asset and Proposed Development, but also the broader historic context. A total of 6 heritage viewpoints were chosen to assess the impact on heritage assets these can be viewed within Section 8 of the Heritage Statement in accordance with 'The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)' by Historic England. This states *"setting is not itself a heritage asset, nor a heritage designation, although land*

*comprising a setting may itself be designated. Its importance lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance”.*

- 6.42. Where there was absolutely no impact along with its setting, and the Proposed Development cannot be viewed or understood at the same time, (tangibly or intangibly), assets were discounted from further assessment. From this analysis, 12 heritage assets were eventually scoped into the assessment. A detailed list of these assets can be found in the Heritage Statement.
- 6.43. The setting of the Site is varied, comprising a mixture of 20th-century and 21st-century developments, multi-storey car parks, hard-standing car parks, the Metrolink tracks and railway line, associated railway infrastructure, commercial units, and other vacant plots of land. The area lacks any distinctive character and for this reason, there is a sense of desertion, though several redevelopment schemes are bringing a new lease of life to the area.
- 6.44. The Proposed Development has been designed to respond its heritage setting. As set out in this Statement and the Design and Access Statement, careful consideration has been given to the scale and massing of the proposals as well as the appearance and materiality. Overall, the Heritage Statement concludes that the Proposed Development will result in either Slight beneficial or Neutral instances of impact on the significance of the identified designated and non-designated buildings. The Proposed Development will result and a Slight / Moderate beneficial level of impact upon the significance of the Conservation Areas.
- 6.45. The redevelopment of the Site provides the opportunity for beneficial changes to be made to the wider setting of several heritage assets, including the three Conservation Areas. This would constitute and enhance the setting of the area, in line with Policy EN3 of the Local Development Framework and PFE Policy JP-P2. With the appropriate development of the Site, the character of the area would be improved and bring back into use a vacant and underused plot of land. The residential use of the Site will partly reinstate the historic function of the Site.
- 6.46. The material palette is complementary to Manchester’s industrial heritage and the sizes, shape and quantity of the windows are also in keeping with the character of the wider area. The design of Proposed Development and the Site’s change of use may bring some unity to the character of the area, which is currently indistinct. Overall, therefore the heritage statement concludes that the Proposed Development is in accordance with statutory legislation and national and local policy.

## Public Space, Permeability and Public Facilities

### Relevant policies, material considerations and guidance:

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

- 6.47. A summary of the landscaping design is provided in Section 3 of this Statement and in full within the Landscape Strategy prepared by Re-form and accompanying drawings. Whilst the Proposed Development will result in the removal of 10 low quality trees or shrubs from the Site, their loss will be replaced by 27 new

trees on both Store Street and within the new shared terrace areas at level 1. Residents will be able to enjoy a significant amount of private residential outdoor amenity space on level 1 and level 10 of the development.

- 6.48. Overall, the landscaping statement concludes that the Proposed Development is in accordance with statutory legislation and national and local policy.

## Ecology, Arboriculture and Biodiversity Net Gain

### Relevant policies, material considerations and guidance:

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

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- 6.49. An Ecological Assessment has been undertaken by ERAP and is submitted as part of this Application. The aim of this report is to provide an up-to-date assessment of the ecological features on the Site, identify any ecological constraints relevant to the Proposed Development and make recommendations on further survey work or mitigation where necessary.
- 6.50. The Site contains no statutory nature conservation sites, none are within 1km of the Site and those situated further afield are considered unlikely to be impacted by the Proposed Development. The habitats and plant species recorded within the Site are widespread and common throughout Greater Manchester and the UK. None of the plant species recorded within the Site are either Nationally Scarce or Nationally Rare.
- 6.51. In terms of each habitat's importance in a geographical context, the trees, ornamental shrubs and scrub are considered to be of 'site' importance as they represent habitats of some value to nesting birds and foraging birds and bats, but which are unlikely to contribute significantly to the ecological value of the wider area. The buildings and hard standing are not considered to hold any importance on a geographical scale.
- 6.52. The presence of Japanese Rose and Hollyberry Cotoneaster, both invasive plant species listed under Schedule 9 of the Wildlife and Countryside Act 1981 (as amended), have been detected within the Site. It is considered that the proposals present an opportunity for the eradication of these species as part of the Proposed Development.
- 6.53. The buildings and trees are of negligible suitability for use by roosting bats; no further surveys are required to determine the presence or absence of roosting bats at the site. The buildings and hard standing are considered to provide habitat of 'negligible' suitability for use by foraging bats. Overall, the Site is assessed to be of 'low' suitability for use by foraging bats and is of negligible suitability for foraging bats.
- 6.54. The proposed public realm to be delivered as part of the Proposed Development will lead to a biodiversity net gain, contributing to MCC's objectives to enhance and increase biodiversity across the city. The planting design has been a key consideration from the outset of the proposals, not only in the choice and size of species to reflect the planted trees within the adjacent schemes but to also ensure their successful establishment and long-term health and vigour. Selected species of trees have been chosen which are

tolerant to the existing urban environment whilst also responding architecturally to the Proposed Development and still capturing the character of the space in which they are planted.

- 6.55. Based on the biodiversity net gain calculator, the proposals are calculated as resulting in an overall net gain in habitat units of 119% demonstrating a significant improvement for area-based habitats. It is however noted that the trading rules are not satisfied at the site due to the loss of 0.02 hectares of Bramble scrub (representing 0.12 habitat units) and 0.01 hectares of unmanaged grassland (representing 0.04 habitat units). It is considered in this instance however that the proposals represent an overall net gain in biodiversity units and propose habitats which will be in keeping with the urban and residential nature of the site, and that the large overall gain in habitat units (119%) should be taken into account when assessing whether the trading rules are applicable in this instance.
- 6.56. As such, the Site will not result in any loss or harm in respect of ecology and in line with policy requirements will provide an improvement to the overall biodiversity credentials of the Site. The Environmental Standards Statement outlines how the Proposed Development responds to the Manchester Green and Blue Infrastructure Strategy 2015 visions and objectives.

## Traffic, Transport and Accessibility

### Relevant policies, material considerations and guidance:

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

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- 6.57. The application is supported by a Transport Statement prepared by Curtins, which concludes that development will not adversely affect the operation of the highway and meets the criteria set out in national and local policy for sustainable development.
- 6.58. The Transport Statement sets out that the Site benefits from being extremely accessible by sustainable transport modes including walking and cycling and public transport modes including bus, Metrolink and rail:
- It is considered that the Site has a good existing pedestrian infrastructure which facilitates excellent opportunities for trips to be made by pedestrians and disabled users to the local amenities within the City Centre.
  - There is a good provision of cycle infrastructure on along Store Street and beyond, including National Cycle Route 66.
  - The closest bus stop is within 400m of the Site and with additional services along Great Ancoats Street 400m to the north. These provided regular services to the wider conurbation.
  - The Piccadilly Metrolink is approximately 400m walk from the Site which provides a regular service for almost all of the Metrolink service lines connecting the whole of Greater Manchester.

- The Site also benefits from being within 450 from Manchester Piccadilly Station. This proximity to Manchester's main station provides a range of routes that range from local stopping services to national routes.
- 6.59. The Transport Statement considers the number of trips anticipated to be generated by the Proposed Development. It concludes that given the proposals provide low levels of parking it is likely that a majority of the trips will be made using sustainable transport modes and that the overall number of vehicle movements associated with the proposed use will be negligible.
- 6.60. A Framework Travel Plan has also been included within the application submission to identify measures to capitalise on the Site's highly accessible location and reduce the use of a private car. As part of this, the Proposed Development will include 359 secure cycle spaces (100% provision) to encourage sustainable active travel. A number of additional Sheffield stands will be provided at the cycle store to cater for alternative bikes, for instance those suitable for use by disabled people.
- 6.61. As part of the proposals, a loading bay, two accessible bays, and car club space will be provided in the vicinity of the Site. This will require the relocation of four existing Pay & Display (P&D) on-street parking bays. Under the current proposals, one space will be relocated further along Store Street whilst the remaining three will be relocated to Sparkle Street. The Proposed Development will retain the existing two EV charging bays that are located to the north of the Site along Store Street
- 6.62. For those who do need to use the private car such as visitors, there is extensive nearby parking to the south of the Site along Sparkle Street and Broad Street respectively.
- 6.63. In relation to construction traffic, a detailed Demolition and Construction Environmental Management Plan will be developed and agreed with MCC prior to construction commencing, further to the Construction Management Chapter within the Environmental Statement submitted with this Application. This will identify measures to mitigate impacts associated with construction traffic on the local and strategic transport networks.
- 6.64. Overall, the Proposed Development is in accordance with the relevant transport and highways planning policies and guidance. Further details relating to noise and air quality during the operational phases of development are discussed in more detail below.

## Effects on Local Environment and Amenity

### Relevant policies, material considerations and guidance:

- **Policies:**
  - Manchester Core Strategy Development Plan (2012)
    - Core Strategy Policy DM1 – Development Management
    - Core Strategy Policy EN16 - Air Quality
    - Core Strategy Policy EN2 – Tall Buildings
    - Saved UDP Policy DC26 – Development and Noise
  - Places for Everyone Joint Development Plan (2024)
    - Policy JP-P6: Health
    - Policy JP-S5: Clean Air
    - Policy JP-S1: Sustainable Development
    - Policy JP-H3: Type, Size and Design of New Housing
    - Policy JP-H4: Density of New Housing
- **Material Considerations and Guidance:**
  - NPPF Section 11 – Making effective use of land (Paragraph 125)
  - NPPF Section 12 - Achieving well-designed places (paragraph 130)
  - NPPF Section 15 – Conserving and Enhancing the natural environment (Paragraph 174(e))
  - NPPF Section 16 – Conserving and enhancing the natural environment (Paragraph 185)
  - GD03 Environmental Protection
  - GD05 Planning and Noise

## Air Quality

- 6.65. An Air Quality Assessment has been prepared by Cass Allen in support of this application. This report has assessed how the proposals might impact on surrounding air quality conditions during both construction and operation phases.
- 6.66. The Site is located within the Greater Manchester Combined Authority (GMCA) Air Quality Management Area (AQMA), declared based on the modelled 35µg/m<sup>3</sup> isopleth for annual mean nitrogen dioxide (NO<sub>2</sub>) concentration. Air quality in the vicinity is primarily influenced by vehicle emissions along the adjacent Store Street, Sparkle Street, and the local road network.
- 6.67. The results indicate that pollutant concentrations at proposed sensitive receptors will be below the relevant AQOs during the operational phase, with no requirement for additional mitigation. Furthermore, no significant impacts on local air quality because of development-generated traffic are anticipated. Accordingly, the overall effect of the Proposed Development is considered 'not significant' regarding air quality.
- 6.68. An Emissions Cost Calculation was also undertaken to evaluate overall development emissions. This showed that proposed mitigation is expected to more than offset the calculated emissions cost, and therefore, there should be no requirement for additional mitigation measures with respect to air quality.
- 6.69. The assessment concludes that with the provision of appropriate mitigation measures during construction, the Site is suitable for the development in terms of air quality. The low levels of car parking spaces will encourage new residents to use other modes of transport to get around and ensures that there is no substantial increase in harmful emissions released by cars. There are no air quality constraints, in respect to planning consent and the Proposed Development is therefore in accordance with relevant policy and material considerations.

## TV and Broadband Reception

- 6.70. GTech Survey Limited has produced a Baseline Television Reception report in support of the application to assess the potential impact of the Proposed Development on local television signal.
- 6.71. Widespread interference to DTT (Freeview) reception is not expected, however, the Proposed Development may cause reception degradation for receptors located immediately to the southeast of the Site. If any interference occurs, simple and cost-effective antenna betterment or antenna relocation should restore the reception of DTT services.
- 6.72. The Proposed Development may be likely to cause disruption to the reception of digital satellite television services in areas to the immediate northwest of the Site, within 201m from the base of the proposed building. However, if any interference does occur, the repositioning of satellite dishes to new locations without an obscured line-of-sight view to the serving satellites should restore reception. If this action is not possible or does not restore optimal reception, the use of DTT receiving equipment would also offer any affected digital satellite television viewer an alternative source of digital television broadcasts. Any sporadic interference arising from tower crane use is expected to be limited in duration (only occurring during working hours) and will cease completely when the cranes are removed.
- 6.73. The Proposed Development is unlikely to adversely impact the reception of VHF(FM) radio broadcasts due to the existing good coverage in the survey area and the technology used to encode and decode radio signals.
- 6.74. A Broadband Connectivity Assessment was also prepared by Watts. The findings of the broadband connectivity assessment indicate that existing broadband infrastructure and good connectivity is already available, with existing fibre installed along streets adjacent to the Site. Good download speeds are likely to be experienced.

## Daylight, Sunlight and Overshadowing

- 6.75. An assessment of the effect of the Proposed Development on Daylight, Sunlight and Overshadowing received by properties and amenity spaces adjacent to the Site has been undertaken by GIA. It utilises the BRE Guidance, the most recent of which was published in June 2022.
- 6.76. The BRE Guidance's overall purpose is to assist in evaluating the relationship between new and existing buildings to ensure that each retains the potential to achieve a "fair share" of available daylight and sunlight

given their relative siting, height and mass. The BRE Guidance is technically robust and has become the industry standard methodology for assessing daylight and sunlight amenity in the built environment.

- 6.77. The provisions of the BRE Guidance are not mandatory and the BRE have taken steps to confirm that it should not be read as an instrument of planning policy:

*'The guide is intended for building designers and their clients, consultants and planning officials. The advice given here is not mandatory and this document should not be seen as an instrument of planning policy. Its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly because natural daylight is only one of many factors in Site layout design'.*

- 6.78. It is important to note that the BRE Guidance was principally developed for use in the assessment of low-density suburban environments and should, therefore, be applied flexibly for developments in urban City or Town Centre sites, commercially influenced areas or areas where greater density is sought or encouraged. To facilitate the flexible application of the BRE Guidance in such circumstances, it promotes the setting of alternative target values. The city centre location of the Site and its surroundings are considered to justify the flexible application of the BRE Guidance in the daylight and sunlight amenity impact appraisal of the Proposed Development.

- 6.79. To assess the surrounding existing properties, the BRE Guidelines provide two main methods for assessing daylight. VSC and NSL:

- The VSC (Vertical Sky Component) method measures the amount of light available on a vertical wall or window following the introduction of barriers such as buildings.
- The NSL (No Sky Line) method is a measure of the distribution of daylight at the 'working plane' within a room (i.e. a horizontal 'desktop' plane of 0.85m in height). The NSL divides those areas of working plane in a room which receive direct sky light through the windows from those areas of the working plane which cannot.

- 6.80. Where all of the windows meet the VSC and all of the rooms meet the NSL criteria within a property the effect is considered to be negligible.

- 6.81. For the assessment of sunlight, the approach considers the APSH (Annual Probable Sunlight Hours) for a reference point on a window (i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight). Windows are checked to see if they are facing within 90° of due south, with the emphasis on main living rooms and other rooms such as the kitchen and bedrooms being less important.

- 6.82. The method for assessing overshadowing is the 'sun-on-ground indicator' (SHOG). The BRE Guidelines recommend that at least half (50%) of a garden or amenity area should receive at least 2 hours of sunlight on the 21<sup>st</sup> of March, or the area which receives 2 hours of direct sunlight should not be reduced to less than 0.8 times its former value (i.e., there should be no more than a 20% reduction).

- 6.83. Five buildings within the surrounding area were identified as having the potential to be impacted on by the Proposed Development. A total of 309 windows serving 216 rooms have been assessed for daylight and 45 rooms have been assessed for sunlight.

- 6.84. In the Baseline Scenario, out of the 309 windows assessed for daylight, 246 (79%) meet the BRE guidelines for VSC daylight. 199 (92%) of the 216 rooms assessed meet the BRE criteria for NSL daylight. For sunlight, 43 (95%) out of the 45 rooms assessed meet the BRE criteria for both Winter and Annual APSH.

- 6.85. In the Proposed Scenario, with regard to daylight, out of the 309 windows assessed for daylight, 138 (44%) meet the BRE guidelines for VSC. 126 (58%) of the 216 rooms assessed meet the BRE criteria for NSL. Across the proposed development, the effects identified are negligible to moderate adverse in nature. In accordance with the relevant BRE guidelines, this is not considered to be significant in the context of the city centre and regeneration.

- 6.86. For sunlight, 35 (78%) of the 45 rooms assessed meet the BRE criteria for both Winter and Annual PSH in the proposed scenario. The effects identified are negligible to minor adverse in nature and are considered to be not significant. Given the context of the Site, no further mitigation is considered necessary.

- 6.87. There is a key point to consider in respect of the Proposed Development and its impact on surrounding properties, particularly as it is situated in Manchester City Centre. The Manchester Core Strategy 2012-2027 sets out development principles for the city centre in Policy CC 6 (p60), which states the following:

*“City Centre development will generally be high-density. It is a location where land should be used to its maximum efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.”*

- 6.88. This is reinforced by the Manchester Piccadilly Strategic Regeneration Framework, which identifies a greater emerging density and an expectation for higher rise, and denser urban environment than other parts of the city. The endorsed SRF guidance identifies a high density-built character for the SRF area and a development on this Site that is taller with a larger footprint than that of the Proposed Development.
- 6.89. On this basis, and in accordance with BRE guidance, a different daylight benchmark for the surrounding sensitive receptors is appropriate. This approach is also acknowledged in the BRE Guide, which states:
- “In special circumstances the developer or planning authority may wish to use different target values... in a historic city centre, or in an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings”.*
- 6.90. Whilst the impacts of the proposed development have been clearly identified and acknowledged, it is considered to be unrealistic for the surrounding residential properties to maintain similar levels of daylight as those currently experienced. This is because the Site is currently underutilised with only very low structures, whilst at the same time having been proposed for redevelopment in the SRF for several years. This document aligned to wider local planning policy sets a clear expectation of high-density development coming forward, and an understanding since that time that the current daylight conditions would not be permanent. Further details can be found within the Daylight, Sunlight and Overshadowing Chapter prepared by GIA.

## Privacy and Overlooking

- 6.91. The building footprint is defined by the Store Street and Sparkle Street, as well as separation distances between the Proposed Development and the nearby apartments at Chapeltown and Wharf Close. In response, the proposed building line has been set back by between 15m and 20m from the nearest of these facades. Consideration has been given to ways of reducing direct overlooking by seeking to organise internal rooms so that living spaces are not arranged opposite bedrooms. The Proposed Development has been carefully designed to minimise the potential for overlooking into surrounding properties. The closest residential building is Wharf Close, which is located immediately to the south of the Proposed Development.

## Noise and Vibration

- 6.92. A Noise and Vibration Assessment has been prepared by Cass Allen, based on environmental surveys, predictions, and calculations for the Proposed Development, in the context of relevant planning policies. The assessment was carried out in accordance with relevant local and national planning guidance.
- 6.93. A noise and vibration survey has been carried out at the Site and levels are dictated by road traffic noise emissions from Store Street and, to some extent, Sparkle Street. 3D noise model of the Proposed Development was constructed based on the results of a site noise survey. The noise model was used to calculate noise levels at all facades of the development. The following acoustic design criteria have been adopted for the development:
- Average noise levels in living rooms and dining rooms during the day should not exceed 35 dB LAeq,0700-2300hrs and 40 dB LAeq,0700-2300hrs respectively;
  - Average noise levels in bedrooms should not exceed 35 dB LAeq,0700-2300hrs during the day and 30 dB LAeq,2300-0700hrs during the night;
  - Maximum noise levels should not regularly exceed 45 dB L<sub>Amax</sub> in bedrooms during the night.
- 6.94. Noise affecting the development has been assessed in accordance with the ProPG guidance. The design of the development is acceptable subject to the adoption of acoustically appropriate glazing and ventilation, which will be confirmed at subsequent detailed design stages. On this basis, acceptable internal noise levels will be achievable in the development subject to the specification of suitable glazing and ventilation systems at the detailed design stage (which could be secured with a suitable planning condition). The Proposed Development is, in principle, acceptable with regards to the noise levels that will exist within the habitable rooms.

- 6.95. Ground-borne noise and vibration levels at the Site have been measured and are acceptable for the Proposed Development. Appropriate limits for noise from mechanical plant have also been calculated based on measured noise levels at the site and guidance given in BS4142. This will be investigated further at the detailed design stage and will form part of the planning conditions subject approval of the planning application.
- 6.96. On this basis, the proposals comply with the relevant development management policies relating to noise and vibration subject to mitigation measures being incorporate into the design. The Applicant proposes a planning condition that will confirm the mitigation measures required to control noise levels internally and externally.

## Wind Microclimate

- 6.97. A Wind Microclimate ES Chapter has been prepared by GIA as part of this application, which assesses the likely wind microclimate impacts of the Proposed Development and surrounding area.
- 6.98. A computational study was conducted to assess the potential impact of the Proposed development on the Wind Microclimate. This assessment has been able to provide a reliable quantification of wind speed probability at a variety of accessible spaces in and around the Proposed Development. It has used the LDDC Lawson Criteria, the industry standard for assessing wind microclimate impacts.
- 6.99. Conditions have been assessed on local thoroughfares, building entrances (both for the Proposed Development and surrounding buildings), existing ground floor amenity spaces and elevated level balconies, proposed amenity spaces (both at ground and elevated levels) and proposed private terraces (both at ground and elevated levels).
- 6.100. In all scenarios, upon the introduction of the Proposed Development in all forms assessed, the Lawson criteria for safety are met within the Site and surrounding area, while conditions are suitable for existing and planned uses when assessed against the Lawson comfort criteria. There is however one safety exceedance at ground level at the western corner of the Proposed Development that requires mitigation in the form of a 2m tall x 0.72m wide perforated screen with 50% perforation.
- 6.101. With the mitigation in place the safety exceedance has been eradicated and there are no longer any wind safety risks. Further details of the Wind Microclimate are discussed in Chapter 9 of the ES and mitigation measures set out in that Environmental Statement will be secured by way of planning condition.

## Ventilation

- 6.102. A Ventilation Statement has been prepared by Watts in support of this application. The report provides details of the proposed ventilation strategy, which has been designed in accordance with the requirements of the Building Regulations Approved Document F and associated CIBSE guidance documents.
- 6.103. A Whole House Mechanical Ventilation system with Heat Recovery (MVHR) system will be provided in each apartment to provide supply and extract to habitable spaces, wet rooms, kitchen and utility cupboard.
- 6.104. To mitigate the Part O (Overheating), where windows cannot be opened for noise restrictions the system will need to be boosted to 75l/s. The MVHR will operate continuously but will be capable of being boosted via a switch located within the kitchen.
- 6.105. Purge ventilation for rapid clearance of odours will generally be achieved through opening windows. The new opening windows will be openable to provide free area equivalent to 1/20th of the floor area of the habitable room. The expectation is that occupants will require the purge only to clear the build-up of odours. Background ventilation to provide a continuous supply of fresh air to occupants will be achieved with the MVHR unit.
- 6.106. Mechanical ventilation will be provided to areas including the refuse store, lobby, cleaners store, management office and comms room. Appropriate levels of natural ventilation via louvres or louvred doors can be achieved within the proposed cycle store, generator room, substation, and plant rooms and will be provided.

## Waste Management and Servicing

### Relevant policies, material considerations and guidance:

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

- 6.107. Curtins has undertaken the necessary calculations to forecast waste creation from the Proposed Development. This has fed into the requirements for bin capacity, including waste recycling proportions.
- 6.108. The bin store will include 40 no. 1100l euro bins and 4 no. wheelie bins. It is expected the refuse bins will be split into general waste, dry mixed recycling, glass recycling and organic recycling. Four bins will be provided for the residents where they would segregate waste into four main streams internally before taking it to the communal waste storage room, conveniently located at ground floor close to the core of the proposed building.
- 6.109. The bins will be stored within a single waste storeroom which can accommodate and operate the 44 no. bins required. Waste collection would be provided by a combination of scheduled Council collections and a private contractor on a weekly basis, to be conditioned and secured via a S.106 agreement.
- 6.110. The building management company would be responsible of moving the bins to the collection point on collection day. The waste operators would then transport the bins to the collection point and load them into the refuse vehicle and the management company would then proceed to carry these back to the bin stores.
- 6.111. For deliveries, it is envisaged that delivery vehicles would utilise the proposed loading bay located along Store Street to the north of the site. The proposed loading bay measures 15 x 2.7m, plus tapers to ease ingress and egress and vehicular tracking has demonstrated there is sufficient space.
- 6.112. Please refer to the Waste and Servicing Strategy and completed MCC Waste Proforma prepared by Curtins for additional information on servicing and access and is discussed further in Section 5 of this Statement. On this basis the proposals comply with the relevant waste policies, material considerations and guidance and a planning condition will be imposed to confirm final details of waste and servicing for the development once operational.

## Flood Risk and Drainage

### Relevant policies, material considerations and guidance:

- **Policies:**
- Manchester Core Strategy Development Plan (2012)
  - Core Strategy Policy EN14 – Flood Risk
  - Core Strategy Policy EN17 – Water Quality
  - Core Strategy Policy DM1 – Development Management
  - Manchester and Salford Strategic Flood Risk Area
- Places for Everyone Joint Development Plan (2024)
  - Policy JP-S4: Flood Risk and the Water Environment
- **Material considerations and guidance:**
  - NPPF Section 14 - Meeting the challenge of climate change, flooding and coastal change (paragraphs 159 and 161 to 166)

- 6.113. A Flood Risk Assessment and Drainage Strategy has been prepared by Curtins as is submitted in support of this Application. This considers the risks of various sources of flooding to the Site and the consequent risks of flooding to downstream receptors from the Proposed Development, as well as outlining a foul and surface water drainage strategy.
- 6.114. According to the Environment Agency Flood Map, the Site is located within Flood Zone 1, which is defined as land having less than 1 in 1,000 annual probability of river or sea flooding. The Site is within the Greater Manchester Conurbation Core Critical Drainage Area in the Salford and Trafford Critical Drainage Area (CDA), designated in 2011.
- 6.115. From the evidence collated and subsequent investigations, the Site can be found to be at very low risk of flooding from all sources except for canal and surface water. These risks have been suitably mitigated by the finished floor levels of the Proposed Development as well as the proposed surface water drainage strategy.
- 6.116. The proposed drainage has been designed as a separate foul and surface water drainage system. The foul water is proposed to discharge to the 1550mm diameter combined water sewer via a new saddle connection located to the north of the Proposed Development within Store Street. The method of connection should be agreed with United Utilities under a section 106 Agreement.
- 6.117. As part of a sustainable approach to surface water disposal, 100% of the existing surface water flows will be removed from the combined sewer network, with flows being proposed to the watercourse section (Shooters Brook) within Store Street, which connects to the surface water sewer network approximately 20 metres downstream. The development is also proposing to include permeable paving and rain gardens/drained soft landscaping sustainable drainage features.
- 6.118. This Flood Risk Assessment and Drainage Strategy is considered to be commensurate with the Proposed Development and in summary, the development can be considered appropriate in accordance with the NPPF with regard to risk of flooding either on site or off site.

## Safety and Security

### Relevant policies, material considerations and guidance:

- **Policies:**
- Manchester Core Strategy Development Plan (2012)
  - Core Strategy Policy DM1 – Development Management
- Places for Everyone Joint Development Plan (2024)
  - Policy JP-P1 Sustainable Places
- **Material considerations and guidance:**
  - NPPF Section 8 – Promoting healthy and safe communities (paragraph 92)

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

- Robust control of access to back-of-house areas.
- Managed secure cycle store.
- Ground floor external material protection against graffiti.
- Ground floor external material protection to residential windows.

6.121. Further details on the crime prevention measures of the Proposed Development can be found within the Design and Access Statement prepared by SimpsonHaugh.

## Ground Conditions

### Relevant policies, material considerations and guidance:

- **Policies:**
- Manchester Core Strategy Development Plan (2012)
  - Core Strategy Policy EN18 – Contaminated Land and Ground Stability
  - Core Strategy Policy DM1 – Development Management
- Places for Everyone Joint Development Plan (2024)
  - Policy JP-S1: Sustainable Development
- **Material considerations and guidance:**
  - NPPF Section 15 - Conserving and enhancing the natural environment (paragraphs 183 to 188)

6.122. The Site is currently occupied by two brick and metal buildings with several large brick and concrete plinths. A sub-station is present in the southwest corner of the western warehouse. The external areas are occupied by hardstanding tarmac. A large retaining wall is present in the southwest, rising to the residential apartments and carpark immediately adjacent to the Site.

6.123. A Phase 1 Preliminary Risk Assessment has been prepared by Curtins. The report made the following observations:

- Made Ground deposits are anticipated accounting for the historical development on site. British Geological Society (BGS) records indicate the site is underlain by Glacial Till and the Chester Formation (Sandstone).
- Environment Agency data indicates the Glacial till superficial strata is associated with a Secondary – Undifferentiated Aquifer. The Chester Formation is recorded as a Principal Aquifer. The site is not situated within an Environmental Agency groundwater Protection Zone (SPZ) and there are no potable groundwater abstractions within 250m of the subject site nor any commercial groundwater abstractions within 1000m of the site. The nearest surface water feature is located 37m north, recorded to be the Ashton Canal.
- Risk mapping for UXO's has placed the site in a Moderate risk area. 1st Line Defence assessed the risk of encountering UXO during Curtins ground investigation works as Low in a Detailed UXO risk assessment report.

6.124. A Phase 2 Ground Investigation has since been prepared by Curtins. Site investigation works were undertaken by Curtins between 24th April and 12th May 2023. A summary of the findings is outlined below:

- A Moderate risk rating is identified to site end-users and construction workers and adjacent residents, from soils and dust from inhalation and ingestion, accounting for the presence of asbestos in two locations and several exceedances of volatile contaminants of concern within shallow Made Ground. Further assessment and remediation was recommended.
- A Moderate/Low risk is identified to construction and maintenance workers and adjacent residents and the general public from contamination within shallow Made Ground soils. The risk to construction workers, adjacent residents and the general public can be managed by suitable health and safety precautions, an asbestos management plan and environmental controls.

- The risk to the underlying Principal Aquifer is Moderate/Low, accounting for evidence of gross contamination within Made Ground soils in BH01. Groundwater samples are scheduled to be obtained as part of this investigation, with the results and assessment included in the final report.
- The Nearest surface water receptor is the Ashton Canal located 37m North, albeit at a significantly higher elevation than the subject site. With consideration of this, it is unlikely that a source-pathway-receptor linkage exists to present a risk to surface water. A Very Low risk rating is identified to surface water features.
- A Moderate-risk rating is identified to site end users from ground gases arising from Made Ground. This should be updated following completion of the gas monitoring period.

6.125. Based on the findings of the ground investigation, the following recommendations are made:

1. Undertake Post-demolition trial pitting to obtain soil samples for chemical analysis.
2. Undertake soil PCB Testing in the immediate vicinity of the sub-station in the southwest of the site.
3. Obtain groundwater samples and undertake chemical analysis with GQRA.
4. Conduct further ground gas monitoring to further assess the Moderate risk rating. This report will be updated following completion of the gas monitoring period.
5. It is recommended that construction workers are provided with appropriate PPE and sanitary facilities, with reference to the environmental testing results.
6. Allowance should be made for the excavation and removal of hydrocarbon contaminated soils, to be detailed in a Remediation Strategy.
7. Infill materials used to raise site levels in the south of the site must be clean and inert. Requirements are to be detailed in a Remediation Strategy.
8. A Verification report will be required to confirm the remedial measures have been implemented.

6.126. This report should be updated following receipt and interpretation of geotechnical testing results to provide engineering assessment and recommendations.

6.127. Based on the above, it can be concluded that the ground conditions of the Site are suitable for the Proposed Development and will not pose any risk to the users subject to mitigation measures being undertaken at later stages of design. Details of the Site Remediation and Piling Strategy will be submitted by way of planning condition prior to those works commencing.

## Construction Management

### Relevant policies, material considerations and guidance:

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

6.128. Chapter 5 of the Environmental Statement sets out the proposed construction methodology and expected programme for the development of Sparkle Street.

6.129. The construction programme for Sparkle Street will span a period of approximately 3 years. The construction programme has been based on normal construction working hours in line with Manchester City Council guidance to protect residential amenity. Construction activities will be managed in accordance with the relevant guidance and legislation.

6.130. Any impacts on amenity during construction will be temporary in nature. Mitigation will be implemented in line with the recommendation set out by the noise and air quality assessments that have been prepared according to the relevant legislation and guidance.

6.131. In line with the requirements of Policy DM1 the construction management measures will consider any effects on amenity, crime, refuse management and vehicular access and servicing. The contractor will be required to adhere to the Considerate Contractors initiative.

6.132. A Site Waste Management Plan will be submitted as part of condition discharge process.

## Local Labour Agreement

### Relevant policies, material considerations and guidance:

- Manchester Core Strategy Development Plan (2012)
  - Core Strategy Policy EC1 – Employment Growth and Economic Growth in Manchester

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- 6.133. The Proposed Development is anticipated to generate 105 full-time equivalent (FTE) per annum jobs during the construction phase, contributing c.£22.3m GVA to the economy. The Applicant is also committed into entering into local labour agreements with MCC to ensure the jobs created are for the people of Manchester. Multiplier effects as a result of spill-over spending through the supply chain (indirect impacts) and through knock-on consumer spending as a result of wages being derived or spent locally (the induced impacts) will generate a further 131 full-time equivalent (FTE) per annum jobs during the construction phase.
- 6.134. The introduction of new residents because of the Proposed Development will help to secure an estimated c. £600,000 per annum in Council Tax Receipts which will be reinvested back into the local community on key services and infrastructure. Furthermore, it is anticipated that these residents will spend a total of £6.84m per annum through local expenditure into the local businesses within Manchester.
- 6.135. Furthermore, a small number of positions will be supported in relation to the operation of the Proposed Development. This is likely to include manager, concierge, caretaker, and cleaner positions over full and part time posts. It can be reasonably assumed that the Proposed Development will support a further 5 FTE jobs during operation.
- 6.136. The Applicant is committed to a Local Labour Agreement as part of the proposed construction process for the Proposed Development. Further details are provided in the Local Labour Agreement submitted as part of the planning application.

## Summary

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

# 7. Tall Building Evaluation

- 7.1. This section has been prepared to present the Proposed Development in its local urban context and assess the extent to which they are considered to be appropriate in relation to relevant Guidance and Policy criteria.
- 7.2. Core Strategy Policy EN2 Tall Buildings sets out that tall buildings are defined as those which “*are substantially taller than their neighbourhoods and/or which significantly change the skyline*”. The emerging and context is one which does include significant height, including the existing Oxygen tower (32 storeys) such as The Castings (25 storeys), Victoria House (25 storeys) and the Fairfax (29 storeys), establishing new height datums to the east, however this is in contrast to pockets of areas surrounding the Site which are of a lower density.

## Policy and Guidance Summary

- 7.3. The evaluation of the Proposed Development as set out below is based on the criteria contained in the ‘Guidance on Tall Buildings Document’<sup>12</sup> published by Historic England in March 2022 and in particular against the criteria set out within Section 4 of that document. The proposals are also assessed against the Core Strategy Policy EN2 (2012) on Tall Buildings.
- 7.4. It sets out that the following factors to determine the potential impacts that tall buildings could have on the historic environment:
- Quality of places: the distinctive qualities and values of a place including historic character and context;
  - Heritage: understanding the significance of the historic environment and the potential impact on this significance;
  - Visual: the impact on the streetscape, town or cityscape and wider urban and rural landscapes, and views. This includes the setting of heritage assets;
  - Functional: the design, embodied carbon and carbon cost, construction and operation;
  - Environmental: the influence on local micro-climates such as creation of wind tunnels, canyon effect, over-shadowing, glare, and air quality and effect on heritage assets in terms of the impact these micro-climatic changes could have upon their fabric, and how they are experienced; and
  - Cumulative: the combined impacts on heritage assets from existing, consented and proposed tall buildings.
- 7.5. Historic England’s Advice Note 4 goes on to suggest that these can be considered by assessing how a proposed tall building responds to the following:
- The response to local context;
  - Impact on the Local Environment
  - Architectural Quality;
  - Functional design;
  - Sustainable Design and Construction; and
  - A Well Designed and Inclusive Environment.

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<sup>12</sup> Historic England (2022), *Historic England Advice Note 4 – Tall Buildings*. Accessed [here](#).

- 7.6. These six items have been used to structure this Section. To avoid repetition, reference is made to commentary contained within the preceding policy assessment in Section 6 as appropriate.

## Response to local context

- 7.7. With regard to responding to the Local Context, the Historic England Guidance<sup>13</sup> states the following:
- “Understanding local context (including its evolution) is critical to achieving good design. This includes considering how the tall building relates to neighbouring buildings. It is important that the massing and scale of the building is appropriate in relation to its surroundings and responds to context to avoid or minimise harm to the significance of heritage assets. It is helpful to consider the relationship between the top, middle, and bottom sections of a tall building with their surroundings and the potential impact on streetscape, town/cityscape and skyline. Where tall buildings are proposed in regeneration areas, there may be opportunities to improve local character through design.”*
- 7.8. This part of the policy also relates to Policy EN2 contained in the Core Strategy, namely that proposals for tall buildings should *“ensure that tall buildings complement the City’s key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views.”*
- 7.9. Significant consideration has been given to the location and form of the Proposed Development to ensure they sit comfortably within their surrounding context. Full details of the design options explored for the taller building are provided in the Design and Access Statement.
- 7.10. As part of this process it was important to identify the key townscape and heritage viewpoints. In line with the Advice Note 4, a Zone of Visual Influence was used as an initial tool to understand the impact of the Proposed Development and was then supplemented by site visits by the design team, TVIA consultant and the heritage consultant. From this a series of viewpoints were carefully selected and photographed in accordance with the Landscape Institute’s ‘Guidelines for Landscape and Visual Impact Assessment’ guidance. These verified viewpoints were agreed in conjunction with the design team, the TVIA consultant, the heritage consultant, Historic England and MCC.

## Townscape

- 7.11. The TVIA (ES Chapter 8) was undertaken by Re-form and examines the impact that the Proposed Development will have on the townscape of Manchester City Centre and on the townscape character of the zones immediately surrounding the Proposed Development.
- 7.12. The study area for the assessment is approximately 750m from the centre of the Site, in order to encompass the full extents of the Site, and also takes into consideration the immediately adjacent townscape character areas which the Proposed Development may significantly influence.
- 7.13. A total of 13 viewpoints have been agreed and were used to assess the visual and townscape impacts, as included within ES **Appendix 8.1**.
- 7.14. The TVIA is supported by Accurate Visual Representation (AVRs) consisting of rendered and wireline images of the Proposed Development superimposed onto baseline photographs which are accurately surveyed from selected viewpoints.
- 7.15. During the construction phase the townscape and visual effects include:
- Site setup and site compound (visual effects).
  - Site/boundary fencing (visual effects).
  - Site clearance, removal and disposal of any existing material (landscape and visual effects).
  - Ground Works including site remediation, levelling & preparation (townscape effects, and visual effects).
  - Site access taken (movement and linkages – townscape effects).

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<sup>13</sup> Ibid.

- Contractor parking, plant and equipment (visual effects).
- 7.16. Impacts resulting from the operational phase have been identified with reference to interactions between the Proposed Development and townscape and visual receptors, a detailed list of these receptors and the potential impact can be found in Chapter 8 of the ES.
- 7.1. Of the nine Townscape Character Areas assessed, none are identified as experiencing 'significant' effects. The predicted townscape effects are Minor- Moderate Beneficial and Minor – Moderate Neutral respectively. The predicted Townscape for other seven Townscape Character Areas is negligible.
- 7.2. The level of predicted townscape effects as a result of the Site development proposals are considered to range from Negligible to Major Neutral. Of the 13 representative viewpoints there are only 5 views that are assessed as 'significant'. These include 3 Moderate Neutral effects, a single moderate adverse effect and a single Moderate – Major Neutral effect. The visual effects to the remaining seven viewpoints range from Negligible to Minor-Moderate Neutral.
- 7.3. In many of the views, the magnitude of change and resulting predicted level of cumulative visual effects will remain the same as the assessment of views without the cumulative sites. This is because cumulative sites are not visible within the majority of views.

## Impact on the Local Environment

- 7.4. With regard to impact on the local environment, Advice Note 4 sets out:
 

*"People's experience of local character and the historic environment can be affected by factors such as wind and other microclimatic changes, overshadowing, and light pollution from the development of a tall building. In some cases, this has the potential to impact the physical fabric of heritage assets. It is important to test impacts on the local environment at design stage and present these through the application process to reduce the incidence of interventions being required to mitigate impacts post construction (which may in turn harm character and quality of a site, street or area)."*
- 7.5. Similarly, Policy EN2 states that
 

*"By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment."*
- 7.6. The proposals have no potential to impact the physical fabric of heritage assets. Consideration of the Proposed Development in relation to its effect on the local environment and amenity is provided in the following locations and briefly summarised as:
  - **ES Chapter 8: Daylight, Sunlight and Overshadowing:** As detailed in Section 5, the daylight and sunlight assessment submitted with this Application robustly assesses the impact of the Proposed Development on nearby residential properties and amenity areas. Whilst some receptors will experience adverse impacts on daylight and sunlight amenity, these are relatively localised, and the impacts overall are commensurate to the Site's city centre location.
  - **ES Chapter 9: Wind Microclimate:** Overall, the environment within and surrounding the Site following the delivery of the tall buildings is comfortable for their intended use. There are no reported safety issues brought about due to the proposed design providing sufficient mitigation.
- 7.7. In summary, the potential impact of the Proposed Development on its surroundings and on amenity is considered in the above technical assessments and within this Statement. In conclusion, the results of the technical assessments do not result in unacceptable impacts on amenity, when considered in the context of the economic and regeneration benefits of the Proposed Development.

## Architectural Quality

- 7.8. With regard to architectural quality of the Proposed Development, Historic England's Advice Note states:
- "Consideration can be given to whether a distinctive landmark design or a restrained architectural response is more appropriate in terms of the likely impact on the historic environment. High-quality architecture involves designing a tall building 'in the round' so it is coherent from all directions taking account of a building's scale, form, massing, proportions, silhouette, façade materials and detailed surface design. It is important to note that not all tall buildings can be landmarks, and not all landmarks need to be tall buildings"*
- 7.9. Similarly, Policy EN2 of the Core Strategy states that proposals for tall buildings will be supported where it can be demonstrated that they are "of excellent design quality". The elements of the design as they relate to the visual impact on the historic environment have been discussed in detail earlier in this Statement.
- 7.10. As set out in Section 3, the Proposed Development has been designed by reputable Manchester architects and landscape architects. The core design team has undertaken extensive contextual analysis of the Site and surroundings and recognise the high-profile nature of the Site. In this respect, a significant amount of time has been spent developing the proposal through several design stages to propose a viable and deliverable scheme.
- 7.11. Full details of the proposed architectural design are contained in the Design and Access Statement and have been summarised in Section 4 of this Statement that sets out the exceptional quality of the proposals. This process has been supported by the technical studies undertaken throughout the design development stages.
- 7.12. Key considerations in line with the Historic England Tall Building Guidance is provided as follows:
- **Scale:** The proposed scale of the building sits comfortably within its existing context, given it is surrounded by taller existing and under construction developments such Oxygen at the top of Store Street, IQ Echo Street to the west behind Piccadilly Station and The Castings, Victoria House and The Fairfax in Piccadilly East. At Ground+ 27 residential storeys, the Proposed Development (124.25m AOD / 86.25m AGL) creates a strong visual marker and sense of arrival for those entering the City Centre by rail. The building is also within the maximum height parameters envisaged in the Manchester Piccadilly SRF.
  - **Form and Proportions:** The Proposed Development of the form, results in a series of connected vertical blocks, ranging from 10 to 28 storeys. The L-shaped floorplate following close to the outer boundary of the site helps to begin to re-establish a clear urban grid in an area that was very well defined prior to significant demolitions/alterations in the 20th century. This is also essential to creating a commercially attractive and efficient residential layout that, given the constraints of the site, fulfils the requirements of the brief.
  - **Massing and Silhouette:** The building is arranged with the main entrance located at ground floor level and accessed from the corner of Sparkle Street and Store Street. The ground floor also comprises amenity, refuse and cycle storage and associated plant and back of house space. At the entrance, the building is set back from the pavement to provide a localised extent of wider public realm. All Townhouses also have private entrances directly from Store Street. A significant amount of active frontage along Store Street and the corner of Sparkle Street contributes significantly to the public realm, as does the new landscaping. All BOH and service spaces are positioned to the back part of the site, away from the street edge, and concealed beneath a new landscaped terrace.
  - **Materiality:** Simpson Haugh's proposed design is a building that is contemporary in its architectural resolution whilst also comfortable in the immediate context. The primary material is brickwork that is tonally akin to that of the surrounding historic context. The proposals use of traditional brick reflects the dominant material of historic buildings in the area, in particular goods warehouses constructed in the 1800s and continue to influence the areas vernacular today. The proposed language and material expression of the facade has been developed following the analysis of Manchester's mills and warehouses.
- 7.13. In summary, the building is considered to be of high architectural quality, complementing the existing surroundings and the emerging developments surrounding Piccadilly Station.

## Functional

- 7.14. With regard to functional design, Historic England's Tall Building Guidance states:
- "Façade treatment and finishes, external lighting, placement of plant, servicing and use of advertising screens are all important considerations in locations where locally distinct features are vulnerable to change in local context and character. The functional design of new buildings needs to consider and respond carefully to the historic environment. Historic environments often demonstrate strong street-based urban design qualities. Tall buildings often need to balance a range of needs, including greater servicing demands for ground floors. However, the design of tall buildings should reflect or reference local street-based qualities, such as active frontages and human scaled design at street level."*
- 7.15. Similarly, Policy EN2 states that *"submissions for tall buildings should also include appropriate measures to create an attractive, pedestrian friendly local environment" and "contribute positively to placemaking" and "play a positive role to placemaking in the wider area."*
- 7.16. The building has been designed to incorporate active frontages on the elevations to animate the streetscape, add vibrancy into the surroundings and provide a level of natural surveillance into the area. Within the building, active frontages take the form of residential amenity spaces including fitness studios / gym, breakout spaces, reception area as well as townhouses facing Store Street.
- 7.17. A dedicated loading bay has been provided to serve the building which can be accessed along Store Street. This will provide adequate access for delivery and refuse vehicles and will overall, help to concentrate vehicular activity to one area and improve the pedestrian experience surrounding the area.

## Sustainable Design and Construction

- 7.18. Advice Note 4 sets out that tall buildings should *"provide opportunities to enhance the appearance of an area and reduce harm to the historic environment through the re-development or retrofit of a tall building can be explored. Considerations may include different massing options; improvements to the base of the building and public realm; using durable high-quality materials; and whole life carbon costs."* Policy EN2 also states that the proposals should *"contribute positively to sustainability" and "be served by public transport nodes"*.
- 7.19. Consideration of the Proposed Development in relation to Sustainable Design & Construction is provided in the following:
- Section 6 of this Statement: Sustainability and Climate Change.
  - Energy Statement prepared by JRL Sustainability.
  - Environmental Standards Statement prepared by JRL Sustainability.
- 7.20. The Proposed Development will be constructed and operated in a sustainable manner leading to an improvement over the notional building Part L carbon emissions due to an energy demand reduction helping contribute to the Cities 2038 Net-Zero ambition.
- 7.21. It should also be noted that significant economic benefits will be associated with the scheme during both construction and operation through creating employment for local people and fostering investment to help support the local economy.
- 7.22. The scheme will drive wider societal benefits helping to meet the growing demand for much needed homes in one of fastest growing cities in the UK. The Proposed Development will increase the level of connectivity between the Site and wider City and foster a sense of place through new high-quality development enhancing the vibrancy of the neighbourhood.
- 7.23. In summary, the sustainability of the Proposed Development and measures to reduce its energy consumption have been considered from the initial phases of the development, and at each stage of the build process. Measures to reduce the energy consumption of the building during the construction phase, when making materials choices, and when operational have also been incorporated.

## A Well Designed and Inclusive Environment

- 7.24. Historic England's Advice Note states that *"the way tall buildings are experienced at ground level is an important consideration as tall buildings can have a significant impact on the historic streetscape and public realm. In some cases, redevelopments may create opportunities to enhance elements of the significance of heritage assets by opening lost views or revealing historic street patterns"*.
- 7.25. The Proposed Development will create a well-designed and inclusive environment, respecting the needs of the buildings users as well the wider community. The building has been developed with an inclusive approach to allow easy, safe, and secure access to all areas of the buildings and surrounding landscape.
- 7.26. The new landscaping proposals will create a welcoming, pleasant environment, which will provide the opportunities for recreation and relaxation. The landscaping proposals will also improve the existing pedestrian and cycling connections to the wider City Centre, enhancing permeability. Trees will be planted along Store Street helping to enhance the experience at street level. The Proposed Development has been fully assessed in regard to wind microclimate which has demonstrated that the public realm is suitable as a place to relax and spend time in without adverse effects.
- 7.27. In summary, the Proposed Development has been designed to integrate with the surrounding context and buildings as they are brought forward within the Manchester Piccadilly SRF area, including how the proposals will help to connect key areas such as New Islington with Piccadilly through redeveloping a large gap site in the heart of the neighbourhood. In this way the proposals will assist with legibility in this part of the City.

## 8. Summary and Conclusions

- 8.1. This Planning and Tall Building Statement has been prepared by Deloitte LLP in support of a Full Planning Application for the redevelopment of Sparkle Street.
- 8.2. The current condition of the Site results in a detractor from the quality of the local area and needs to be addressed to capitalise on the momentum of the development taking place in the wider area and the regeneration opportunity it presents. In this regard, the area is a longstanding regeneration priority for Manchester as articulated within the Manchester Piccadilly SRF. When assessing the Proposed Development, this should be undertaken in the context of the future of this part of the City Centre in particular, and therefore the precedent that this Site delivers in that future development context, which is already largely underway.
- 8.3. The Site will help to contribute to the ambitions of the SRF by creating a new, best-in-class residential community within a 'neighbourhood of choice' on land that is currently limited by its existing use. Building on the success of recently approved applications for development coming forward in this part of the City Centre, Sparkle Street will further help to forge the area as a vibrant neighbourhood and will provide a catalyst for other schemes to come forward and unlock the economic potential of the area.
- 8.4. The Site forms part of a key strategic linkage between Piccadilly and East Manchester, which will benefit the existing communities in the connecting area and those connected to this Site. The Site is in a strategic location due to the proximity of a wide range of sustainable transport links, predominantly afforded by its proximity to Manchester Piccadilly Station. Being in the City Centre, the Site is within easy reach of areas of work, leisure facilities, public transport and other social infrastructure facilities and would therefore cater to the growing household numbers.
- 8.5. There has been an extensive amount of amount of technical work and analysis on how these proposals have been shaped and reflect the needs of nearby communities whilst mitigating the amenity effects on its local neighbouring properties. A comprehensive design evolution process has been undertaken, which has continuously tested the proposals to ensure that the optimal solution for the Site is achieved and that a viable and deliverable scheme is proposed. This has included consultation with a range of stakeholders including Manchester City Council, Greater Manchester Police, and the wider community.
- 8.6. The Proposed Development has been designed to respond positively to the surrounding area. Extensive analysis has been undertaken to ensure that the scale of the development reflects its prominent location in the heart of the SRF, whilst being cognisant and respectful of the existing surroundings. The Proposed Development fully complies with the policies and guidance in relation to tall buildings.
- 8.7. The Proposed Development will bring the following public benefits:
  - **A viable use of an underused site:** the currently unused site is unattractive and fails to fully utilise the positive attributes of the Site. The proposals fully address the requirements of the SRF which identifies the need to unlock the economic potential of the area. The redevelopment of the Site will maximise the benefits that can be delivered from the Site, whilst providing an attractive environment that will encourage further investment into masterplan, acting as a catalyst for its continued regeneration activity.
  - **Support employment opportunities and contribute to economic growth:** The scheme will support the growing economy in Manchester. The forecasted economic growth of Manchester indicates the employment opportunities will be concentrated in the city centre. In addition, during the construction phase, employment opportunities will be created. Overall, the Proposed Development will create a total 105 FTE jobs per annum during the construction phase and a total of 5 FTE's once operational. During the construction phase alone, a total of c.£22.3 GVA will be added to the economy. During the operational phase, it is expected that the Proposed Development will secure c. £630,000 per annum in Council Tax receipts and a further £6.84m will be spent back into the local economy through resident expenditure.

- **Protecting the natural environment:** The Proposed Development has been designed with sustainability at the forefront. The improved public realm will include measures of soft landscaping including the planting of trees along Store Street, helping to improve the existing streetscape as well as the levels of biodiversity and local air quality.
- **Vitality:** The redevelopment of the Site will animate the area and make it a more welcoming environment for pedestrians. Public realm improvements and redevelopment of the Site will create 24hr natural surveillance and discourage anti-social behaviour in the area through the inclusion of active frontages and increased activity.

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

# Appendix 1 – Green and Blue Infrastructure Statement

| Objectives established to enable the vision to be achieved:                                                                                                                 | Response:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| 1. Improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers.                                                        | <p>✓ The development delivers generous blue and green infrastructure along Store Street and Sparkle Street, including tree planting, terraces as well as the rear private garden.</p>                                                                                                                                                                                                                                                                                                                                                                                                            |
| 2. Fuse appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth.            | <p>✓ The opportunity to deliver this form and quality of public realm being proposed has been identified within the Manchester Piccadilly SRF. The framework envisions the creation of new high quality open space for residential amenity as well as improvements to the streetscape.</p> <p>✓ The Site will look to use areas of soft landscape planting that collectively will slow surface water run off through the Site. Transforming a vacant area of hardscaping into a rich and diverse landscape that will have measures in place to deal with slowing down its own surface water.</p> |
| 3. Improve connectivity and accessibility to green and blue infrastructure within the City and beyond.                                                                      | <p>✓ New public realm areas including an enhanced public footpath will improve linkages through the City Centre.</p> <p>✓ Given the highly sustainable location of the Site, occupants and visitors will have access to a variety of transport modes. Cycle storage is provided to encourage uptake of active transport.</p> <p>✓ The landscaping will facilitate future linkages and overall connectivity through the Piccadilly area, while enhancing perceptions of safety through the creation of a quality streetscape.</p>                                                                 |
| 4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment. | <p>✓ The inclusion of public realm will increase passive surveillance, making a positive contribution to reducing localised crime and increasing safety.</p> <p>✓ Furthermore, by improving and enhancing the safety and provision of the public realm, members of the community will be more attracted to these spaces and to undertaking sustainable modes of travel, such as walking and cycling, to access other areas of the City. This has the potential to reduce reliance on private car journeys and generate health benefits associated with walking and cycling.</p>                  |



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