



Land bound by New College Street, New Quay Street, NCP Car Park and Gartside Street, Manchester

Tall Buildings Statement

On behalf of HBD
September 2023

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Version FINAL

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1 INTRODUCTION

- 1.1 This Tall Buildings Statement has been prepared by Asteer Planning LLP ('Asteer') on behalf of HBD in support of an application for full planning permission at Land bound by New College Street, New Quay Street, NCP Car Park and Gartside Street, otherwise known as "St Johns Campus" ('the site').
- 1.2 The proposed development comprises the:
- 1.3 *"Demolition of the existing buildings and structures and the erection of a 16-storey office building (Use Class E(g)), with flexible ground floor uses (Use Class E), rooftop amenity space and works to facilitate public realm improvements."*
- 1.4 This document considers the proposals against the principles of Historic England's Advice Note 4 (2015) and the more detailed evaluation criteria in the CABE / Historic England Guidance on Tall Buildings (2007) in the following order:
- Relationship to context;
 - Effect on the historic environment;
 - Relationship to transport infrastructure;
 - The architectural quality of the building;
 - Sustainable design and construction of the proposal;
 - Credibility of the design;
 - Contribution to public space and facilities;
 - Effect on the local environment; and
 - Contribution made to permeability of the site and the wider area.
- 1.5 This document also considers Policy EN2 of Manchester City Council's ('MCC's') adopted Core Strategy (July 2012) with regards to tall buildings.
- 1.6 Policy EN 2 of the Manchester Core Strategy specifically relates to tall buildings and sets out the criteria which must be met in order for tall building proposals to be supported. This Tall Building Statement has been prepared in the context of Policy EN 2 and a detailed

assessment of the Proposed Development against the provisions of this policy is contained at Chapter 12 of this Statement.

- 1.7 Whilst an overview of the proposals is provided within the submitted SPS, full details of the design of the Proposed Development are described in the Design and Access Statement ('DAS') prepared by EPR Architects presented on the application drawings submitted with the application.
- 1.8 This document should be read in conjunction with the following documents which also form part of the application:
- Supporting Planning Statement prepared by Asteer Planning;
 - Design and Access Statement prepared by EPR Architects; and
 - Proposed Plans prepared by EPR Architects

2 RELATIONSHIP TO CONTEXT

- 2.1 This section assesses the relationship to context. The Guidance requires an assessment of the following:

"The relationship to context, including natural topography, scale, height, urban grain, streetscape and built form, open spaces, rivers and waterways, important views, prospects and panoramas, and the effect on the skyline. Tall buildings should have a positive relationship with relevant topographical features and other tall buildings; the virtue of clusters when perceived from all directions should be considered in this light."

Assessment

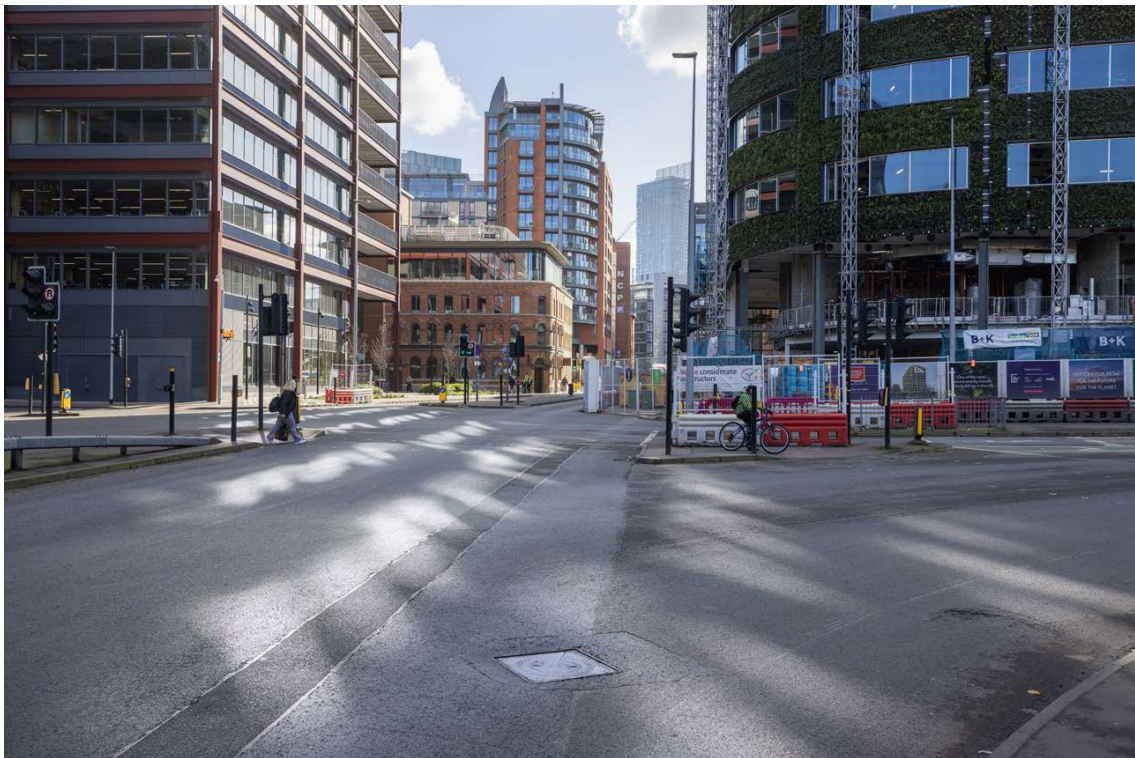
- 2.2 The DAS prepared by EPR provides a detailed assessment of the site and how the development fits within the wider context. In addition, a Townscape and Visual Impact Assessment ('TVIA') has been prepared by PlanIt IE. This section assesses the effects of the proposed development on townscape character and visual amenity. In particular it identifies and assesses the anticipated effects of change resulting from the proposed development on the character and features of the townscape; and on people's views and visual amenity within the TVIA Study Area.
- 2.3 A total of 8 viewpoints are identified within the TVIA and are detailed as follows:
- Viewpoint 1: South east from A6042 ring road
 - Viewpoint 2: South east from Irwell Street
 - Viewpoint 3: South west from Gartside Street
 - Viewpoint 4: West from A34 Quay Street
 - Viewpoint 5: West from Byrom Street
 - Viewpoint 6: St John's Gardens
 - Viewpoint 7: North from Atherton Street
 - Viewpoint 8: South east along New College Street
- 2.4 The potential impacts of development have been considered at both construction stage and during operation for the proposed development, as well as the cumulative impact

including consented developments. From this the overall significance of the identified effects on receptors have been assessed. The findings are summarised below.

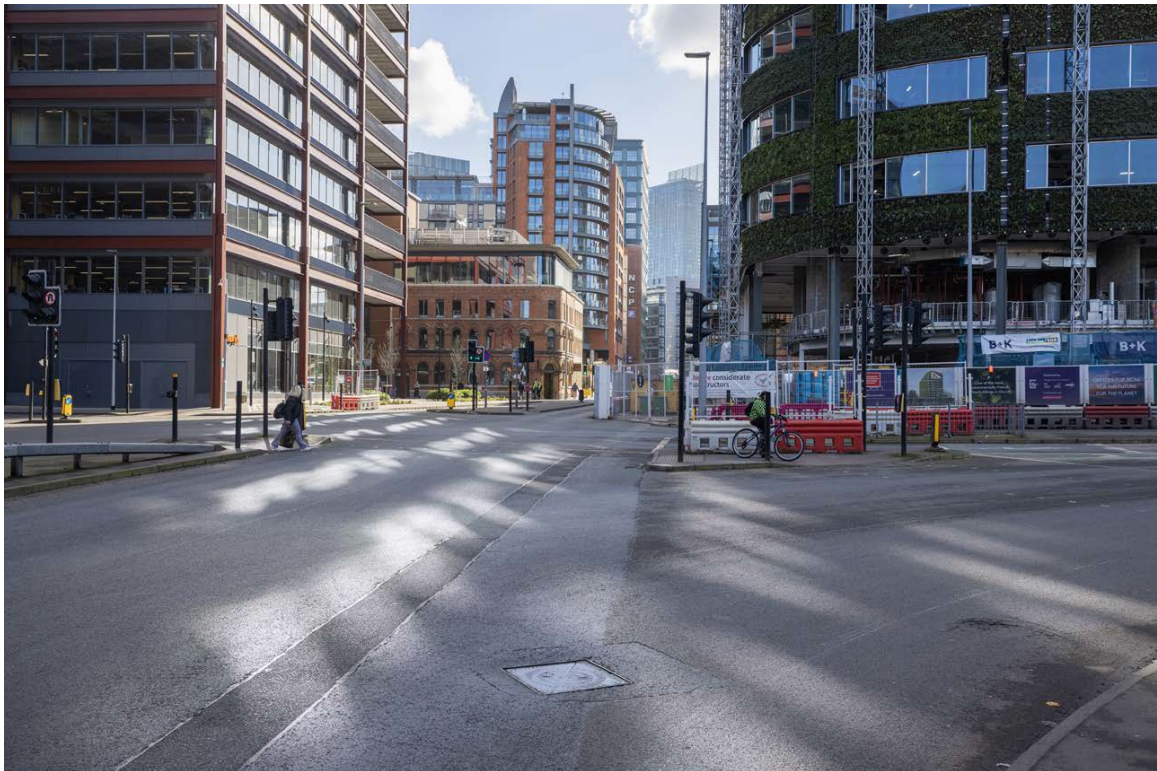
Viewpoint 1: South East from A6042 Ring Road

- 2.5 The viewpoint is located on a key junction and orientation point on a key route into the city centre from the north west. It is experienced by a high number of viewers. Existing townscape features of developments (including Leftbank and Riverside House along the River Irwell) and ongoing construction works obscure the view of the site. The view is characterised by medium-high rise buildings which strongly enclose the street. The site currently recedes in the view, due to the low height and low visual prominence of the existing building. The Beetham Tower forms a prominent landmark which terminates the view along the street.

Baseline



Proposed



- 2.6 Table 6.1.1 'Residual Townscape Effects' of the TVIA finds that the demolition and construction works would have a **minor-adverse** impact on the composition of the view. However, these restrictions would likely be temporary and not significant. Demolition works would be largely screened, and construction works would be partially screened due to existing development; however, the upper portions of the construction works will be partially visible above the NCP Car Park resulting in a **negligible** magnitude of change.
- 2.7 Once completed, the proposed development will largely be screened behind existing development, with the upper portions of the proposed development being partially visible beyond the existing building line resulting in a small change in view that would create a **neutral** effect to the overall composition or appreciation of the view. The proposed development would appear consistent with the height and massing of other existing development within the view. The Beetham Tower will remain a key focus in the background of the view. Overall, there would be a **negligible** magnitude of change with minor significance to the existing viewpoint.

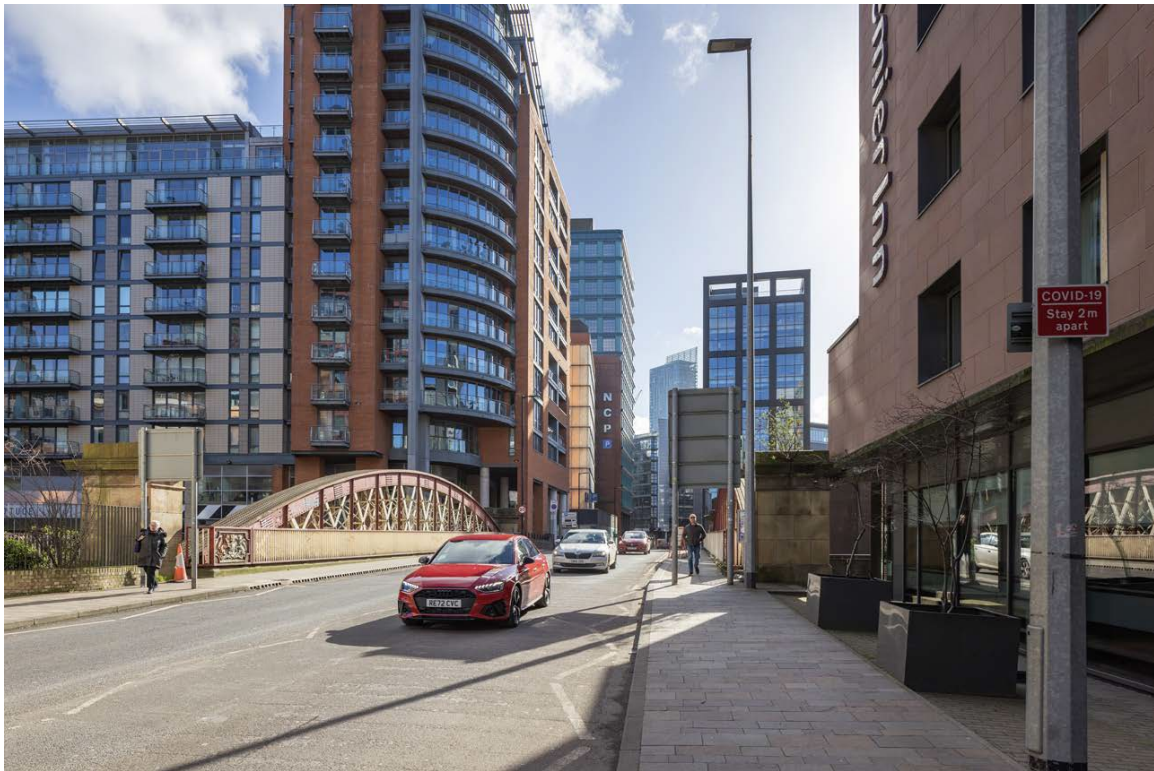
Viewpoint 2: South East from Irwell Street

- 2.8 The viewpoint is located on a key route into the city centre from the north west and is experienced by a high number of viewers. The viewpoint is located on a key arrival/ orientation point. The site currently recedes in the view, due to the low height and low visual prominence of the existing building. Existing developments (including Leftbank and Riverside House along the River Irwell) and ongoing construction works create partial, glimpsed views of construction works and new development, signifying the ongoing regeneration of the area. The view is well enclosed by development. The bridge forms a prominent feature in the foreground of the view. The Beetham Tower forms a distant landmark which provides a focus to the view.

Baseline



Proposed



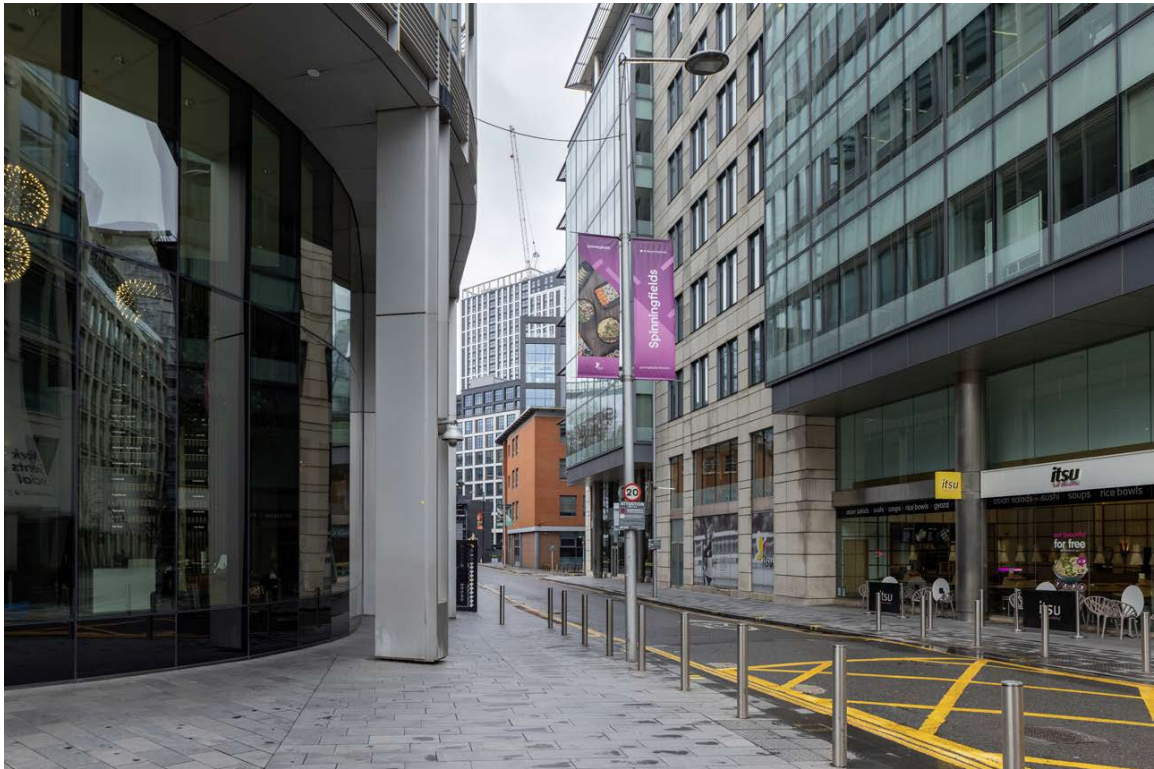
- 2.9 Table 6.1.1 'Residual Townscape Effects' of the TVIA finds that the demolition and construction works would have a **minor-adverse** impact on the composition of the view. Any restrictions would likely be temporary and not significant. Demolition works would be largely screened, and construction works would be partially screened due to existing development; however the upper portions of the construction works will be partially visible above the NCP Car Park resulting in a **small** magnitude of change.
- 2.10 Once completed, the proposed development will largely be screened behind existing development, with the upper portions of the proposed development being partially visible beyond the existing building line resulting in a small change in view that would create a **neutral** effect to the overall composition or appreciation of the view. The proposed development would appear consistent with the height and massing of other existing development within the view. The Beetham Tower will remain a landmark feature in the backdrop of the view. Overall, there would be a negligible magnitude of change with minor significance to the existing viewpoint.

Viewpoint 3: South West from Gartside Street

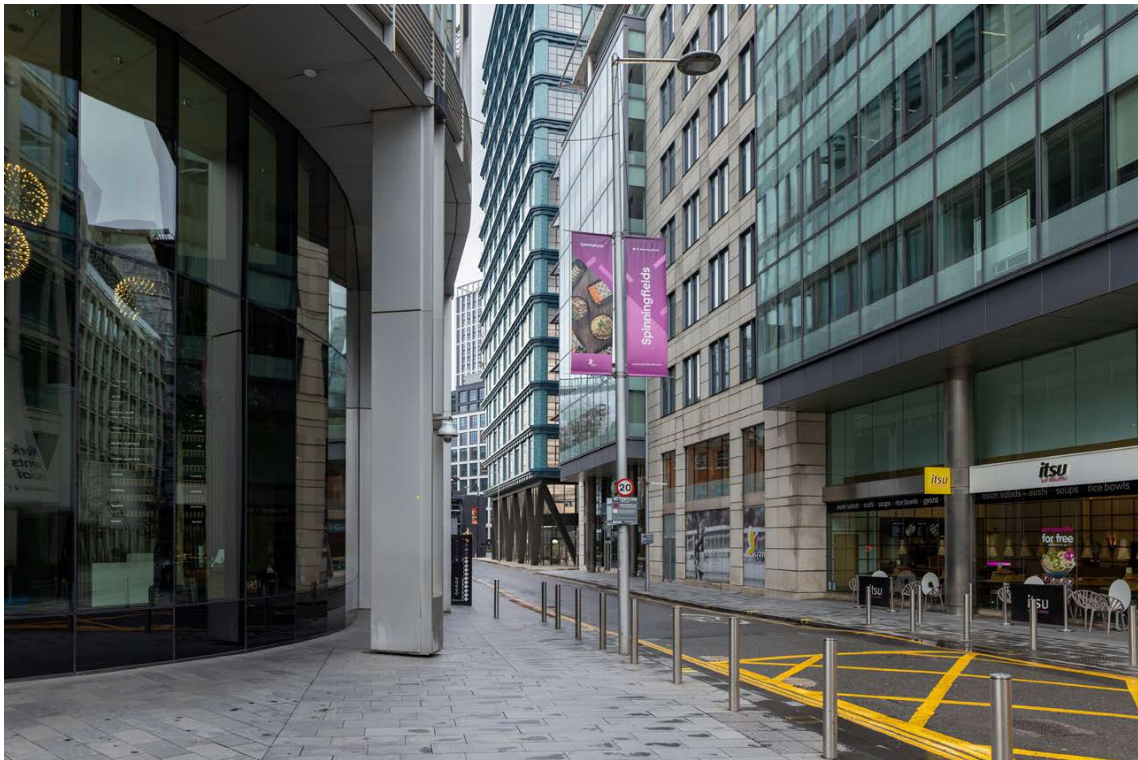
- 2.11 The viewpoint is located on the edge of the popular public square of Hardman Square which is located in Spinningfields, a high quality mixed-use area. The view forms an oblique view for travellers along Gartside Street, where the view is likely to be incidental

to the journey. The view is framed by existing development either side of the view, with existing townscape features seen in the background of the view, including the ongoing regeneration of Old Granada Studios and Enterprise City. The existing building contrasts in height, materials and use from the largely commercial development within Spinningfields with ground floor retail uses in the foreground of the view, and from the emerging character of Enterprise City within the St John's character area which forms the backdrop to the view.

Baseline



Proposed



- 2.12 Table 6.1.1 'Residual Townscape Effects' of the TVIA finds that the demolition and construction works would have a **minor-adverse** effect on the composition of views; as the demolition works would be clearly visible due to the proximity of the viewpoint to the site. Despite existing development in the foreground of the view providing minor screening, the construction works would result in a clear perceptible change in view resulting in a **medium** magnitude of change.
- 2.13 Once completed the proposed development would be partially screened behind existing development. The increased height of the development would form a clearly noticeable change in the composition of the view but will provide a **minor-beneficial** effect on the existing composition through reinforcing the existing building line and character of surrounding developments in Spinningfields and remain in keeping in terms of scale massing and height.

Viewpoint 4: West from A34 Quay Street

- 2.14 The view is within the St John's Conservation Area, looking north west towards the site. Existing buildings frame the view. The A34 forms a key east/west linkage, and important connection north west across the River Irwell to Salford. The Globe Building, which forms part of the developing Enterprise City, forms a focus in the backdrop of the view. The existing college building is screened from view due to low height of the existing building.

The view is located along the main route of Quay Street, users of the footpath are likely to be focussed on the surrounding townscape and new development with the viewpoint.

Baseline



Proposed

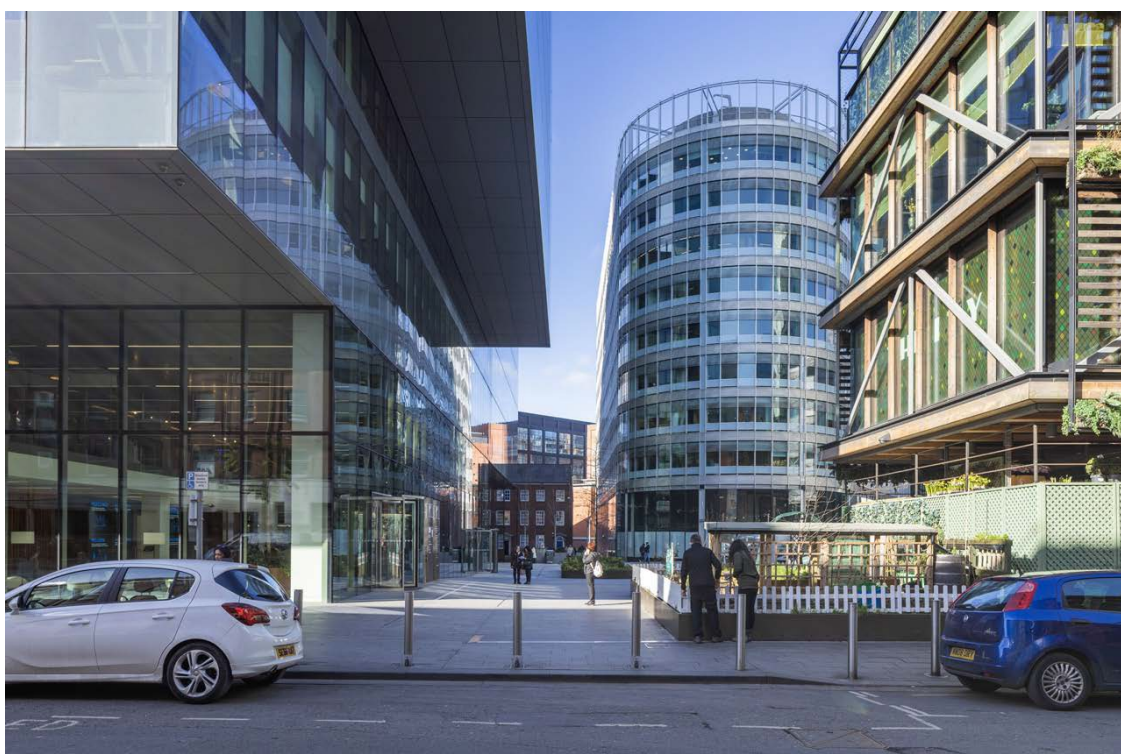


- 2.15 Table 6.1.1 'Residual Townscape Effects' of the TVIA finds that the demolition and construction works would have a **minor-adverse** impact on the composition of views despite some visual screening from existing development in the foreground of the view. However, these measures are temporary and of **minor** significance to the scale of effect.
- 2.16 Once completed, the proposed development would be visible from partial and glimpsed views from Quay Street. The Proposed development would provide a **minor-beneficial** effect to the composition of the views through its curved elevation and planted balconies, helping form a positive landmark that complements the existing view & adds to the diversity of built form and visual interest within the city centre.

Viewpoint 5: West from Byrom Street

- 2.17 The view is located on the western fringes of the Deansgate Conservation Area, and immediately adjacent to the Grade II listed Opera House. Existing development encloses the view. The viewpoint is located on the edge of popular public square of Hardman Square, within Spinningfields. Low-rise, red brick development along Gartside Street largely visually screens the existing college building. The new Globe Building forms the backdrop to the view. The view forms a glimpsed view for travellers along Atkinson Street, where the view is likely to be moderately important to the quality of the journey.

Baseline



Proposed



- 2.18 Table 6.1.1 'Residual Townscape Effects' of the TVIA finds that the demolition and construction works would have a **minor-adverse** impact on the composition of views. The construction works would be partially visible above the roofline of the 4-storey development along Gartside Street, causing a clearly noticeable change in the character of the view. However, these measures are temporary and of **minor** significance in scale.
- 2.19 Once completed, the development would be partially visible above existing development along Gartside Street and obscure existing views to the Globe Building, resulting in a clearly noticeable change in view. However, the proposed development will extend the Spinningfields character area and be in keeping with contemporary built development within view, creating a high-quality addition and landmark element to the view. It is therefore expected that the development would create a **moderate-beneficial** effect to the viewpoint.

Viewpoint 6: St John's Gardens

- 2.20 The view is located within St John's Conservation Area within St John's Gardens, looking north west. The view is characterised by open space, landscaped gardens and mature trees in foreground of the view. The view is well enclosed, with longer-range views prevented by built form and tree cover. The open space is surrounded by mid-rise buildings. The view forms an important green space in the city centre and viewers are

likely to be focussed on the landscape. Tree cover obscures views towards existing development within the site.

Baseline



Proposed

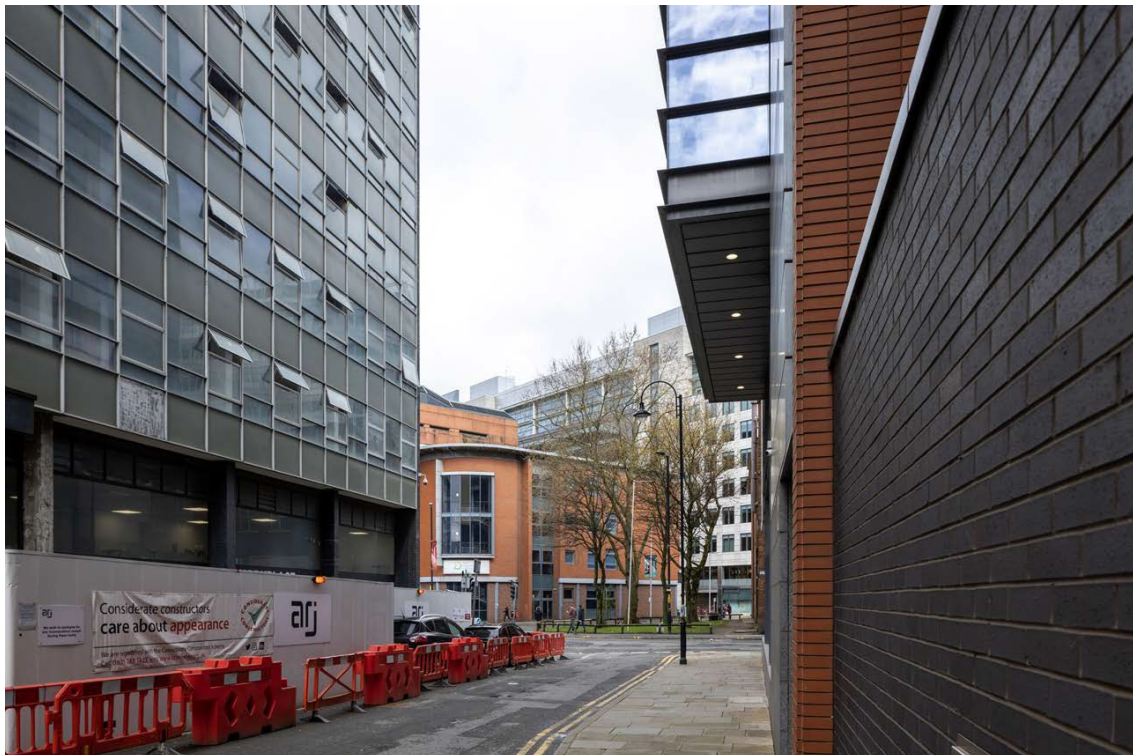


- 2.21 Table 6.1.1 'Residual Townscape Effects' of the TVIA finds that the construction works would have a **neutral** affect on the existing viewpoint, as no change is expected to the view during demolition and construction due to screening from intervening built form.
- 2.22 Once completed, the proposed development is again expected to have a **neutral** effect to the existing viewpoint as the building would be screened behind existing development that enclose the park. The proposed development would therefore result in a **negligible** scale of change to the composition of the existing view.

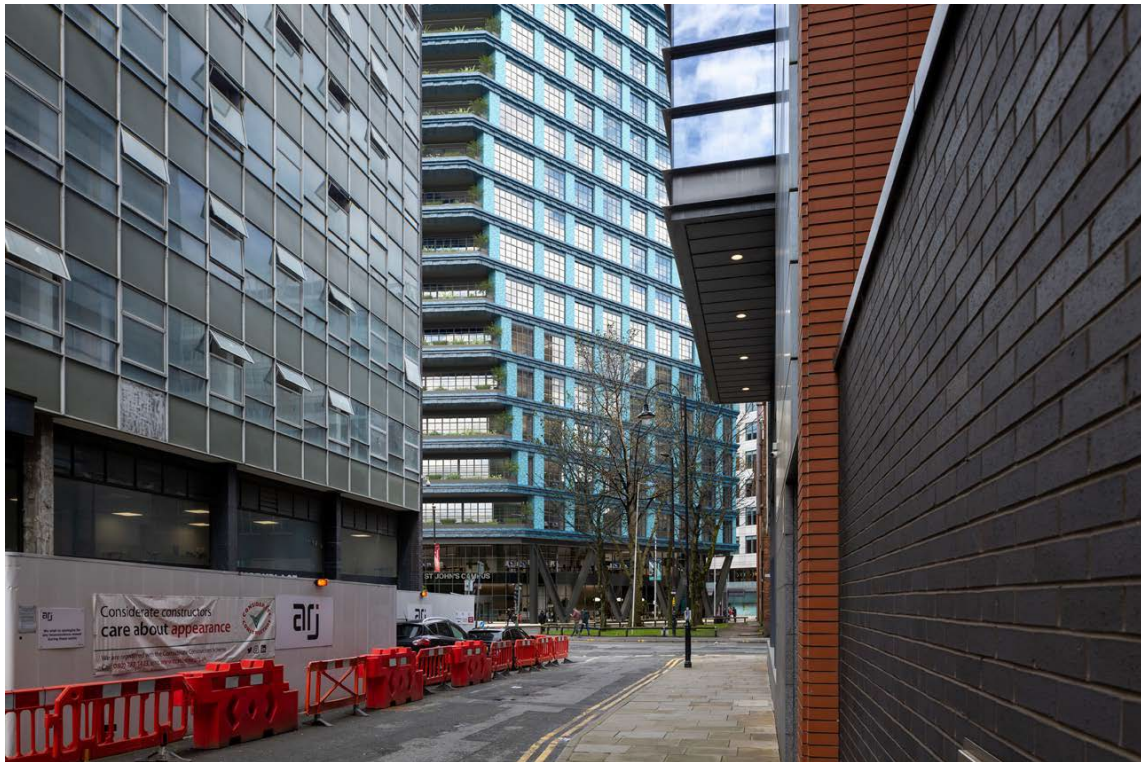
Viewpoint 7: North from Atherton Street

- 2.23 The view is located within Castlefield Conservation Area within close proximity to the Grade II listed St John's College. The view is strongly enclosed by development including the Old Granada Studios building which is currently being converted. The existing building is clearly visible within the view.

Baseline



Proposed



- 2.24 Table 6.1.1 'Residual Townscape Effects' of the TVIA finds that the construction works would have a **moderate-adverse** effect on the existing viewpoint as the works would be clearly visible due to the proximity of the site and focus within the viewpoint. Whilst the ongoing construction works to the former Granada Studios building currently characterise this viewpoint, the proposed development would still cause substantial change in the view for a temporary period of time.
- 2.25 Once completed, the proposed development would result in a substantial change in the character of the view. The proposed development would form a prominent new feature in the view, which would be in keeping with the existing tall buildings which currently characterise the backdrop of the view. The proposed development would extend the Spinningfields character south towards Quay Street. The new public realm proposals would be visible and would enhance the street scene in the foreground of the view. These material changes would have a **large** magnitude of change to the view, creating a high-quality new landmark which would be enhanced by the green balcony planting proposals.

Viewpoint 8: South East along New College Street

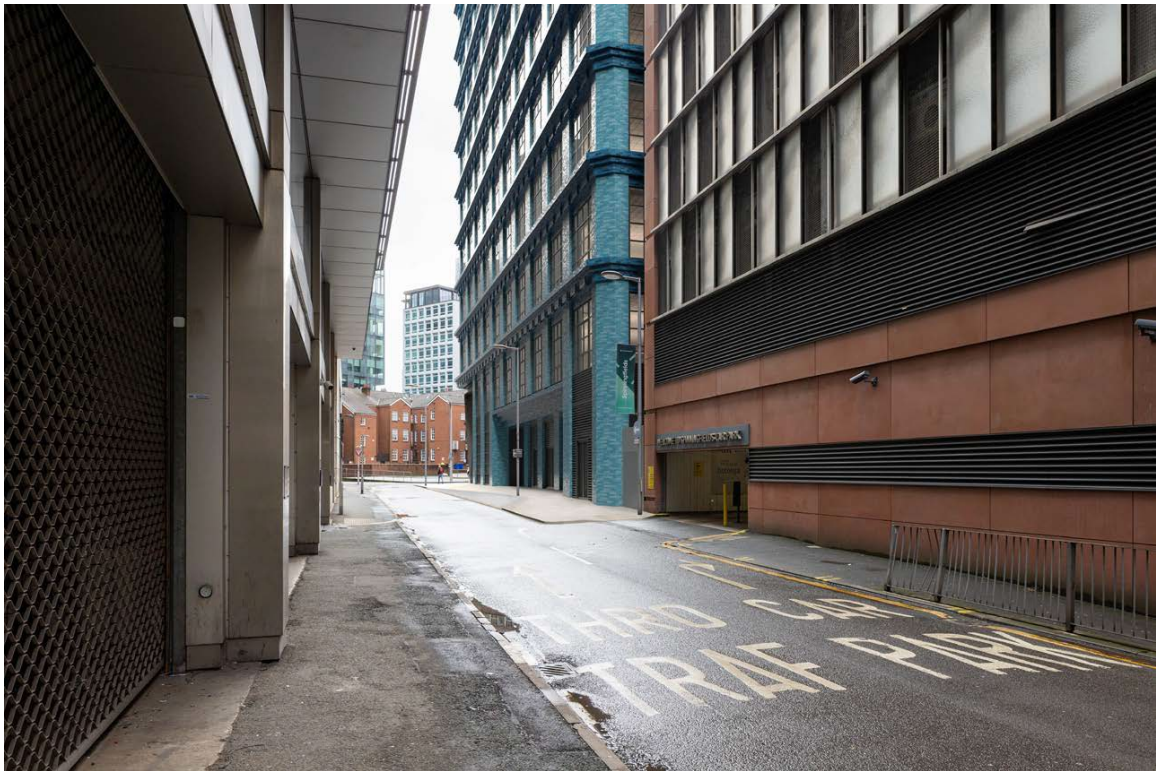
- 2.26 A framed view is seen of the existing development on the site. The view captures ground floor activity and public realm features of the site. Within the background of the view The Hilton and other developments are visible. The view is from back of house areas to the

surrounding developments and likely to not be a well used route and therefore incidental to the journey and experience. The existing development has a poor relationship with the street. Car parking and barriers add visual clutter to the street scene.

Baseline



Proposed



- 2.27 During demolition and construction the works would be visible at close range within the view. The construction works would be clearly noticeable within the view.
- 2.28 Once completed, the development is expected to have a **moderate-beneficial** impact to the existing viewpoint by creating a new prominent feature in the view that is in keeping with existing tall buildings surrounding which characterise the backdrop of the view. The proposed development would positively enclose the street and be consistent with the existing building line. The new public realm proposals would enhance the streetscene. The materials add visual interest and reinforce the Spinningfields character.

Summary

- 2.29 In summary, the proposed development will contribute positively to the currently underutilised and degraded townscape which is currently subject to significant investment in order to facilitate its regeneration. The proposed development will have a positive relationship with surrounding features and has been designed to facilitate connections with future development in the area. The staggered scale and height of the buildings maximises visibility through to the City Centre and the Spinningfields Character Area, adding variety and interest to the streetscape. The proposed development will contribute positively to the city skyline and its form will not be dominant but consistent with the wider context.

3 EFFECT ON HISTORIC ENVIRONMENT

- 3.1 This section assesses the proposals effect on the historic environment. The Guidance requires an assessment of the following:

"The effect on the historic context, including the need to ensure that the proposal will preserve and/or enhance historic buildings, sites, landscapes and skylines. Tall building proposals must address their effect on the setting of, and views to and from historic buildings, sites and landscapes over a wide area including:

- World heritage sites;
- Scheduled ancient monuments;
- Listed buildings;
- Registered parks and gardens, and registered battlefields;
- Archaeological remains; and
- Conservation areas.

Assessment

- 3.2 The relevant assessment of the above category is provided within the Heritage Assessment prepared by Stephen Levrant Heritage Architecture, the findings of which are summarised below.
- 3.3 The site is not located within a Conservation Area ('CA') nor does it contain any statutorily listed buildings. The Site is, however, close to a number of heritage assets in which have the potential to be affected by the proposed development.
- 3.4 The immediate study area (defined by SLHA as 250m) includes 17 Listed Buildings and 3 Conservation Areas (Castlefield CA; St John Street CA; and Deansgate/Peter Street CA).
- 3.5 It is considered that the potential impact of the proposed development on its heritage context will be limited to a selection of heritage assets within the study area. As a result, a number of designated heritage assets have been scoped out of the assessment owing to separating distance, or the obscuring effect of interposing development. The heritage assets identified as potentially being affected by development are:
- Grade II* Cobden House, 19 Quay Street

- Grade II Opera House
- Grade II Albert Warehouse Quay on west side fronting River Irwell, Victoria Warehouse
- Grade II Irwell Street Bridge (that part in Salford Civil Parish)
- Grade II St Johns College of Further Education
- Grade II Group of listed building on Byrom Street and St John Street:
 - No. 14 and 15A Byrom Street
 - No. 8-28 St John Street
 - No. 11-25 St John Street
- Grade II Sunlight House

Heritage Assets – Visual Impact Assessment

- 3.6 The Heritage Statement assesses the potential heritage impact on the identified heritage assets. The impact of the proposed development is essentially an evaluation of the change or alteration which would occur to the fabric, character or appearance of defined heritage assets, measure against the relative significance of the component.
- 3.7 The assessment is based on the requirements of local, regional and national policy and assessed against national criteria and guidance defined by Historic England.
- 3.8 Key viewpoints have been identified within the statement and have been assigned a value defined as either high value, medium value, low value or no/ negligible value based on Historic England guidance. The heritage impact on the views within the wider study area is considered in the table below.
- 3.9 The selected views below have been scoped in where; a) there is a baseline value to the view in heritage terms, b) where the Proposed Development was visible, and c) sensitive / key viewpoints which test how the Proposed Development would sit within its local context.

Heritage viewpoint	Heritage value of Identified Views	Heritage sensitivity to development	Significance of heritage Impact	Extent of Impact and period of impact
Viewpoint 2:	Low	Low	Neutral	Neutral
Viewpoint 4:	Low	Low	Neutral	Neutral
Viewpoint 5:	Low	Low	Neutral	Neutral
Viewpoint 6:	Medium	Medium	Neutral	Neutral
Viewpoint 7:	Low	Low	Minor Beneficial	Minor Beneficial

3.10 Despite the scale and mass of the development, the direct (physical) and (indirect) visual impact of the development on the identified heritage assets and the wider historic environment will be negligible. There may be some incidental generally beneficial impacts on local character as the regeneration of the area enhances the potential use of the nearby listed bridge and the wider setting of the very few listed buildings within its immediate context. In these terms, the sustainable nature of the proposed development in the context of the heritage requirements of the NPPF is evident.

3.11 The cumulative impact is demonstrated as having neutral heritage impact. This does not mean that there will be no physical or visual change, rather that the resultant difference will be imperceptible and is appropriately balanced. Consequently, the development will result in negligible perceptible change to the fabric, character and setting of the identified designated heritage asset, and would not affect the values of the heritage assets in the identified views, the townscape as a whole, or the ability to appreciate their significance.

Summary

3.12 A total of 5 viewpoints were agreed to assess the potential visual impact on the settings of identified heritage assets surrounding the proposed development. The development will present a carefully considered, new build development on a cleared site (with no

surviving heritage features) which protects and enhances key views and complements the character, quality and local distinctiveness of the area.

- 3.13 The proposed development would have no definable negative impact on the special interest of the nearby listed buildings, or the architectural or historic character of the wider non-designated heritage assets within this part of the city centre. There are no designated heritage assets or non-designated heritage assets which would be compromised by the proposed development. Therefore, the overall cumulative effect of the proposed development on the historic environment would be negligible.

4 RELATIONSHIP TO TRANSPORT INFRASTRUCTURE

- 4.1 This section assess the relationship to transport infrastructure. The Guidance requires an assessment of the following:

"The relationship to transport infrastructure, aviation constraints, and, in particular, the capacity of public transport, the quality of links between transport and the site, and the feasibility of making improvements, where appropriate. Transport is important in relation to tall buildings because of the intensity of use, as well as density, that they represent."

- 4.2 This section of the report should be read in conjunction with the submitted Transport Statement and accompanying Framework Travel Plan ('FTP') produced by Mode Transport, which fully considers the transport implication of the proposals.

Accessibility

- 4.3 The site has excellent accessibility in terms of immediate access to a variety of public transport as well as the road network. The site is located within easy walking and cycling distance of a significant range of shops, services and facilities provided in the City Centre.
- 4.4 The site is well positioned in Manchester City Centre, with two bus stops located within a 4-minute walk of the site alongside several restaurants, a cash machine and convenience store. Salford Central Railway Station is located within a 7-minute of the site, and St Peter's Square Metrolink Station within a 9-minute walk of the site.
- 4.5 The nearest bus stop is located 190m to the east on Gartside Street providing access to one of the City Centre free bus services (No. 1). The next closest stop is located 350m from the site to the north on Bridge Street and serves the 8, 12, 36, 37, 38 and 50 bus service. The bus stops benefit from the provision of a shelter, seating, litter bin and bus timetable information.
- 4.6 Salford Central Railway Station is located approximately 550m north of the site. The station provides regular and frequent train services to local destinations within Greater Manchester and destinations throughout the UK such as Blackburn, Leeds, Southport and Clitheroe.
- 4.7 St Peters Square Metrolink Station is located 750m east of the site. The Metrolink services which operate here are: Green Line (Bury – Altrincham); Yellow Line (Bury – Piccadilly); Dark Blue Line (Manchester Airport – Victoria); Orange Line (Ashton-under-Lyne – Media

City); Light Blue Line (Ashton-under-Lyne – Eccles); and the Purple Line (Altrincham – Piccadilly).

- 4.8 Six National Cycle Routes (NCR) have been identified within a 5km radius of the site, and therefore have the potential to be utilised by the site. Residential areas such as Ordsall, Lower Broughton and Hulme are located within a 5km catchment area of the site and therefore have the potential for commuting by cycling to the site.
- 4.9 In summary, it has been shown that the site location benefits from access to a range of sustainable modes of travel, including travel by public transport, cycling and on-foot, thereby offering a usable and realistic alternative to single occupancy car journeys.

Transport Statement

- 4.10 A Transport Statement, prepared by Mode, accompanies the planning application and demonstrates that:
- There is no evidence to show the proposed development will have a detrimental impact on highway safety.
 - The site is located to take full advantage of the sustainable transport modes, with easy access by walking, cycling, bus, light rail and rail.
 - Servicing and delivery will take place from a proposed lay-by on New College Street.
 - Secure cycle parking and facilities for cyclists will be provided within the basement of the scheme.
 - Although no car parking is proposed on-site, there is ample car parking available in surrounding public car parks including disabled parking spaces.
- 4.11 Overall, it can be concluded that the proposed development will have **no a severe impact on the local highway network**, which is the threshold stated by NPPF (Paragraph 111) under which development should not be refused on highways grounds.

Travel Plan

- 4.12 A Framework Travel Plan ('FTP') has also been prepared by Mode and is submitted as part of the planning application. The FTP focuses on promoting sustainable and active travel and providing greater travel choice for all residents.

- 4.13 The FTP demonstrates that the proposed development site is well placed for the encouragement of sustainable and active travel by residents travelling to and from the site. It identifies a number of key actions to assist in the progression of the Travel Plan including appointing a Travel Plan Coordinator, reviewing Travel Plan measures and carrying out Travel Surveys and other monitoring exercises. The FTP also highlights measures as part of the development to encourage sustainable travel including the provision of secure cycle parking and ensuring the convenient access to bus stops adjacent to the development entrances.

Parking

- 4.14 The proposed development will provide no car parking on site, as there is ample car parking available in the surrounding public car parks including disabled parking spaces. This provision reflects the site's highly accessible and sustainable location and has been agreed through pre-application discussions with MCC and accords with placemaking principles set out in national guidance such as Manual for Streets.
- 4.15 In addition, the proposed development includes 230 no. secure, covered cycle spaces at and additional space for electric bike charging points and storage for handcycles, exceeding MCC parking standards. and the travel plan promotes the use of sustainable modes of transport and discourages the use of single-occupancy private vehicles.
- 4.16 The city-centre location, proximity to public transport and alternative off-site parking nearby justifies reduced on-site parking provision. Lower car parking provision means fewer vehicle trips generated by the development mitigating the impact of the development in terms of severance, driver delay, pedestrian delay, pedestrian amenity and road safety.
- 4.17 Full details of car and cycle parking within the proposed development are contained within the Transport Statement and accompanying FTP prepared by Mode in support of this application.

Summary

- 4.18 The site is situated in a highly sustainable and accessible location. It has excellent accessibility for pedestrians and cyclists and has excellent connections to public transport and the road network. The proposed development will have no additional car parking provision and generous secure cycle parking provision which together with

additional measures proposed within the submitted Travel Plan will support a reduced reliance on private motor vehicles.

- 4.19 Furthermore, the Transport Assessment has concluded that the development would have no adverse impact on the surrounding highway network or public transport network. Overall, the relationship of the highway infrastructure and the quality of links between transport and the site is acceptable.

5 ARCHITECTURAL QUALITY OF THE BUILDING

- 5.1 This section assesses the architectural quality of the building, The Guidance requires an assessment of the following:

"The architectural quality of the building including its scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The design of the top of a tall building will be of particular importance when considering the effect on the skyline. The design of the base of a tall building will also have a significant effect on the streetscape and near views."

Assessment

- 5.2 The DAS prepared by EPR Architects to support the planning application fully explains the detail of the architectural and design proposal however the following can be considered.
- 5.3 Proposals take inspiration from the rich, eclectic character of the surrounding area in order to create a distinctive Mancunian building with its own identity founded on the fortitude and grit of its industrial heritage and warehouse style buildings within its local context. The site will introduce a 'New Warehouse' aesthetic providing a contemporary twist using a blue glazed brick rather than the more traditional red brick. The blue brick allows the building stand proud as a new landmark in the City centre. The blue also merges with glazing on surrounding buildings, ensuring it fits into its context.
- 5.4 The bottom of development will be defined by the angled steel truss that run along the two principal elevations of the building. The trusses provide a different and distinct rhythm to the more formal treatment above, while providing a connection through the joints sitting directly below the brick piers. The ground floor steel truss, which embraces a different architectural language, is charcoal in colour. This accents and emphasises the blue brick above. This charcoal colour is also used in the anodised crittal style window and door framing as well as on the rooftop pavilion.
- 5.5 With improved visibility and level access, the double height entrance sits prominently on the corner of Gartside St and New Quay St. The 1st floor provides CAT A office accommodation with a glazed corner overlooking the double height building entrance. In contrasting architecture, the 16th floor is set back from the edge of the building, offering a level access, landscaped terrace.
- 5.6 'Crittall' style windows are to be uniform across the building, other than those in the corners. The language at the top of the development follows the same language and

principals as the rest of the building. The glazing predominantly uses the same window opening across the building, adding to the rhythm and repetition of the facade. Unique glazing sizes are used at the corners and next to the balconies on each level. Balcony doors and glazing follows a set principal but differs in size to account for the width changes.

- 5.7 The bays, windows and brick patterns remain the same throughout. A 1250mm parapet tops off the main facade of the building, finished in the same glazed blue brick slip as the rest of the building. The facade is built up of 2-window precast bays that are interlocked on site which allows for efficiency during the construction process and for the bricks to be cast into the concrete off site. The variation in colour and texture will create interest and depth to the facade. The rooftop terrace area has been designed using organic landscaping to create different and distinct areas and finishes the top of the building.

Summary

- 5.8 Overall, the proposed building is of high architectural quality in terms of its scale, form, massing, proportion, silhouette, materials and relationship to other structures. The buildings have been designed through a detailed and iterative design process, responding to a range of site-specific considerations including both historical references and consented future development in the vicinity.

6 SUSTAINABLE DESIGN AND CONSTRUCTION

- 6.1 This Chapter assess the architectural quality of the building. The Guidance requires an assessment of the following:

"The sustainable design and construction of the proposal. For all forms of development, good design means sustainable design. Tall buildings should set exemplary standards in design because of their high profile and local impact. Proposals should therefore exceed the latest regulations and planning policies for minimising energy use and reducing carbon emissions over the lifetime of the development. The long-term resource and energy efficiency of tall buildings will be enhanced if their design can be adapted over time."

Assessment

- 6.2 The Manchester Core Strategy places a strong emphasis on tackling climate change and reducing CO2 emissions which is reflected in Policies EN4 and EN6. It is also emphasised in Strategic Objective S06 (Environment) which seeks to: "Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors."
- 6.3 The Manchester Climate Change Framework 2020-25, the city's high-level strategy for tackling climate change, was published in February 2020. It sets out how Manchester will 'play its full part in limiting the impacts of climate change' with the overarching aim for Manchester to play its full part in limiting the impacts of climate change and create a healthy, green, socially just city where everyone can thrive.
- 6.4 The proposed development is in a highly sustainable location with excellent access to public transport for residents and visitors. The proposed development will no additional car parking spaces to the area, which means fewer vehicle trips will be generated by the development, mitigating the impact of the development in terms of severance, driver delay, pedestrian delay, pedestrian amenity and road safety. The Travel Plan, submitted in support of this planning application, also promotes the use of sustainable modes of transport and discourage the use of the single occupancy private car.
- 6.5 In addition, the proposed development includes 230 no. secure, covered cycle spaces at and additional space for electric bike charging points and storage for handcycles,

exceeding MCC parking standards. This will encourage cycling which will have both environmental and social benefits through the reducing of emissions, improving air quality and promoting a more active lifestyle.

- 6.6 Furthermore, the proposals incorporate significant sustainability targets with regard to design and use.
- 6.7 The energy strategy indicates that the Proposed Development achieves a 22.5% reduction over the Part L 2021 baseline and as such exceeds requirement in Policy EN6 within the Manchester Core Strategy document. The decarbonisation of the grid has resulted in the carbon intensity of mains gas being higher than for electricity, and therefore strengthening the argument that building services strategies moving forward should be electric led, and is therefore reflected within the proposals.
- 6.8 The proposed energy strategy in this report reflects this philosophy and ties in closely with Manchester City Councils carbon zero 2028 / 2038 targets and to ensure that the correct approach to design is taken to promote an energy-efficient low carbon solution. This has ensured that the benefits of less expensive methods of energy use reduction have been maximised first. The approach adopted is as follows:
- Be Lean - The building fabric performance and engineering systems have been optimised to use less energy prior to the inclusion or consideration of Low and Zero Carbon (LZC) technology.
 - Be Clean - the use of 'clean energy supply' including the use of Combined Heat and Power (CHP) and District Heat Networks.
 - Be Green – the utilisation of low and zero carbon technologies including the use of Air Source Heat Pumps (ASHP) in combination with energy generating PV panels to provide a substantial reduction in regulated carbon dioxide emissions.
- 6.9 This approach responds to Policy EN 4 of the Manchester Core Strategy which seeks to maximise energy efficiency and reduce CO₂ emissions from new developments. The policy requires the application of the energy hierarchy to ensure that passive measures, energy efficiency and low and zero carbon generation options are considered.
- 6.10 The development has been designed in accordance with all relevant national and local policy and is on track to achieve the following additional sustainability targets:
- BREEAM "Excellent" rating;

- WELL “Platinum” enabled for the core/base build
- NABERS (Design for Performance) 5.5* rating

6.11 The design has applied passive principles and incorporated a ‘fabric-first’ approach to achieve a highly-efficient thermal envelope and reduce primary energy requirements. This approach means that the development will achieve high levels of thermal efficiency and air-tightness, reducing heating demand beyond the requirements of Building Regulations.

Summary

6.12 Overall, the proposed development will be low carbon and adopts a fabric-first approach to energy efficiency. The development is supported by a robust travel plan that will reduce reliance on the private car and prioritise pedestrians and cyclists. The proposed development therefore accords with Policies EN4 and EN6 of the Core Strategy and will assist in meeting the targets of the Manchester Climate Change Framework. The sustainable design and construction of the proposed development aims to minimise energy use and reduce carbon emissions over the lifetime of development.

7 CREDIBILITY OF DESIGN

- 7.1 This Chapter assesses the credibility of the proposals design. The Guidance requires an assessment of the following:

"The credibility of the design, both technically and financially. Tall buildings are expensive to build, so it is important to be sure that the high standard of architectural quality required is not diluted throughout the process of procurement, detailed design, and construction. Location, use, the commitment of the developer, and ability and expertise of the consultant team will have a fundamental bearing on the quality of the completed building."

Location

- 7.2 The site is located within Manchester City Centre and the Regional Centre where the principle of high-quality office development and commercially led mixed use schemes is supported. The proposals will support the delivery of economic growth in the City Centre by providing high quality, Grade A office space and flexible commercial floorspace in a highly sustainable location within the City Centre, attractive to businesses, employees and visitors.

Use

- 7.3 The proposal is for the demolition of the existing buildings on site and to erect a high quality, sustainably constructed 16 storey office building with flexible uses at ground floor. The scheme seeks to deliver approximately 279,237 sq ft (gross) of new commercial office space.
- 7.4 Overall, the proposals will deliver a high-quality mixed-use development and considerable public realm improvements, which will make a positive contribution to the immediate and wider area.

Commitment of Developer

- 7.5 Henry Boot PLC was established over 135 years ago and is one of the UK's leading and long standing property investment and development, land promotion and construction companies. Based in Sheffield, with regional offices throughout the UK, the Group is comprised of three segments:

- Land Promotion;
- Property Investment and Development; and

- Construction.

7.6 In 2019, Henry Boot Plc rebranded to 'HBD'. HBD work on projects across a diverse range of sectors all with the shared goal of creating places with purpose. They are currently developing some of the most innovative, large-scale offices in the UK with well-being and balance embedded in every building's ethos. They work with integrity, care and commitment to deliver projects that create positive impact, going above and beyond in order to ensure high quality development. Their core values include: adaptability, collaboration, loyalty and respect.

7.7 HBD have an established presence in Manchester, with a portfolio which includes office and residential development, including:

- Courthouse – 13,320 sq ft of office space and 3 no food and beverage units, retaining the historic fabric of a key landmark building within the city centre.
- Island – 100,000 sq ft of Grade A office space within Central Manchester;
- and
- Kampus – a new city centre neighbourhood, adjacent to Rochdale Canal, providing 500 homes, and independent food and beverage, and office space.

7.8 HBDs presence within Manchester focusses on key regeneration projects which have rejuvenated disused landmark urban areas within the city centre.

7.9 The proposals for the site therefore look to carry on this extensive and high quality commitment within Manchester.

Expertise of the consultant team

7.10 The application proposals have been prepared by a consultant team with a wealth of experience and expertise of schemes in Manchester City Centre, particularly tall buildings, and are therefore familiar with the issues associated with developing high quality buildings.

7.11 The experienced design team includes the following:

- Architect: EPR Architects
- Planning: Asteer Planning

- Landscaping and Townscape and Visual Impact: Planit-IE
- Energy, Sustainability and Ventilation : Hoare Lee
- Telecommunications: Pager Power
- Heritage: Stephen Levrant Heritage Architecture
- Transport: Mode Transport
- Flood Risk and Drainage, Ground Contamination and Demolition: Curtins
- Daylight and Sunlight: Proximity
- Crime Impact: Greater Manchester Police
- Air Quality: BWB Consulting
- Noise and Vibration: Hoare Lee
- Ecology: Tyler Grange
- Wind Microclimate: Windtech
- Socioeconomics: Wisher Consulting

7.12 The scheme designs have been subject to extensive review and pre-application meetings with MCC officers as well as various stakeholders. Furthermore, a detailed public consultation exercise was undertaken prior to submission of the application.

7.13 The applicant has sought to work proactively with MCC through early preapplication discussions regarding the proposals. These discussions have informed the design development, particularly the scale and massing of the proposed building. The applicant also issued details of the proposals to the elected ward members and notified local residents and businesses of this planning application. The scheme proposals have incorporated the feedback from officers, key stakeholders wherever possible, whilst ensuring that the proposed development is deliverable.

Summary

7.14 In summary, the proposed development will result in a high quality and credible technical and financial design influenced by an extensive pre-application process, detailed designs

and executed by an experienced consultant team to be implemented by a committed developer.

8 CONTRIBUTION TO PUBLIC SPACES AND FACILITIES

- 8.1 This Chapter assesses the contribution to public space and facilities. The Guidance requires an assessment of the following:

"The contribution to public space and facilities, both internal and external, that the development will make in the area, including the provision of a mix of uses, especially on the ground floor of towers, and the inclusion of these areas as part of the public realm. The development should interact with and contribute positively to its surroundings at street level; it should contribute to safety, diversity, vitality, social engagement and 'sense of place'."

Assessment

- 8.2 The Design and Access Statement prepared by EPR and submitted with the application, explains in detail the proposals contribution to public space and facilities.
- 8.3 The proposals will provide continued and improved public realm on both New Quay Street and Gartside Street, by allowing for significant pavement provision encouraging pedestrian activity and continuing the accessibility of the wider context of the site within the highly sustainable location.
- 8.4 In addition, the proposed ground floor double height space will contribute to the activation of the public realm, in addition to proposed flexible commercial space, also at ground floor. The ground floor will therefore incorporate public space both internally and externally of the proposed development integrating a mix of uses. The proposals therefore enhance and maximise the potential of the existing site and make positive contributions to the surroundings at street level.

Summary

- 8.5 The proposals make significant contribution to public space and facilities by providing enhanced public realm, an active ground floor and a mix of uses.

9 EFFECTS ON LOCAL ENVIRONMENT AND AMENITY

- 9.1 This Chapter assesses the effects on local environment and amenity. The Guidance requires an assessment of the following:

"The effect on the local environment, including microclimate, overshadowing, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building."

Daylight and Sunlight and Overshadowing

- 9.2 A Daylight & Sunlight Amenity Impact Assessment Report has been prepared by Proximity to support this application. A summary of the findings is set out below.
- 9.3 The neighbouring receptor of importance to the assessment is the Leftbank Apartment building located to the north west of the site, and therefore the assessment focuses on the proposed impact of daylight and sunlight amenity upon this building.
- 9.4 With regard to daylight amenity, 97% of the 148 appraised rooms pass the BRE's NSL test, experiencing negligible reductions in daylight distribution that are unlikely to be noticed by room occupants. 30 rooms would experience reductions noticeable, however the significant majority of windows and rooms appraisals will remain adequately daylight. Where impacts are felt, this is commensurate with high density development of the context of the site and wider area.
- 9.5 With regard to sunlight, 121 rooms will continue to achieve the BRE's sunlight targets for annual and winter sunlight, 6 rooms would achieve targets considered acceptable and 21 rooms will hit all targets bar the winter requirement.
- 9.6 In conclusion, the impact of the proposed development on the daylight and sunlight amenity of the neighbouring Leftbank Apartment building is predominantly negligible and not significant. Impacts of the proposals, where present can be considered appropriate and expected given the site context within a dense, city centre location. The proposed development can therefore be considered compliant with Core Strategy Policy DM 1 and Saved Policy DC26.1 of the UDP.

Noise and Vibration

- 9.1 A Noise Assessment Report has been prepared by Hoare Lea to support this application. A summary of the findings is set out below.

- 9.2 An environmental noise survey was carried out in May 2022 to measure background sound levels.
- 9.3 Based on BS 4142:2014 and Manchester City Council guidance, all plant, equipment and machinery associated with the development shall be controlled to ensure that the overall sound pressure levels at 1 m from the façade of the nearest noise sensitive premises do not exceed L_{Ar,T} 45 dB during the daytime (07:00 to 23:00 hrs) and L_{Ar,T} 41 dB during the night (23:00 to 07:00 hrs). If the plant contains any tonal characteristics a further correction will be required.
- 9.4 Plant noise limits have been proposed based on an environmental noise survey undertaken, and Local Authority guidance. Based on the current plant selections, the noise limits are considered achievable, subject to detailed design development and final plant selections.
- 9.5 The proposed usage for the rooftop amenity space is deliver a range of health and wellbeing and networking events. As a result of these uses, any amplified sound emissions from the rooftop and balcony spaces will be limited so as not to exceed noise limits, effecting nearby residential receptors, as set by MCC criteria.
- 9.6 In addition, the use and operational hours of the rooftop amenity space will be subject to details set out within an approved operational statement, to be conditioned alongside the decision of this application.
- 9.7 Amplified sound emissions limits have been proposed based on the environmental noise survey results and Local Authority guidance. These shall be complied with should any amplified music play or live sound be implemented as part of the scheme.
- 9.8 The proposals can therefore be considered compliant with Core Strategy Policy DM 1, and paragraphs 174 and 185 of the NPPF.

Television Reception

- 9.9 A Television and Radio Baseline Survey Report has been prepared by Pager Power to support this application. A summary of the findings is set out below.
- 9.10 The result of the baseline survey suggests there is no reason to install pre-emptive mitigation. It is likely that no adverse effects will occur due to the current reception quality in the surrounding area and the scarcity of residential receptors at a low height in the immediate shadow zone.

- 9.11 If, in the unlikely event that interference was to be reported, mitigation would be possible on the site through the installation of a satellite television receiver; upgrading or elevating the existing aerial; or using an alternate transmitter would be acceptable options.

Summary

- 9.12 In summary, as demonstrated in the technical reports submitted with this planning application, there will be **no unacceptable impacts upon local environment and amenity** in relation to daylight and sunlight, noise and vibration and TV and radio reception.

10 CONTRIBUTION TO PERMEABILITY OF THE SITE AND THE WIDER AREA

- 10.1 This Chapter assesses the contribution to permeability of the site and the wider area. The Guidance requires an assessment of the following:

"The contribution made to the permeability of a site and the wider area; opportunities to offer improved accessibility, and, where appropriate, the opening up, or effective closure, of views to improve the legibility of the city and the wider townscape."

Assessment

- 10.2 The site is situated in a highly sustainable and accessible location. It has excellent accessibility for pedestrians and cyclists and has excellent connections to public transport which supports a reduced reliance on private motor vehicles, and provides access to Manchester City Centre and Salford. The wider context of St John's is changing rapidly as new developments come forward, through key strategic developments, including Enterprise City, and therefore will continue to evolve in the coming years in line with emerging high-density developments.
- 10.3 The continuation of the redevelopment within the wider context of the site will see increased permeability and high quality public realm coming forward. The development will contribute to the existing permeability of the area, by improving the immediate public realm and incorporating key active frontages on New Quay Street and Gartside Street, encouraging pedestrian and cycle movement and access.
- 10.4 As detailed within the DAS, the proposed development will generate an improved relationship with the sites context by reflecting the existing surrounding height and massing.

Summary

- 10.5 In summary, the proposed development incorporates key public realm improvements within and around the site and ties into wider key destinations and routes. The proposals will provide Key active frontages along New Quay Street and Gartside Street improving the overall permeability of the site and its safety and accessibility for pedestrians.

11 MANCHESTER CITY COUNCIL CORE STRATEGY

- 11.1 This section assesses the proposed development against the relevant policies contained within the Manchester Core Strategy relating to tall buildings.

Policy EN2

- 11.2 Policy EN2 of the adopted Core Strategy (July 2012) states:

"Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline.

Proposals for tall buildings will be supported where it can be demonstrated that they:

- Are of excellent design quality;*
- Are appropriately located;*
- Contribute positively to sustainability;*
- Contribute positively to place making, for example as a landmark by terminating a view, or by signposting a facility of significance; and,*
- Will bring significant regeneration benefits."*

- 11.3 Furthermore, the policy states that suitable locations for tall buildings will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas, and sites which can easily be served by public transport nodes. Additionally, the policy requires applications to demonstrate that proposals for tall buildings are viable and deliverable.

Assessment

- 11.4 It has been demonstrated through this Tall Buildings Statement and accompanying planning application documents and plans, that the proposed development is of a high-quality design. The scheme proposals have been developed through a detailed, iterative design process, alongside detailed pre application discussions with Officers at Manchester City Council and respond positively to the site's location bordering Spinningfields and St John's.
- 11.5 The proposed development occupies a prominent location of the fringe of the City Centre which is rapidly changing. The site is situated in a highly sustainable and accessible

location with excellent accessibility for pedestrians and cyclists and access to a wide range of services, facilities and transport nodes.

- 11.6 The development will 'unlock' this underutilised site and respond to the rapidly changing areas of Spinningfields and St John's through a high-quality office-led mixed-use scheme in a key gateway location, positively contributing to wider place making and design.
- 11.7 With regard to sustainability, the development has been designed in accordance with all relevant national and local policy and is proposed to achieve the following sustainability targets:
- BREEAM rating of "Excellent;
 - WELL "Platinum" Building Standard; and
 - NABERS (Design for Performance) 5.5* rating.
- 11.8 The proposal has been developed with a fabric first approach; with U-values, design air permeability and building services efficiencies all significantly exceeding Building Regulations Part L 2010 standards. This approach demonstrates a holistic low energy design concept, involving very low limiting values and thus led to high-energy performance targets and being defined as a low carbon development.
- 11.9 Finally, the proposed development will result in significant regeneration benefits, including the following:
- Maximising an underutilised site in a key strategic area within the City Centre;
 - Improved public realm and the incorporation of active frontages to New Quay Street and Gartside Street with extensive amenity space and flexible commercial space at ground floor
 - Delivering employment benefits which include approximately 1,490 FTE on site and 300 off-site jobs; and will create circa 850 on and off-site construction jobs sustained over a 2.4-year period.

Summary

- 11.10 Overall, the proposed development will positively contribute and support the aims of the Core Strategy Policy on Tall Buildings and is in full accordance with Core Strategy Policy EN2.

12 SUMMARY AND CONCLUSIONS

- 12.1 This Tall Buildings Statement accompanies a full application made by HBD for:
- 12.2 *“Demolition of the existing buildings and structures and the erection of a 16-storey office building (Use Class E(g)), with flexible ground floor uses (Use Class E), rooftop amenity space and works to facilitate public realm improvements.”*
- 12.3 This statement has assessed the proposals against the principles of Historic England’s Advice Note 4 (2015) and the more detailed evaluation criteria set out in the ‘Guidance on Tall Buildings’ document prepared by English Heritage and CABE (updated version July 2007) and Policy EN2 of the Manchester City Council Core Strategy which specifically relates to the assessment of proposals for tall buildings.
- 12.4 In summary, a total of 8 viewpoints were agreed to assess the potential visual impact of the proposed development and it has been demonstrated that the development will present a carefully considered, new build development design which protects and, in many cases, enhances key views and complements the character, quality and local distinctiveness of the Spinningfields area. The proposed development will contribute positively to the city skyline and its form will not be dominant but consistent with the wider context.
- 12.5 The proposed development will result in a high quality and credible design influenced by an extensive pre-application process and executed by an experienced consultant team and developer committed to high-quality place-making. The proposals make use of an under-utilised site which benefits from exceptional connections to public transport and is in close proximity to a significant range of shops, services and facilities in Manchester City Centre.
- 12.6 Overall, the proposed development represents a high-quality sustainable form of office-led mixed- use development which will deliver important regeneration benefits. The scheme proposals accord with the adopted Development Plan, notably policy EN2 of the adopted Core Strategy, English Heritage / CABE criteria, the principles of Advice Note.

