



New Victoria: Office Development Planning & Tall Building Statement

June 2023

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1. Introduction

Introduction

- 1.1. This Planning Statement ('the Statement') has been prepared on behalf of Toriview Limited ('the Applicant') by Deloitte LLP in respect of a proposed 12 storey office building (inc. Ground + Mezzanine) + 11 storeys), with a basement, ground floor retail unit, roof terraces, plant, cycle parking, hard and soft landscaping, access and servicing and other associated works (the 'Proposed Development').
- 1.2. The 0.2 hectares site is bounded by Manchester Victoria Train Station to the west, the Metrolink tramlines to the south-west, Corporation Street to the east and the Phase 1 New Victoria: residential development to the north (the 'Site').
- 1.3. The Site benefits from two extant planning permissions, and forms part of a wider regeneration project known as 'New Victoria,' focused on land bounded by Manchester Victoria Train Station, Corporation Street and Cheetham Hill Road (A665). Having originally secured Planning Permission on 29 September 2016 (LPA Ref: 111777/FO/2016/C1), the applicants Muse Developments and Network Rail subsequently secured planning permission for an amended scheme (LPA Ref.128667/JO/2020) on 19 March 2021.
- 1.4. That planning permission has been implemented through the lawful implementation of Phase 1 of the development which is now approaching completion. Phase 1 comprises two residential buildings providing 520 apartments, along with ground floor commercial space, parking and other associated works. The planning permission approves proposals for an 8-storey commercial office development in respect of the subject site.
- 1.5. In 2002, the application site was sold to the Applicant and in October 2022, Full Planning Permission (LPA Ref: 134092/FO/2022) was granted for an alternative office-led development providing up to 11,780 sq. m of office floorspace (GIA) across 10 floors. The proposals also included a ground floor commercial unit, landscaping, cycle parking and associated works for the Site. That Permission has not been implemented but also remains live given that it is a relatively recent consent and is therefore someway off expiring.
- 1.6. Work has however progressed in respect of bringing forwards the most recent extant planning permission and information has been submitted to discharge the pre-commencement conditions. This information is also submitted as part of this planning application, for approval, to streamline the number of pre-commencement planning conditions that will be required, should a further planning permission be granted.
- 1.7. The Applicant is fully committed to delivering the proposals and recognises that there is pressing market need for very high quality and highly sustainable new office floorspace in Manchester, in order to retain and grow businesses in the City, as well as attract new occupiers to the City across an increasingly diversified range of sectors. As such, the proposals will support the City's economic, social and environmental objectives, as explained further within the body of this report.
- 1.8. The aim is for construction works to commence in summer 2023. As this application seeks to solely increase the building height (with no changes to the external appearance / materiality, foundation and superstructure) of the approved building, the early works will fully align with both the approved and Proposed Development. Therefore, it would be possible to accelerate delivery timescales, even if the revised permission has not been granted through commencing development in accordance with the extant planning permission.

- 1.9. On the basis that the revised scheme is approved, the later stages of the construction process would be completed in accordance with the revised proposals.
- 1.10. The height of the previous schemes on the site were constrained by legal constraints which have now been resolved. In planning terms, it has always been considered by the applicant that the Site can accommodate a building of greater scale and this has been tested and accepted in principle during pre-application discussions and is further supported by the analysis provided in this application.
- 1.11. Against this context, the Applicant is now seeking to submit a new application for Full Planning Permission for the same office building, however, with an extra two additional storeys included on top of the 10-storey office approved in October 2022 (LPA Ref: 134092/FO/2022). Other than the increase in number of storeys, the proposed design is largely unchanged relative to the recently approved scheme.

The Applicant

- 1.12. The Applicant, Toriview Ltd, is a private family office working in partnership with Morgan Capital, who are proposing to deliver a revised office scheme which shall be retained as a long term investment.
- 1.13. Morgan Capital has a reputation for excellence. They acquire, develop and asset manage award winning commercial properties. To date they have primarily been based in the London market delivering buildings and commercial developments that are exemplary, fully understanding the relationship between buildings, occupiers and the market. New Victoria will be their first offering in the Manchester market and they are excited to unlock the potential of this site and provide a best in class development that responds to the Manchester context in keeping with the long term ownership ambitions.

Proposed Development

- 1.14. Against this context, the Applicant is now seeking to submit a new application for Full Planning Permission for the same office building, however, with an extra two additional storeys included on top of the 10-storey office approved in October 2022 (LPA Ref: 134092/FO/2022). Other than the increase in number of storeys, the proposed design is largely unchanged relative to the recently approved scheme.
- 1.15. In summary, the revised Proposed Development includes:
- 12 storey building (inc. (Ground + Mezzanine) + 11 storeys, basement and roof terrace and plant), comprising up to 21,623 sq. m. (GEA) of office accommodation with supporting roof terraces and plant;
 - Commercial retail unit at ground level to provide additional active frontage onto Corporation Street;
 - High quality hard and soft landscaping surrounding the footprint of the building; and,
 - 112 long stay cycle parking spaces, 6 short stay/visitor cycle parking spaces within the public realm.
- 1.16. The description of development for this application is:

“Construction of a 12 storey building (Ground + Mezzanine + 11 storeys, plus basement and roof top plant), comprising office accommodation, a ground floor retail unit, roof terraces, plant, cycle parking, hard and soft landscaping, access and servicing and other associated works.”

Environmental Impact Assessment Screening

- 1.17. As part of the application for the 2016 Permission (LPA Ref: 111777/FO/2016/C1), a full Environmental Impact Assessment (EIA) was submitted in support of the proposals. This EIA included the following chapters:
- Traffic and Transport
 - Historic Environment and Visual Impact
 - Air Quality
 - Noise and Vibration
 - Wind
 - Ground Conditions
 - Water Resources and Drainage
 - Cumulative Residual Effects & Interactions of Effects
- 1.18. An EIA Screening Request was also sent to Manchester City Council as part of the permission granted in 2022 (LPA Ref: 134092/FO/2022). This was reviewed by Manchester City Council who then provided their EIA Screening Opinion which confirmed that the proposals would not require an Environmental Impact Assessment.
- 1.19. An EIA Screening Request has been submitted to the Local Planning Authority on 16 May 2022 for the revised proposals being brought forward in this application. A response was received on 31 May 2023 confirming that the application does not need to be supported by an EIA.

Pre-Application Consultation

- 1.20. A process of pre-application engagement has been implemented by the project team to communicate the approach to the scheme's design development and seek feedback.
- 1.21. Pre-application consultation with LPA officers has been focused upon providing an explanation of the Proposed Development, how it differs from the approved development on-site, and timescales for delivery. Information provided includes the previously approved permission and the way in which the revised detailed design of the Proposed Development responds to the site conditions, the surrounding area, current policy priorities (including for example sustainability requirements) and the office market context.
- 1.22. This process has sought to address specific site considerations, questions and comments that have been raised during the consultation process, with consultation activity summarised as follows:
- Regular dialogue with Senior Planning Officers at Manchester City Council (MCC), which has taken place throughout the design development process to take on board comments for developing the proposals.
 - Greater Manchester Police (via the Design by Security team) has been reconsulted, and their advice in terms of security continues to be addressed in the revised proposals. Their feedback on the proposed design is provided in the Crime Impact Statement submitted with the application.
 - Where required, various meetings and engagements have taken place with other technical statutory consultees, including MCC Highways; MCC Flood Risk Department; Transport for Greater Manchester (TfGM); Network Rail and Greater Manchester Archaeological Advisory Service in relation to the revised proposals.

- Information was sent by email to Ward Councillors in Deansgate and neighbouring Piccadilly Wards and a meeting was offered.
 - Information was provided by email and by post to all surrounding landowners and commercial occupiers to detail the proposals being worked up and a meeting was offered.
- 1.23. The Site is located within a commercial area with large rail and transport infrastructure land uses. There are no residential buildings in the immediate vicinity, other than those currently under construction on the adjacent Phase 1 Site.
- 1.24. Therefore, as agreed with the Local Planning Authority, consultation has focused on targeted engagement with Ward Councillors, nearby landowners and occupiers. Emails were sent to the Deansgate and Piccadilly Ward Councillors and owners of neighbouring properties on 5 May 2023. Organisations engaged with included Chethams College, Hotel Indigo (City Buildings), MEPC (NOMA), and Manchester Cathedral.
- 1.25. The details provided information about the revised proposals, including visuals of the design, such that stakeholders could fully understand and the proposals and their rationale. A briefing session was also offered to all stakeholders. Councillor Wheeler of the Piccadilly Ward accepted an invitation to a briefing which was set up to take place on 12 May 2023. Unfortunately, Councillor Wheeler was unable to attend and therefore the Applicant offered to rearrange or alternatively to respond by email if preferred. Councillor Wheeler however did not respond to this follow up.
- 1.26. On 20 May 2023, Councillor Marcus Johns (Deansgate Ward) replied by email, thanking the Applicant for informing them of the Proposed Development and that the Councillor has no comments.

Document Structure

- 1.27. The purpose of the Statement is to describe the Proposed Development and to assess it against the Development Plan and other relevant material considerations, including national planning policy and local planning guidance.
- 1.28. This Statement is structured as follows:
- Section 2 provides a description of the Site and its wider context;
 - Section 3 sets out the strategic and economic factors that underpin the need for the Proposed Development and contribution to Manchester City Centre's success as a key employment destination and driver of the city region's inclusive economic growth and broader socio-economic priorities;
 - Section 4 describes the Proposed Development and its design evolution;
 - Section 5 details the relevant documents that make up the Development Plan and material considerations;
 - Section 6 then assesses the Proposed Development against the policies in the Development Plan and in relation to the key planning and material considerations of relevance to this application;
 - Section 7 provides conclusions in relation to the overall merits of the Proposed Development.

Application Documentation

- 1.29. This Statement should be read in conjunction with the following mandatory and supporting documents submitted as part of this application:
- Application forms, certificates and notices prepared by Deloitte;

- Covering Letter prepared by Deloitte;
- Existing and Proposed Plans, Elevations and Sections prepared by Piercy & Co;
- Design and Access Statement prepared by Piercy & Co;
- Air Quality Assessment prepared by Miller Goodall;
- Desk-Based Archaeological Assessment prepared by Salford Archaeology;
- Written Scheme of Investigation prepared by Salford Archaeology (including confirmation from GMAAS);
- Crime Impact Statement prepared by Greater Manchester Police;
- Daylight and Sunlight Desktop Appraisal prepared by Hollis;
- Phase 1 Ecology Survey prepared by Rachel Hacking Ecology;
- Heritage Assessment prepared by KM Heritage;
- Environmental Standards Statement, including Energy Strategy, prepared by Sweco;
- EMC Assessment Report, prepared by EMFComp;
- Local Labour Agreement prepared by Morgan Capital Partners on behalf of Toriview Limited;
- Transport Assessment, including Waste Management Strategy and MCC Waste Proforma, prepared by SCP;
- Framework Travel Plan prepared by SCP;
- Pre-construction TV Reception Survey prepared by G-Tech Surveys;
- Phase 1 Ground Conditions Preliminary Environmental Assessment prepared by VertaseFLI;
- Phase 2 Site Appraisal prepared by GRM
- Remediation Method Statement prepared by GRM;
- Environmental Piling Risk Assessment prepared by GRM;
- Gas Addendum Letter prepared by GRM;
- Ventilation Strategy prepared by Sweco;
- Construction Management Plan prepared by Chroma and Vinci;
- Acoustic Assessment prepared by Sweco;
- Drainage Strategy and Flood Risk Assessment prepared by AJP (including United Utilities Risk Assessment for Water Pipes);
- Desktop Wind Microclimate Assessment prepared by Arup; and
- Townscape and Visual Impact Assessment prepared by RBMP.

1.30. A schedule of accommodation and drawing schedule is provided as part of the Design and Access Statement prepared by Piercy & Co.

2. Site and Surroundings

The Site

- 2.1. The Site is bounded by Corporation Street to east, the Metrolink Line to the southwest, Victoria Station to the west, and a construction site to the north that is currently delivering the residential element of New Victoria, comprising two taller buildings with 520 apartments. Further to the north is Manchester's inner ring road (A665).
- 2.2. The Site currently comprises hard standing and is currently surrounded by a hoarding which restricts access to a construction compound for New Victoria Phase 1 which accommodates temporary site cabins, site access, parking and storage facilities.

Site Context

- 2.3. Manchester Victoria railway station, which is Grade II Listed, occupies much of the area to the west and northwest of the site, with the AO Manchester Arena beyond. To the south is the access to Manchester Victoria Station, and the Metrolink tramline entering the new extension to the multi-modal hub.
- 2.4. Regarding newer development in the area, Hotel Indigo was recently completed and is located 50m to the south of the Site. Similarly, to the east of the Site on the other side of Corporation Street, there are several buildings included within the NOMA development area, including the Hanover Building, Old Bank Building and New Century House which are recently refurbished listed buildings into offices. There is also an area of public realm outside New Century House, adjacent to Corporation Street called Sadler's Yard. The NOMA area has and continues to undergo significant regeneration activity comprising a mix of town centre uses including retail, leisure, office and residential uses.
- 2.5. This results in a context formed by buildings of a variety of different architectural characters, representing the different eras of development within Manchester. This ranges from the 20th Century CIS Tower and New Century House and Hall and more modern 21st Century developments to the 19th Century Hanover Building, Old Bank Building, and Victoria Station. This forms a rich urban fabric, undefined by one style or materiality, and with expressive layering of materials, texture and detail. Further beyond this, discussed in more detail below, is the surviving remnants of Manchester's medieval past, including Chetham's and the Manchester Cathedral.

Transport and Access

- 2.6. The area benefits from a high level of accessibility offering exceptional linkages to a variety of multi-modal public transport connections in the heart of the city centre. As well as allowing journeys to be taken from further afield, all existing and emerging residential areas in Manchester and Salford City Centre are within walking and cycling distance from the Site.
- 2.7. Manchester Victoria Station is located adjacent to the Site and provides access to train and Metrolink services to destinations within Manchester City Centre, Greater Manchester and other Regional and National destinations. Shudehill Bus Interchange is approximately 300m to the east of the Site (a 4-minute walk) offering high frequency local, regional and national bus and coach transportation.

Environmental Designations

Flood Risk

- 2.8. The Environment Agency has classified the Site as falling within Flood Zone 1, which means it is within an area at low risk of flooding from rivers or the sea without the need for flood defenses. The River Irk runs to the north of the Site within a culvert.
- 2.9. In line with the majority of Manchester City Centre, the Site is located within the Conurbation Core Critical Drainage Area, where land is particularly sensitive to the increase in surface water runoff and / or volume from new developments. Both elements have been considered in the formulation of the Proposed Development.

Air Quality

- 2.10. The Site is located within the Greater Manchester Air Quality Management Area (AQMA). This means that there are locally set targets in Manchester's Local Air Quality Action Plan to improve the quality of air for city centre residents and workers in order to align with national air quality objectives.

Ecology

- 2.11. The Site has no statutory or non-statutory designation for nature conservation. No statutory protected sites lie on the Site or immediately adjacent to the Site boundary. The nearest is the Cliff/Kersal Dale Local Nature Reserve (LNR), which lies 8km to the northwest of the Site.
- 2.12. In addition, there are no non-statutory protected sites that exist on or adjacent to the Site. The nearest is Rochdale Canal, Stott's Lane, Ducie Street Basin Site of Biological Importance (SBI), which lies 980m to the south-west of the Site at the closest point. No other non-statutory protected sites lie within 1km of the Site. There is a further locally designated ecological habitat, in Salford adjacent to the River Irwell, approximately 750m to the west of the Site.

Heritage

- 2.13. The Site does not fall within a Conservation Area; however, it is located immediately adjacent to the Shudehill Conservation Area, with the boundary of this being along Corporation Street. The Cathedral Quarter Conservation Area lies directly to the south of the Site, with boundary located immediately beyond the Metrolink Line and Victoria Station. Further beyond, the Crescent Conservation Area is to the west in Salford, however these are separated visually from the Site by Victoria Station.
- 2.14. A full description of the Conservation Areas is contained within the submitted Heritage Assessment along with a full assessment of the impact of the scheme on the character of the Conservation Areas as a whole. Section 6 of this document also provides a summary of this assessment and concludes that the Proposed Development does not result in any harm to the Conservation Area, or the setting of nearby listed buildings. It is also considered that the Proposed Development represents an improvement over the consented scheme in regard to heritage impact
- 2.15. There are no listed buildings on Site. The nearest listed asset to the Site is the Grade II Hanover Building, located approximately 20m to the east of the Site. The Grade II Listed Victoria Station is also directly adjacent to the Site to the west. When drawing a radius of 250m from the Site there are a total of 18 Listed Buildings that are identified with many of these located within the NOMA historic estate grouping to the east of the Site. Of these 18 Listed Buildings, the following are considered most likely to be affected by the Proposed Development due to their proximity to the Site:
 - Chethams School of Music (Grade I);

- Manchester Cathedral (Grade I);
- Manchester Victoria Station (Grade II);
- City Buildings, 67 Corporation Street (Grade II);
- Hanover Building (Grade II);
- Old Bank Building (Grade II);
- New Century House, Corporation Street (Grade II);
- Co-operative Insurance Society (CIS) Building (Grade II); and
- Parkers Hotel (Grade II).

- 2.16. An assessment of the impact on these identified heritage assets is provided in Section 6 of this Statement and in the supporting Heritage Assessment submitted with the application.

Planning History

- 2.17. A planning history search for the Site has been undertaken using Manchester City Council's Public Access system.
- 2.18. The results of the search have indicated that there have been no relevant Planning Permissions in recent years on the Site, other than the Extant Consent and the other recent applications below.
- 2.19. Planning permission was granted in September 2016 for two residential buildings containing 520 apartments and one office building comprising 11,647sq.m office accommodation, as well as ground floor commercial space, landscaping, car parking and other associated works (Ref: 111777/FO/2016/C1). This has been subject to a number of non-material amendments:
- 123146/NMC/2019 to allow for an amendment to the wording of condition 6 (approved 25 April 2019);
 - 124931/NMC/2019: to allow for a revised wording to condition 7 (approved 26 September 2019); and
 - 126994/NMC/2020: to allow for a revision to some of the approved drawings and documents listed in condition 2 (approved 12 June 2020).
- 2.20. The original permission was subsequently superseded by application ref: 128667/JO/2020, approved on 19 March 2021, allowing amendments to the approved plans to introduce a new link bridge between the two residential buildings.
- 2.21. Also of relevance, although not within the Site boundary itself, is the permission for the extension of Victoria Station. This was approved under application ref: 100355/FO/2012/C1 and Listed Building Consent application ref: 100356/LO/2012/C1, which was granted on 04 January 2013 and later completed in August 2015. This new roof structure and refurbishment significantly altered the visual appearance of the local area by providing a large modern structure to incorporate the new Metrolink Station.
- 2.22. As previously mentioned, the Site has since been sold to the Applicant and in October 2022 Full Planning Permission (LPA Ref: 134092/FO/2022) was granted for an office-led development of up to 11,780 sq. m of office floorspace (GIA) across 10 floors, with a ground floor commercial unit, associated landscaping, cycle parking and associated works for the Site. That Permission remains live but has not been implemented.

3. Strategic, Economic and Regeneration Context

- 3.1. This Section 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.

Manchester: A Growing City

- 3.2. Manchester, and the wider Greater Manchester region, is at the heart of the Northern Powerhouse. The City of Manchester is the acknowledged capital of the north of England and the centre point of a trans-Pennine and pan-northern economy. As a primary driver of economic and employment growth, Manchester has an important role to play in providing the business infrastructure capable of providing opportunities for the wider conurbation and beyond.
- 3.3. As such, Manchester City Centre is also a location which has an important contribution to make to Levelling Up and the re-balancing of the national economy, and with a constrained city centre land supply, there is a need to ensure the city centre can provide the modern economic infrastructure to capture economic and employment growth.
- 3.4. Proposals such as New Victoria, also have the potential to support Manchester's role as a leader in sustainable urban regeneration and addressing net zero priorities.

The Manchester Office Market

- 3.5. Manchester City Centre has one of the largest office centres outside of central London with approximately 3.8 million sq. ft. of office floorspace¹. The Manchester office market remains highly competitive, building off the strength of the local economy and the desire for businesses to want to locate here for business combined with a growing population.
- 3.6. This strong office market has contributed to Manchester's economy growing at a faster rate than the UK as a whole in recent years. The COVID-19 pandemic resulted in a turbulent office market in 2020 and 2021, office developments had continued to be delivered to market albeit a much more subdued rate, with 2021 seeing 66% less floorspace delivered to the market. This more subdued rate means that much of the development in the pipeline is already pre-let and with increasing demand, there is the prospect of short-term supply issues in the market in the coming years.
- 3.7. The latest figures from the Manchester Office Agents Forum ('MOAF'), released in October 2022 and reporting on the third quarter of 2022, highlights that over 326,000 sq. ft. of office floorspace space was leased, a 30% increase in uptake to the previous quarter and same period last year. MOAF anticipates a stronger final quarter, taking it to beyond 1m sq. ft. for the whole year. One of the most notable deals within the City Centre during this quarter was the GPA taking 36,375 sq. ft at 101 Barbirolli Square and Manchester Metropolitan University signing for 36,116 sq. ft at Manchester Technology Centre².

¹ Savills (2022). *Market in Minutes: Manchester Occupational Office Data Q4 2021*. Viewed online: https://www.savills.co.uk/research_articles/229130/325856-0

² Place Northwest (2022). *MOAF: Office take-up climbs 30% in Q3*. Viewed online: <https://www.placenorthwest.co.uk/moaf-office-take-up-climbs-30-in-q3/>

- 3.8. Continued take up within the technology sectors have led to tenants such as global media giant WSP and Booking.com choosing to put down roots and base their headquarters in the city³.
- 3.9. According to research from Savills released in October 2022, Manchester's average Grade A increased in 2022 reflecting a continued recovery from the pandemic. The data revealed that the average Grade A rents stand at £34.35per 11% higher than the 2021 figure, which is also 7% higher than the pre-pandemic high⁴.
- 3.10. This demonstrates the continued investor appetite for office floorspace in Manchester where there is strong occupier market. The strong uptake of office space has led to a shortage of Grade 'A' office space as demand outstrips supply, with Grade A availability falling by 8% to 834,000 sq. ft at the end of Q3, meaning there is a continuous demand in the City for the new supply that is brought forward.

Future of Work

- 3.11. A key part of Manchester's economic growth can be found within the success of its office market. Whilst it is without doubt that COVID-19 had a considerable impact on the office sector and in particular the way we work, more than a third (37%) of developers expect homeworking to have no impact on the demand for leasing. Furthermore, only 24% of UK businesses have expressed an intention to increase homeworking going forward. The proportion of individuals only working remotely has also been falling since the 2021 high of 37% in February, dropping by 12 percentage points to 25% in May 2021, and is expected to fall further⁵.
- 3.12. The findings also set out that 85% of individuals currently working from home have indicated that they would like to use a 'hybrid' approach in the future, combining both home and office working. As such, the way in which office space is used has changed and is likely to continue to change, requiring office buildings to be as flexible as possible.
- 3.13. The flexibility and change in workplace demands that were already starting to emerge in the work force has been exacerbated by COVID-19 which has provided an opportunity to reflect on the evolving role of the workplace and what it should enable. Evidently, the way in which office space is used has changed and is likely to continue to change, requiring office buildings to be as flexible as possible. In response to these changes, there have been initiatives by corporates and office occupiers to improve the employee experience, to attract and retain the best talent. These initiatives also include the provision of high-quality amenities within the office buildings, including gyms and wellness facilities and external amenity space.
- 3.14. During the past year there have been initiatives by corporates and office occupiers to improve the employee experience, to attract the best talent. A recent survey⁶ found that 61% of executives now focus on reimagining work compared to only 29% before the start of the pandemic. Moving forward, we can expect offices to offer more in the way of on-site facilities and amenities to improve employee well-being such as gyms, eateries, roof terraces, and collaborative and entertainment space.

The importance of ESG

- 3.15. At the same time, there has been an increasing recognition of the need for the real estate industry and office-market to meet the challenge of the climate crisis. Indeed, minimising embodied carbon in new workspaces is critical to meeting overall carbon budget targets now being set by each city, as is

³ The Business Desk, 2022. *New figures show resilience of Manchester office sector*. Viewed online: [New figures show resilience of Manchester office sector | TheBusinessDesk.com](https://www.thebusinessdesk.com/news/2022/10/27/new-figures-show-resilience-of-manchester-office-sector)

⁴ Savills (2022) Market in Minutes: Manchester Occupational Office Data Q3 2022 Viewed Online: https://www.savills.co.uk/research_articles/229130/334954-0

⁵ Deloitte, Manchester Crane Survey 2022

⁶ Office for National Statistics, (2021). *Census 2021: Business and individual attitudes towards the future of homeworking, UK: April to May 2021*. Viewed online:

<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/articles/businessandindividualattitudestowardsthefutureofhomeworkinguk/apriltomay2021>

the re-use of brownfield land accessible by sustainable transport modes. This has led to a demand by occupiers for increasingly highly sustainable buildings and seeking out newer accreditations such as NABERS.

- 3.16. Occupiers also look to assets that have suitable and credible ESG credentials to help decarbonise their business. In other words, ESG characteristics of assets now plays a meaningful role in the investment decision-making process⁷.
- 3.17. Policy at GM level states all new build developments will need to be Net Zero in operation by 2028; however, creating a sustainable city is more than just about reducing carbon emissions and addressing environmental challenges. Other important threads of ESG include making sure that everything that is built today serves a key purpose for cities in the future as well as maintaining positive levels of population growth, supports job creation and, in turn, induces expenditure in the local economy through residents, workers, and tourists.
- 3.18. The City Council's Climate Action Plan 2020-2025 aims to rebalance the current use of city centre space, promote sustainable and active travel, improve air quality, plant more trees, end fuel poverty and improve the environment across all the city's neighbourhoods. The plan has a target for Manchester to become a zero carbon city by 2038 at the latest.

Levelling up

- 3.19. Levelling up is a 'moral, social and economic programme' led by the Government, intended to 'spread opportunity more equally across the UK'. It requires four key themes; boosting productivity in the private sector, spreading opportunities and improve public services, restoring a sense of community, and empowering local leaders and communities⁸.
- 3.20. The white paper, published 2 February 2022, sets out the scale and causes of geographic disparities across the country, and aims to help ensure everyone, wherever they live, has the opportunity to succeed and thrive; ensure that Levelling Up the United Kingdom 456 businesses can invest, create jobs and drive productivity.

Summary

- 3.21. Manchester City Centre is an economic hub in the north of England, attracting highly skilled workers particularly from the North but also beyond. The diverse and growing economy of the City Centre drives the wider growth of the GM region. The Professional, Financial and Business Services sector forms a vital part of the GVA output, attracting a wide range of businesses at a global, national and regional level. In addition, the Creative, Digital and Tech sector is a significant growth area and plays a vital part of the Manchester economy.
- 3.22. Prospects for economic growth are also 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. Investment in new Grade A office supply, which has been limited in the context of the city's growth ambitions, is essential.
- 3.23. Schemes like the Proposed Development will seek to benefit the city by improving it as a place to work and will support the city's economic recovery following the impact of COVID-19.

⁷ Ingraining sustainability of the next era of ESG investing, Deloitte (2022) available: <https://www2.deloitte.com/ie/en/pages/sustainability/articles/sustainable-finance/ingraining-sustainability-in-the-next-era-of-esg-investing.html>

⁸ [Levelling Up the United Kingdom: Executive Summary \(publishing.service.gov.uk\)](#)

4. The Proposed Development

- 4.1. This Section should be read in conjunction with the submitted application drawings and Design and Access Statement, prepared by Piercy & Co. It provides a summary of description of the key elements of the Proposed Development.
- 4.2. The details of each element of the Proposed Development are provided below, highlighting the design development that has taken place and reflected in the final proposal.

Background to Revised Design

- 4.3. As mentioned in the introduction, the Applicant is seeking revised proposals to increase the level of floorspace within the office building, helping to respond to the demand for Grade A office space within Manchester City Centre.
- 4.4. The site is strategically located adjacent to Victoria Station and within the City Centre and is therefore appropriately located to accommodate a higher density scheme given the outstanding levels of accessibility (walking, tram, train, bus) to sustainable modes of transport.
- 4.5. Piercy & Co are retained as architects and the full technical team has been retained to consider the environmental impacts of the revised proposals. It is important to note that the only changes to the proposals relates to the height. All other details remain consistent with the 2022 approved scheme.
- 4.6. The current proposal therefore relates to a 12 storey building, with two typical levels having been added to the consented scheme. Architecturally, this results in a more elegant and well-proportioned scheme. The high architectural quality represented by the textured precast concrete façade treatment, is retained and again helps to ensure that the proposals sit comfortably into their surrounding built environment. Furthermore, it is proposed to create a slightly more enclosed roof terrace. This helps to ensure it is better protected from the elements and therefore increases comfort levels.

Proposed Development

Use and Amount

- 4.7. The Proposed Development will provide 19,296 sq. m. (GIA) / 21,623 sq. m. (GEA) of floorspace (Use Class E) in total. In addition, the roof terraces provide 1,323 sq. m of external space.
- 4.8. The ground floor will accommodate reception space for the office, shared workspace for informal meetings and breakout spaces, cycle storage as well as a separate commercial space to be used as a café, restaurant or retail unit. The proposal has three external terraces at Levels 10, 11 and 12, and includes public realm improvements along Corporation Street.
- 4.9. There is also a desire to activate Corporation Street and its public realm which will be achieved through a commercial unit along this façade to support active uses at ground level. To the rear, an area has also been allocated to include a substation. A full account of the floorspace provided for each type of use is provided in Table 4.1.

Table 4.1 - Floorspace within the Proposed Development

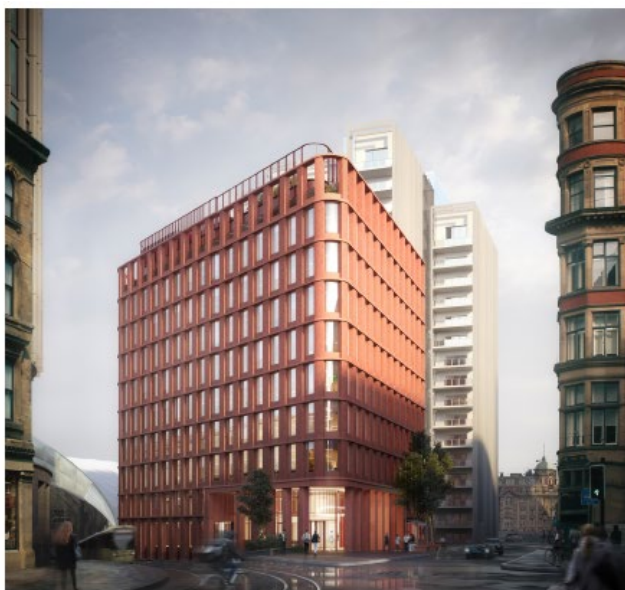
Use	Proposed Development
Proposed Site area	Approximately 0.2 ha.
Proposed Development	Construction of a 12 storey building (inc. Ground + Mezzanine + 11 storeys, basement and roof terrace and plant), comprising 21,623 sq. m. (GEA) of office accommodation, a ground floor retail unit, roof terraces, plant, cycle parking, hard and soft landscaping, access and servicing and other associated works.
Proposed Commercial Uses (Use Class E)	21,623 sq. m. (GEA / 19,296 sq. m. (GIA) commercial floorspace within Use Class E (office and retail unit)
External spaces	Approximately 1,323 sq. m of external space at ground level Terraces at roof level will provide an additional 970 sq. m of floorspace.
Building height	12 storey building (inc. Ground + Mezzanine + 11 storeys, basement and roof terrace and plant) 89.29m (AOD) in height.
Parking spaces	No car parking proposed. 112 long stay cycle parking spaces, 4 short stay/visitor cycle parking spaces.

- 4.10. Bin storage provision is provided within the basement areas and relies on multiple collections taking place per week by private waste collection and contractor. Different types of occupiers and tenants may produce different types of waste compared to that allocated for and therefore a planning condition will be required to confirm the final waste management details prior to operation.

Scale and Massing

- 4.11. The Site is irregular in shape due to surrounding road patterns and the Metrolink lines coming to a point at Corporation Street. A rationalised building footprint has been provided within the boundary. The resulting shape is a parallelogram.
- 4.12. The building steps from the southern edge up to the north and toward Victoria Station and the residential first phase of New Victoria. The ground floor footprint of the building steps in to provide a covered walkway from the link across the tram lines to the primary entrance. The stepping in of the facade to form the entrance also improves visual connections to the NOMA estate beyond.
- 4.13. The massing of the Proposed Development has been informed by the surrounding townscape, which is identified as including a mix of mid to high rise buildings. On this basis, a 12 storey building (inc. Ground + Mezzanine + 11 storeys, basement and roof terrace and plant) is considered an appropriate height, both contextually appropriate while also establishing the optimum relationship between the scheme's positive outputs – economic, social and environmental (identified elsewhere in this report) and the scheme's underlying viability and therefore deliverability.

Consented scheme in comparison with the Proposed Development (Piercy & Co, 2023)



Consented scheme Corporation Street View



Consented scheme Long Millgate view



Proposed scheme Corporation Street View



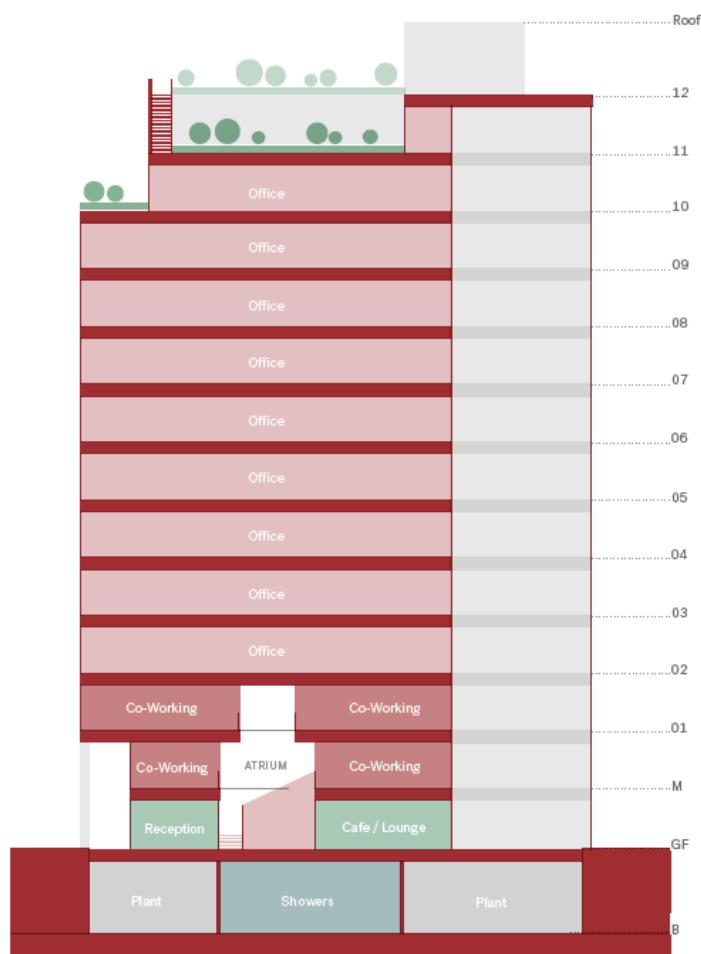
Proposed scheme Long Millgate view

Layout

- 4.14. The Proposed Development comprises office space with a generous offering of communal amenities at ground floor, mezzanine and roof terraces. The ground floor consists of a triple height space with a mezzanine level which has a reception desk for the office and both formal and informal meeting spaces. The two levels are connected by a staircase in a central atrium, as well as lift access via the central core. The ground floor is left open and flexible to accommodate a variety of different functions, as well as a lobby area for the office tenants.
- 4.15. An area of land outside the Site boundary, adjacent to the Victoria Station extension, has been allocated as a site for a future TfGM cycle hub. TfGM cycle hub itself does not form part of this application but has been considered in determining the layout of the lower ground floor of the development, to allow an access route to run along the southwest site boundary, leading from

Corporation Street to this hub location. This route is required to be set aside as part of the contractual obligations relating to the Site.

Building Layout of Proposed Development (Piercy & Co, 2023)



Office floorplates

- 4.16. The office floorplates have been left deliberately flexible to allow for different divisions and fit out requirements, as required by future tenants letting the space. The service core to the north-west is the only partitioning within each level, comprising toilets, storage, and circulation between floors. This layout allows for tenants to personalise their space as best suited to business needs, with either open plan layouts or additional partitioning for meeting rooms or smaller enclosed workspaces.
- 4.17. At level 10, part of the office floor plate is occupied by a communal roof terrace, and an additional stairway leading to the terraces at the 11th and 12th floor. These upper level roof terraces can also be accessed via the lift in the central core and are to be used for ancillary space for the office tenants, described below.

Roof terraces

- 4.18. The Proposed Development's massing allows for several terraces at the upper levels of the scheme which are accessible to the office tenants. These terraces will be finished with a durable and hard surface - such as hardwood decking or stone paving - that sits upon a waterproofing layer extending

below the planters. Planters will include a selection of native species and the area also includes a green roof for attenuation.

4.19. The three terraces can be described as follows:

- The level 10 terrace wraps around the office space and offers seating and planters with framed views across Manchester. It offers group seating areas, separated by planters with the open facade creating framed views.
- The level 11 terrace has private seating areas with planters but also includes a covered area which are accessible from the central core. The terrace is edged with planters that create a buffer between the hard surface and the open facade, softening the outdoor space whilst also minimising overlooking of the level 8 terrace. There is seating built into planters that are arranged to give more privacy than the other terrace levels. Nearer to the core, the level 12 terrace creates a canopy for a sheltered space below.
- The level 12 terrace is sedum planted for improved visual amenity and biodiversity benefits and is accessible from the two core stairs and a single firefighting lift and a sedum planted central zone for an open flexible space that could be used for different types of activity by the office occupiers. Perimeter seating and planters also creates a buffer and limits overlooking with the terraces below. PV cells are provided on the roof of the plant / lift overrun.

Public Realm and Planting

- 4.20. The Proposed Development seeks to establish a public realm that is designed for better pedestrian safety and improved streetscape. At street level, planters are proposed to the southwest of the main entrance, aiding navigation and helping with the level change along the southwest facade. Planters and trees are also proposed to the back of the building opposite the access road.
- 4.21. Street trees are also proposed to the east of the entrance along Corporation Street. The trees would have a slim canopy to avoid its branches growing into the building or getting in the way of traffic and the local bus routes. It is likely that these would need to be coniferous to provide wind mitigation year-round and the exact specification will be secured by way of planning condition.
- 4.22. The existing bus stop to the southeast of the Site is proposed to be moved up the road to create a double bus stop, this gives the opportunity for a large public space with hard landscaping in front of the entrance and widens the pavement along the south-east elevation. The external areas located outside the planning application boundary and located on the land of the local highway authority will be delivered under a S.278 agreement.

Appearance and Materiality

- 4.23. The external appearance of the Proposed Development has been designed to be in keeping with its surroundings whilst promoting a distinctive, modern development that will stand out within Manchester City Centre and be seen as an attractive place for occupiers. The material palette has been chosen to be representative of Manchester's varied architectural character and history, through analysis of the historic architectural expression of heritage buildings close to the Site has been undertaken.
- 4.24. A variety of local materials can be seen in the historic and contemporary architecture surrounding the site, in particular red brick buildings with decorative terracotta dressings are seen within the immediate urban context and across the city. The facades are defined by window openings and

entrances, creating a regular rhythm in the form and silhouette of the building, typically using contrasting materials or textures to express these openings.

- 4.25. The Proposed Development seeks to intelligently interpret these design principles to create a building that is inherently contemporary and of its time but is also comfortable in its immediate context. Through the proposed material palette, the design focuses on a contemporary interpretation of the material context of Manchester. The primary material expression is that of textured precast concrete that is tonally aligned with the red sandstone and brick of surrounding context.
- 4.26. The defining element of the facade in the Proposed Development is a heavier element within which a delicate lightweight inner façade has been inserted. The façade articulation is defined by a regular grid of openings within it, carefully set out to keep piers and window openings consistent across the length of the building to provide a singular architectural expression. Wrapping this regularised grid around the building facades and curved corners serves to harmonise the building facades and counteracts the irregular site geometry. This design reflects and complements the context of neighbouring buildings.
- 4.27. The facade on levels 10, 11 and 12 are set back with more generous openings to the roof terraces at these levels. On the ground level, a double height colonnade has been provided to emphasise the primary office entrance. This engages the public realm and seeks to give the building a greater civic-like presence. Larger openings express and accommodate the retail function along the Corporation Street facade.
- 4.28. The façade design utilises subtle changes in materiality and texture to provide secondary details that give the building greater visual interest. This includes recessed aluminum panels that will tonally contrast with the heavier masonry elements. The resultant appearance proposed is simple and elegant whilst providing layers of architectural intrigue and visual interest.

Access

- 4.29. Due to the topography of the Site and existing surrounding roads, constraints and pedestrian connections the most natural access points are located along Corporation Street. The main access to the office space will be via an entrance at the southern corner of the Site where Corporation Street meets the tramlines. This leads to a circulation core to the north-east which rises from the basement to the roof providing connection throughout the building.
- 4.30. The entrance to the retail unit is located to northeast corner of the Site, positioned along the pedestrian routes up and down Corporation Street and nearest to the residential blocks of New Victoria Phase 1, continuing the active frontage established by these. The north facade entrance offers access for cyclists, building deliveries, refuse collection and maintenance. The goods lift connects the basement to the upper terrace levels to ensure that vertical circulation for servicing supports ease of maintaining the building internally.

Inclusive Access

- 4.31. The design of the development has adopted an inclusive approach to allow easy, safe, and secure access to all areas of the building. The Proposed Development will provide level access at ground floor level and all cores include lift access with accessible WCs at each floor. All main entrances provide clear widths within the development to fully comply with DDA regulations.
- 4.32. Fob accessed turnstiles positioned alongside the reception desk demark the secure line to the office lift access beyond. At least one of these turnstiles will allow wheelchair users to pass through. Access to all common areas has sought to minimise barriers and doors, and the common corridors are

typically 1.5m wide surrounding the lift core. Four passenger lifts provide access to each office floor and exceed the minimum standard in Approved Document M.

- 4.33. Wheelchair user accessible provision on each floor is designed to be inclusive and to the same specification of other toilets. As part of the commitment to inclusivity in the workplace, one gender neutral toilet is proposed to be included on every floor, accessed off common corridors. Solely unisex toilets will serve the ground and top terrace floors of the development.
- 4.34. Fixtures and fittings visually contrast with their surrounds and will be usable by people with limited dexterity and reachable by those who are seated or standing. Visually contrasting stair nosing on all stepped routes will be included to meet the recommendations of BS 8300.

Cycling provision and amenities

- 4.35. The central location of the Site allows excellent cycle and pedestrian links to Manchester City Centre, and the extensive cycle parking provision proposed within this development also encourages the use of sustainable transport modes.
- 4.36. Secure cycle parking will be provided across the development accommodating a total of 112 cycles spaces. There will also be cycle parking available for users of the ground floor retail / commercial units located within the public realm in the form of 3 Sheffield stands. Cycle facilities including separate male and female showers and changing rooms and lockers will be provided within the office building.

Car parking provision

- 4.37. Consistent with the approach of other recent city centre schemes, the Proposed Development does not include any dedicated parking provision on the Site. The Site is in a highly sustainable location with numerous public transport hubs within walking distance. As is typical of most offices in city centre locations, staff generally live within an acceptable commute distance to their place of work and therefore, travel via sustainable modes of transport.
- 4.38. The Transport Assessment submitted in support of this application sets out the details of off-site car parking facilities, should it be required. In summary, there are 6 off street surface car parking and multi-storey car parks within 400m of the Site of various scales.
- 4.39. The application is supported by a Transport Assessment and Framework Travel Plan which contains full details on the access and parking strategy.

Servicing and access

- 4.40. The building will house a recycling and refuse store at basement level and refuse and recycling collections will take place from the new servicing route and access to the car park associated with Phase 1, which includes a layby area. The landlord areas, back of house and building management / security areas are in the basement.
- 4.41. The core contains the majority of the building's services risers, toilets, firefighting shafts and vertical circulation. Roof plant space has been strategically arranged to the north of levels 10 and 11 and double stacked to allow for a stepped communal terrace offering and minimise its visual and acoustic impact.

Safety and Security

- 4.42. A Crime Impact Statement (CIS) was prepared by GMP for the previous permission, which confirmed that the Proposed Development has been found to be acceptable in principle.

- 4.43. The CIS highlights positive aspects of the proposals and identifies recommendations to be considered as the detailed design of the proposed development is progressed. The design team will continue to work with officers from GMP through the detailed design stage.
- 4.44. The revised proposals have been shared with GMP who have confirmed that their position is maintained as above, as demonstrated in the Letter of Reliance appended to the original report.
- 4.45. Please see Section 6 for full details of how the Proposed Development has been considered and is assessed in relation to material considerations for safety and security.

5. Planning Policy Framework

- 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.
- 5.2. 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”.
- 5.3. 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.

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 in order to be sustainable, meet local needs and take full advantage of opportunities.

Saved Policies of the Unitary Development Plan (1995)

- 5.6. The Unitary Development Plan 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.

Material Considerations

Local Supplementary Planning Documents and Guidance

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

- 5.7. 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, 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.

- 5.8. 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.

Design for Access 2

- 5.9. 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.
- 5.10. 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.
- 5.11. 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.

Manchester's Green and Blue Infrastructure Strategy (2015)

- 5.12. 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.
- 5.13. 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.
- 5.14. A summary of how the Proposed Development responds to the strategy is provided in **Appendix 1** of this Statement.

Manchester Climate Change Framework 2020-25 (2022)

- 5.15. 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.
- 5.16. 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.
- 5.17. 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.
- 5.18. 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)

- 5.19. 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.
- 5.20. 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.
- 5.21. 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.

Emerging Wider GM Planning Policy

Places For Everyone 2021 (Draft)

- 5.22. The Draft Plan states that the Plan Area (9 of the 10 Greater Manchester Authorities excluding Stockport) should deliver at least 1,900,000 sqm of accessible new office floorspace over the period 2021 – 2037 (Policy JP-J 3). This will be achieved through utilising the diverse range of employment sites and accessible premises existing in the Plan Area to provide opportunities for all kinds and sizes of businesses, including start-ups, firms seeking to expand and large-scale inward investment (Policy JP-J2). Policy JP-J 1 of the Draft Plan recognises the importance of developing high value clusters in prime sectors such as advanced manufacturing, digital and cyber, health innovation, including life sciences, low carbon goods and logistics. Furthermore, Policy JP-J 1 highlights that the Plan Area needs to foster an environment that boosts the economic opportunities from the global transition to a low carbon economy whilst providing high quality, sustainable living environments helping to attract and retain skilled workers.
- 5.23. A period of public consultation has closed with regards to the Draft 'Places for Everyone' Plan which ran between 9 August 2021 and 3 October 2021. The Plan was submitted to the Secretary of State for examination on 14 February 2022 with all the supporting documents / background evidence and any representations received during this final stage of consultation. An Inspector will then be appointed to undertake an independent examination of the plan. It is expected that the plan will be adopted by the local authorities in summer 2023.
- 5.24. Whilst the plan has not been adopted, as it has been subject to examination, matters against which objections have not been raised do carry some weight in the determination of planning applications.

National Planning Policy and Guidance

National Planning Policy Framework

- 5.25. The NPPF (revised version published July 2021), sets out the government's planning policies for England and how these are expected to be applied.
- 5.26. 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.
- 5.27. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of 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.

Summary

- 5.28. A full appraisal of how the Proposed Development addresses the specific planning policy considerations and other material considerations, is set out within the following section of this statement.

6. Site Specific Planning Considerations

6.1. This section assesses the Proposed Development against the Planning Policy Context set out in Section 5 of this Statement and other material considerations that are relevant to the proposed development. The following planning considerations are considered most relevant to the Application:

- Contribution to Manchester's Vision and Spatial Objectives;
- Principle of Development;
- Design;
- Sustainability;
- Ecology
- Heritage and Townscape;
- Transport; and
- Environmental considerations and amenity.

Contribution to Manchester's Vision and Spatial Objectives

6.2. The Core Strategy sets out Manchester's 15-year vision for the City 2012 - 2027, which sees Manchester at the front rank of cities in Europe and the rest of the world, with a growing economy driven by the strength of the Regional Centre. The vision states that Manchester's knowledge-based economy will flourish within an entrepreneurial community, characterised by a fully skilled, inclusive working population.

6.3. To achieve this vision, the Core Strategy sets out a number of Strategic Objectives (SO) for the City. These include:

- SO1: Provide a framework within which the sustainable development of the City can contribute to halting climate change.
- SO2: Support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.
- SO3: Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.
- SO4: Provide a network of distinctive, attractive and high-quality centres, strengthening local identity, providing essential services close to homes and local access to healthy food.
- SO5: Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.
- SO6: 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.

- 6.4. These objectives have been translated into individual policies within the Core Strategy, against which the Proposed Development has been assessed within this Statement.
- 6.5. Core Strategy Policy SP1 sets out that the Regional Centre will be the focus for economic and commercial development, leisure and cultural activity in relation to the Greater Manchester economy.
- 6.6. Developments that make significant contributions to the City Centre's role in terms of employment and retail growth or which improve the accessibility and legibility of the City Centre will be supported, subject to the proposal's impact on key aspects of the city's heritage and character. New development should fully exploit opportunities to contribute to the improvement of the City Centre in terms of character and function, taking account of other policies in the Core Strategy.
- 6.7. A commitment to good design that takes full cognisance of the Sites' setting and character runs through national and local planning policy and guidance. Core Strategy Policy SP1 requires all development to make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character.
- 6.8. The Proposed Development is clearly in line with this policy as it is located in the city centre and will support the city centre's role as a core focus for supporting economic growth by providing access to job opportunities to residents. It will provide office accommodation within a highly sustainable area to deliver the potential for the creation of additional and a wider range of job roles in all sectors and levels of experience. It is estimated that circa. 996 full time employees would have space to work on Site based on the overall floorspace provided.
- 6.9. The remainder of this Section assesses the Proposed Development in relation to the relevant policies of the Core Strategy. These policies have been formulated based on the vision and strategic objectives for the City and should be reviewed in turn to determine their compliance. Overall, the Proposed Development is considered to be in line with the Core Strategy's vision and spatial objectives.

Principle of Development

Relevant policies, material considerations and guidance:

- **Planning Policy:**
 - Core Strategy Policy SP1 – Spatial Principles
 - Core Strategy Policy EC1 – Employment and Economic Growth in Manchester
 - Core Strategy Policy EC3 – The Regional Centre
 - Core Strategy Policy CC1 – Primary Economic Development Focus: City Centre and Fringe
 - Core Strategy Policy CC7 – Mixed Use Development
 - Core Strategy Policy CC8 – Change and Renewal
 - Core Strategy Policy CC10 – Places for Everyone
 - Saved UDP Policy RC20 – Area 20 Medlock St / Railway / Oxford St / Mancunian Way
- **Material Considerations and Guidance:**
 - Places for Everyone Policy JP-Strat 1 - Core Growth Area
 - Places for Everyone Policy JP-Strat 2 – City Centre
 - NPPF Section 6 (Paragraphs 81 to 83)
 - National Design Guide (2021)

- 6.10. The Proposed Development fully complies with the policies, material considerations and guidance listed in the table above. The Site is in the Regional Centre and is suitable for office use in line with Policy EC3 and CC1. The Proposed Development will ensure that the city centre remains the focus of employment generating activities through job creation during both the construction and operational phase of development. The Proposed Development is positioned within a highly sustainable location and promotes high density development to maximise its contribution to the city's economic development.
- 6.11. The Site benefits from two extant planning permissions and as such the principle for office development has already been established for this Site. The application proposals are considered to be an improvement in design quality to respond to the policy requirements in view of the current market context.
- 6.12. The Proposed Development will provide a range of opportunities across a variety of skill levels and occupations, contributing to the inclusive growth ambitions set out within the Our Manchester Strategy, whilst providing a greater number of jobs in a highly sustainable location.
- 6.13. During the operational phase, the scale of commercial local space, once fully occupied, will support direct employment of circa. 996 direct FTEs which in turn will generate additional expenditure within the city centre, in line with policy EC1. The flexible space provided will be attractive to a range of occupiers including start up business looking for space to collaborate and grow and well as established business looking for space within a highly energy efficient building supporting their corporate social responsibility practices and policies.
- 6.14. There is the opportunity to encourage and develop skills, internships and apprenticeships among the varied and specialised trade contractors during the construction phase. Regarding local labour sources, the Applicant has submitted a signed form that agrees to the principle of MCC's local labour objectives and confirms they will engage with relevant Officers to agree the details prior to commencement of the development. This was later supplemented by a Local Benefit Proposal that was submitted to MCC (LPA Ref: CDN/23/0229) on 4 April 2023. It is anticipated that adherence with the Local Benefit Proposal (Construction Period) highlighted above will form a compliance condition subject to any planning permission.
- 6.15. There is continued demand for Grade A office floorspace within Manchester City Centre, as outlined in Section 3 of this Statement. The delivery of premium office space in the city centre will contribute to the economic success of Manchester and the Greater Manchester Region. Furthermore, as companies are increasing their environmental awareness and corporate social responsibility, it is anticipated that the sustainability credentials of the building will be of significant appeal.

Layout, Massing and Density

Relevant policies, material considerations and guidance:

- **Planning Policy:**
 - Core Strategy Policy CC6 – City Centre High Density Development
 - Core Strategy Policy CC9 – Design and Heritage
 - Saved UDP Policy DM1 – Development Management
- **Material Considerations and Guidance:**
 - MCC Guide to Development
 - NPPF Chapter 12 – Achieving well-designed places
 - National Planning Practice Guidance: Design, Process and Tools

Scale and Density

- 6.16. The scale and density of the Proposed Development is supported by its city centre location generally but also the fact that it is directly adjacent to a major public transport node. In addition, it has been the product of an iterative design process by developing the previously approved scheme to reflect the ambitions of the Applicant and support strategic objectives of Manchester City Council for the city centre as identified in policies CC6 and CC9. Even with the increase in height of the office building from the 2022 scheme, the Proposed Development continues to respond to the surrounding areas both regarding height and massing. Site specific considerations have informed the design, and these have included the relationship with the existing and future built context, including nearby heritage assets in line with Policy CC9. This process has sought to establish the optimum height of the development in order to address site constraints and respect the amenity of adjoining land uses as well as support objectives in relation to architectural quality, achieving an appropriate response to the townscape and heritage context, place making, and sustainability, all whilst establishing a development that is viable and therefore also deliverable.

Appearance

- 6.17. The revised scheme being brought forward maintains the design approach approved as part of the 2022 scheme and no changes to the external appearance have been explored, other than the increase of height by an additional two storeys. As such, the Proposed Development is able to retain the high level of architectural quality awarded through the previous design. Furthermore, it can be considered that the increase in height from 10-12 storeys delivers a more slender form that sits comfortably next to the taller buildings to the north in New Victoria Phase 1.
- 6.18. The proposed design continues to address the principles of urban design noted in National Design Guide (2021) and provides a contemporary design response with clear references to local context and character, being based on extensive contextual design appraisals. This picks up on the area's mix of historic and new built form that provides a varied palette of materials and offers buildings at a variety of scales. The Proposed Development takes heed of the predominant use of red brick and terracotta and reinterprets these elements in a modern form through pre-cast concrete and anodised aluminum façade details.
- 6.19. This approach provides continuity in the scale and massing of the surrounding buildings and key active frontages that link into a high quality public realm that promotes ease of movement. It is considered that the proposals will help to improve the legibility of this part of the city centre. The generous floor to ceiling heights and open floorplates allows the building to be adaptable to a range of different layouts. The Proposed Development is considered to add to the diversity of the architecture in the local area in a high quality and considered manner.
- 6.20. Full details setting out the high quality of the proposed design and the rationale for the design choices are provided in full within the Design and Access Statement prepared by Piercy & Co, submitted in support of this planning application. This demonstrates it is a coherent and well considered design that is cognisant of its immediate and wider surrounds.

Climate Change, Sustainability and Energy Efficiency

Relevant policies, material considerations and guidance:

- **Planning Policy:**
 - 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

Relevant policies, material considerations and guidance:

- Core Strategy Policy EN6 – Target framework for CO² reductions from low or zero carbon energy supplies
- Core Strategy Policy EN8 – Adaptation to climate change
- Core Strategy Policy EN9 – Green Infrastructure

▪ **Material Considerations and Guidance:**

- MCC Guide to Development
- NPPF: Meeting the challenge of climate change, flooding and coastal change (Paragraphs 152 to 173).
- Manchester Zero Carbon Framework

- 6.21. An Environmental Standards Statement, including an Energy Statement and BREEAM Pre-assessment, have been prepared by Sweco to assess overall sustainability of the Proposed Development the potential for incorporating renewable technology into the Proposed Development.
- 6.22. The Proposed Development has taken a fabric first approach to low energy and zero carbon development in line with Policy EN4. As required by Policy EN6, the Environmental Standards Statement concludes that the building will achieve a 22% betterment on 2013 Part L based on the passive and energy efficiency improvements alone. Beyond this, a PV array will be provided to generate energy on Site. The heating and cooling for the building is handled by AHUs on each floor and air source heat pumps (ASHPs) at roof level.
- 6.23. However, when taking into consideration the decarbonisation of the electricity grid provided by the National Grid, overall regulated emissions further reduce by 27% and 34% against Part L2A (2013) based on SAP12 and SAP10 emissions factors. The innovative all electric and highly efficient energy strategy will help to future proof the development in working toward operational zero carbon by taking advantage of future grid decarbonisation.
- 6.24. The Proposed Development is seeking to achieve BREEAM (2018) ratings of 'Outstanding' for office shell and core. This is achievable based on the bespoke sustainability strategy drawing on best practice and a custom set of sustainability targets. The following elements have been considered in the design to provide a holistic approach to the sustainability of the design:
- **Water consumption:** target a 40% reduction in potable water consumption compared to the BREEAM 2018 baseline and integrate Sustainable Drainage Systems (SuDS) into design.
 - **Sustainable procurement:** seeking responsible sourcing certifications, requesting environmental product declarations, taking a whole life carbon approach, provisional material sourcing distances and the circular economy.
 - **Waste management:** diversion of materials from landfill during construction and separate segregation of waste.
 - **Air quality and pollution:** no on-site combustible plant equipment and maintaining internal air quality through mechanical ventilation. Limit noise pollution through non-openable windows
 - **Health and wellbeing:** considering air quality, water resources, fitness, comfort, mental wellbeing, light, safety and security.
 - **Adaptation to climate change:** commitment to engage with the RIBA 2030 Climate Challenge and BREEAM, amongst others, which provide an established reporting basis for benchmarking and cross-comparable results with other UK development.
 - **Biodiversity:** target an increase in ecological value compared to pre-development site by urban greening of terraces and roof spaces.

- **Transport:** highly sustainable location of Proposed Development and provision of 112 secure cycle parking spaces.
- 6.25. Together, this combination of sustainable measures will deliver a highly sustainable commercial office building that uses integrated and innovative design solutions which significantly exceed policy requirements and directly support Manchester's objective to be Net Zero Carbon by 2038.
- 6.26. Full details are contained in the Energy and Environmental Standards Statement prepared by Sweco and submitted in support of this planning application.

Ecology and Arboriculture

Relevant policies, material considerations and guidance:

- **Policies:**
 - Core Strategy Policy EN9 – Green Infrastructure
 - Core Strategy Policy EN15 – Biodiversity and Geological Conservation
 - Environment Act 2021
- **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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- 6.27. An Extended Phase 1 Habitat Survey of the Site was undertaken on 15th March 2022 by Rachel Hacking Ecology Limited and was submitted as part of the previous planning permission. The scope of survey undertaken is appropriate to identify potential ecological constraints, the remit of mitigation required and opportunities for biodiversity associated with the Proposed Development
- 6.28. In summary, the Site is dominated with bare ground with a small amount of ephemeral short perennial on the Site edges. The limited habitats present on the Site are common throughout the UK and no nationally rare or locally rare plant species were located on Site. The habitats offer no cover from predation, no foraging habitat, and do not provide a pollen/nectar source for invertebrates.
- 6.29. On this basis, and due to the urbanised nature of the Site and low level of establishment of these habitats no mitigation or compensation is required and the application is therefore compliant with the policies highlighted in the above survey. The survey does recommend that a suitable landscaping scheme is created to bring ecological gains to the Site. It is expected that further details will be required post-planning which would form a condition subject to any planning permission.
- 6.30. All protected sites and species identified within the wider study area are sufficiently distant and isolated from the site not to be impacted by the development proposals. The Site lies within a SSSI Impact Risk Zone. However, the Site is not listed as a concern and Natural England should not need to be consulted.
- 6.31. The revised proposals have been shared with Rachel Hacking Ecology who have confirmed that their position is maintained as above, as demonstrated in the Letter of Reliance appended to the original report.

Green and Blue Infrastructure

- 6.32. Table 2 outlines how the Proposed Development responds to the vision and objectives set out in the Manchester Green and Blue Infrastructure Strategy 2015 and, in turn, Core Strategy Policies EN9

Green Infrastructure and EN15 Biodiversity and Geological Conservation). It should be read in conjunction with the Design and Access Statement, prepared Piercy & Co.

Table 2: Assessment of Proposed Green and Blue Infrastructure

Vision:	Response:
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 greenspaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.	The Proposed Development is relatively constrained in what it can provide due to site layout. Planting will be provided at the terrace levels and this has been chosen specifically to provide biodiversity rather than a monoculture. There will also be tree planting along Corporation Street and adjacent to the Metrolink.
Objectives established to enable the vision to be achieved:	Response:
1. Improve the quality and function of existing Green and Blue Infrastructure, to maximise the benefits it delivers.	The addition of the green roof and planting at the roof terraces will maximise the potential of this brownfield site, bringing a mix of native shrubs, increasing biodiversity on Site. The 3 terraces within the development will be verdant spaces with carefully designed landscaping and green infrastructure. The Proposed Development will include new trees along Corporation Street, with pavement planters to help establish greening and ecological improvements in the public realm.
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth.	The proposed roof terraces provide an attractive external environment that is accessible to all future occupiers of the buildings. This allows office tenants to access nature in an otherwise dense area of the city lacking in nature and greenspace.
3. Improve connectivity and accessibility to green and blue infrastructure within the City and beyond.	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. The building will also create an inclusive environment so that people with mobility, aural or visual impairments can access the building with ease. Overall, the Proposed Development will enhance pedestrian connectivity, access and the perception of safety by creating a quality streetscape.

Vision:	Response:
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.	The improved streetscape and pedestrian linkages provided by the improved design and active frontages will encourage people to walk along the enhanced routes, which will provide improved connections to the wider green and blue infrastructure.

Inclusive Design

Relevant policies, material considerations and guidance:

- **Policies**
 - Core Strategy Policy CC10 – Places for Everyone
- **Material Considerations and Guidance**
 - Design for Access 2
 - Manchester Guide to Development SPD
 - NPPF Section 12 - Achieving well-designed places

- 6.33. The Proposed Development has been designed to apply inclusive design principles to the internal spaces, creating a safe and secure environment that respond to the needs of all users. The design has been developed in full consideration of national legislation and DFA2. This includes the provisions of BS8300: 2001 and The Building Regulations Part M (2015 edition incorporating 2016 amendments).
- 6.34. The design also reflects the importance that the Applicant places on complying with the requirements of the Equality Act 2010 and Equality Act 2010 (Amendment) Bill 2015-16. The considerations seek to ensure that people are not discriminated against regardless of disability, age or gender. These extend from accessing through to moving around the internal parts of the buildings and accessing information, including signage and contact details.

Heritage, Townscape and Archaeology

Relevant policies, material considerations and guidance:

- **Policies:**
 - 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
- **Material Considerations and Guidance:**
 - NPPF: Achieving Sustainable Development (Paragraph 8)
 - NPPF: Conserving and Enhancing the Historic Environment (Paragraphs 189 to 208)

Heritage and Townscape

- 6.35. The Site is located close to the medieval centre of Manchester; however, this has been considerably altered during the industrial revolution. The heritage assets remaining near the Site date to the 19th Century, the industrial revolution and the arrival of Victoria Station. Subsequent 20th century

industrial decline in the area was followed by post-war regeneration, including the construction of the Grade II Listed New Century House and Hall and the CIS Tower. Recent further redevelopment and regeneration has further transformed the surrounding context which is a constantly evolving urban fabric defined by juxtaposition of old and new buildings.

- 6.36. A Heritage Assessment has been prepared by KM Heritage and has assessed the Proposed Development from a series of key viewpoints. The scale and materiality of the Proposed Development has been carefully considered to ensure that whilst the setting of several heritage assets is altered, it is not harmed. On this basis, the Heritage Assessment concludes that the Proposed Development, whilst changing the setting of a number of heritage assets, does not cause harm. The Proposed Development preserves the setting of the Conservation Areas and nearby listed buildings, and thus complies with the policy set out above.
- 6.37. Overall, and in comparison, to the consented scheme, the proposals will sit comfortably and contextually having regard the surrounding listed buildings and conservation areas. Whilst slightly taller than the consented scheme, the building's height and massing still reflects the sensitive location opposite the Co-operative Wholesale Society listed buildings. The contemporary, yet contextual approach will both give the building its own character whilst still sitting comfortably within its context of surrounding historic buildings.
- 6.38. Furthermore, the sympathetic and contextual approach to the building's materials and façade treatment should enhance its relationship with the surrounding heritage assets including the setting of both listed buildings and conservation areas. For these reasons the proposed scheme complies with national and local policies and guidance for urban design and the historic built environment as highlighted in the above table.
- 6.39. In addition, a Town and Visual Analysis has been undertaken by RBMP. The application site is an appropriate and suitable site for development in the townscape due to its character as 'left over' land from previous clearance. The taller buildings are clustered in this location; however, it will be significantly smaller than the currently under construction Phase 1 New Victoria development and forthcoming approvals. Focusing taller units in this location towards Great Ancoats Street allows the surrounding areas to be developed at a more human scale.
- 6.40. The proposals are an opportunity to contribute to the townscape in this location with no detriment to the character.

Archaeology

- 6.41. An Archaeological Desk-based Assessment, prepared by Salford Archaeology was approved as part of the 2022 scheme. This concluded that the Site has some potential to contain non-designated below-ground heritage assets of local significance on Site. In terms of buried heritage, 18th-century buildings at the Manchester Arms Hotel, the Bay Horse Hotel, Bedford Court and the weavers' cottages on Long Millgate would be of local significance. Buried remains pre-dating the industrial period would be of high local significance, although the potential for these remains to survive within the Site is low. Any elements associated with the 18th-century phase of Irk Mill would be of regional significance.
- 6.42. Delivery of the development proposals will necessitate some below ground works and landscaping works across the Site, with the potential to impact on buried archaeological remains. Any such remains that do exist within the Site are likely to be of local, if not regional, significance.
- 6.43. A Written Scheme of Investigation (WSI) has since been prepared by Salford Archaeology for an archaeological watching brief at New Victoria. This confirms that considerable archaeological investigation has been carried out to the northeast of the site including trial trenching and a watching brief, a desk-based assessment, a watching brief, evaluation trenching and an excavation

and watching brief. These are all detailed in the desk-based assessment (DBA) produced by Salford Archaeology in 2022.

- 6.44. The 2022 DBA highlights that much of the site area has already been evaluated, by the Salford Archaeology evaluation in 2017, and that the only area that has not been investigated is the section of Long Millgate running through the site. This is one of the oldest medieval routeways into the city and has the potential for below ground remains of domestic properties and shop/workshop frontages dating to the medieval and postmedieval periods.
- 6.45. The WSI produced following discussion with Greater Manchester Archaeological Advisory Service (GMAAS) proposes a programme of archaeological monitoring via a watching brief during any intrusive groundworks along Long Millgate.
- 6.46. The exact scope and extent of any such further investigation of the Site will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council. An archaeological Watching Brief may be required to establish the presence or absence of buried archaeological remains and, if present, their extent and significance.
- 6.47. On this basis, with the appropriate mitigation in place there are no identified risks to archaeology. It is anticipated that adherence with the WSI will form a compliance condition subject to any planning permission.

Traffic, Transport and Accessibility

Relevant policies, material considerations and guidance:

- **Policies:**
 - Core Strategy Policy T1 – Sustainable Transport
 - Core Strategy Policy T2 - Accessible Areas of Opportunity and Needs
 - Core Strategy Policy CC5 – Transport
- **Material considerations and guidance:**
 - NPPF Section 9 – Promoting Sustainable Transport

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- 6.48. Manchester City Council consider parking provision in the City Centre on a case-by-case basis, and it is noted that MCC has accepted new developments with low or no parking provision in areas that have high levels of public transport in the vicinity and proximity to major City Centre areas. MCC's City Centre Transport Strategy to 2040 also seeks to reduce car movements into and through the city centre. A Transport Statement and an Interim Travel Plan have been prepared by SCP Transport consultants, including a review of baseline conditions and highway safety in the vicinity of the Site.
 - 6.49. In summary, the development is proposed to be car-free. The lack of any dedicated parking provision will encourage prospective staff to travel via sustainable modes of transport, as is typical of many offices in city centre locations. The Site benefits from high levels of accessibility by sustainable modes, being within easy access of Manchester city centre and associated facilities, amenities and numerous transport links including bus services, tram stops and railway stations. Furthermore, the nearby residential areas in and around Manchester city centre provide a large catchment for prospective staff.
 - 6.50. Pedestrian access to the Site will be provided at the southern corner of the building with pedestrian access to the ancillary retail/bar/restaurant use also provided off Corporation Street. A large secure cycle parking store is proposed at the ground floor providing 112 spaces which is in accordance with the Council's cycle parking standards (1 space per 200 sq. m) and BREEAM requirements and will encourage prospective staff members to travel via bicycle.

- 6.51. It is considered that there are no existing safety issues that are likely to be exacerbated by the Proposed Development. Vehicular access to the development will be provided via the 7.5m wide simple priority-controlled access junction off Corporation Street, approved as part of the Extant Consent, which has been designed to accommodate the movements of a large refuse vehicle.
- 6.52. The Interim Travel Plan contains appropriate measures to promote sustainable travel and includes an assessment of access over the wider area, the Travel Plan's objectives and associated measures and details on the implementation, administration and monitoring of the Travel Plan. The Plan concludes by providing an Action Plan that summarises the next steps. It is expected that further details will be required post-planning which would form a condition subject to any planning permission.
- 6.53. Overall, it is considered that the Proposed Development is in accordance with local, regional and national policies and guidance with regard to traffic and transport.

Waste Management and Servicing

Relevant policies, material considerations and guidance:

- **Policies:**
 - Core Strategy Policy DM1 – Development Management
 - Core Strategy Policy EN19 – Waste
- **Material Considerations and Guidance:**
 - GD04 Waste Storage and Collection Guidance for New Developments

- 6.54. A Waste Management Strategy is provided in the Transport Assessment prepared by SCP and set out further in the Design and Access Statement prepared by Piercy & Co. This sets out the areas that are needed to ensure waste streams can be separated and collected from the dedicated layby and servicing areas. The proposed Waste Management Strategy highlights that the provision complies with waste standards, in terms of storage, recycling and management. It is expected that further details will be required post-planning which would form a condition subject to any planning permission.

Environmental and Amenity Considerations

Relevant policies, material considerations and guidance:

- **Policies:**
 - Core Strategy Policy DM1 – Development Management
 - Core Strategy Policy EN14 – Flood Risk
 - Core Strategy Policy EN17 – Water Quality
 - Core Strategy Policy EN16 - Air Quality
 - Core Strategy Policy EN18 – Contaminated Land and Ground Stability
 - Saved UDP Policy DC26 – Development and Noise
 - Manchester and Salford Strategic Flood Risk Area
- **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 14 - Meeting the challenge of climate change, flooding and coastal change (paragraphs 159 and 161 to 166)
 - 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
 - LDDC Lawson Criteria

Relevant policies, material considerations and guidance:

- Noise Policy Statement for England
- BRE Daylight and Sunlight Guidance
- Places for Everyone – Sustainable and Resilient Places (Section 5)

6.55. This planning application is supported by a full suite of technical assessments that have considered the Proposed Development in respect of its impact on surrounding residential amenity. The conclusions of the assessments are summarised below under the headings of each relevant topic area.

Ventilation

- 6.56. A Ventilation Strategy has been prepared by Sweco setting out the ventilation requirement of the spaces proposed, which has been summarized below.
- 6.57. The office air handling units (AHUs) serving the category 'A' office spaces at all levels of the building and will be located on each floor within a plant room. Louvres will be provided along the façade of the plant room to attenuate noise internally and externally. Appropriate acoustic treatment to the louver vents and AHU are provided as specified by the acoustic consultant's report. The outside air intake and exhaust air locations will be adequately separated to mitigate short-circuiting. The level 11 office floor space will be served by the L10 AHU, with supply and extract ductwork rising from L10 to the floor above.
- 6.58. The office area is being designed as a CAT'A' fit-out. On-floor supply air and extract air ductwork will be distributed across the floor plate of each office floor.
- 6.59. The office staff kitchen at L11 is expected to be for reheat only with no commercial kitchen. A twin extract fan with enhanced ventilation rate will be located within the staff kitchen at high level to remove any odours within the space. Make-up supply air will be via the adjacent office space. Extract air will be ducted to exhaust louvres located along the kitchen wall, towards the open space plant area at L11.
- 6.60. The retail area at ground level will be designed as a shell and core, allowing for flexibility in the future tenant fit-out. Space provision will be made for the retail tenant to install mechanical ventilation heat recovery unit(s) within the tenant's demise, to provide outside air ventilation to the space. Outside air intake and exhaust air louvres integrated along the façade of the ground level of the retail areas will be provided to enable the tenant to connect their ventilation system air handling plant to the louvres.
- 6.61. The Proposed Development does not provide openable windows to mitigate the risk of any internal air quality issues being generated. On this basis, Core Strategy Policies DM1 and EN16, as well as UDP Policy DC26, are considered to be satisfied in this planning application. It is expected that further details will be required post-planning which would form a condition subject to any planning permission.

Designing Out Crime

- 6.62. A Crime Impact Statement has been prepared by Greater Manchester Police ('GMP'). GMP has identified proposed features that would make a positive contribution to the prevention of crime and fear of crime.
- 6.63. The Statement states that the layout of the proposed scheme is acceptable, as long as the issues discussed in detail within the Crime Impact Statement are addressed, namely:
- The reception desk should be laid out to allow staff to effectively monitor personnel entering or leaving the building through the main entrances;
 - The access control strategy should be capable of confining movement into and through the building;
 - Flexibility of tenant spaces must not compromise security for that or the rest of the building;
 - Reception and distribution of post should be considered;
 - Entry to cycle storage should be strictly limited via controlled access system;
 - Refuse strategy should not require bins to be left out for long periods of time;
 - Staff should have flexibility to securely access the building night and day – access system must accommodate this; and
 - Physical security measures detailed should be considered, including doors, windows, shutters, CCTV and lighting.
- 6.64. These matters are proposed to be addressed through further approval process, such as the discharge of planning conditions, and do not require physical changes at this stage. The features set out above will be achieved by management controls implemented prior to the scheme becoming operational.
- 6.65. Engagement will continue with Greater Manchester Police on how the development will come forward in line with the recommendations of the report, which will allow the scheme to be awarded Secure by Design accreditation. Evidence of awarding the scheme its Secure by Design certificate will be submitted to the Local Planning Authority when available. It is expected that this would form a condition subject to any planning permission.

Air Quality

- 6.66. An Air Quality Assessment report has been produced by Millar Goodall. This concludes that the Proposed Development is not expected to have a significant impact on local air quality. Concentrations of NO₂ and PM₁₀ are likely to be below their respective long and short-term objectives on Site. This is considered suitable for commercial use with regards to air quality and concentrations of PM_{2.5} are expected to be below the annual mean target.
- 6.67. The assessment of dust soiling and human health impacts during the construction phase of the development will require dust mitigation measures, which are provided in a Construction Management Plan prepared by Vinci. These will be developed further once the construction programme reaches a more developed stage and implementation of these will ensure that residual dust impacts during the construction phase are not significant.
- 6.68. In terms of operation, the Proposed Development is car-free and therefore is not expected to generate additional air quality impacts. A Ventilation Strategy has been provided to mitigate risks associated with fumes and odours, as discussed earlier in this Section. Office occupiers are afforded protection from any existing air quality exceedances through the use of a mechanical ventilation system. Additional tree planting at street level will help to support mitigation of air quality effects in

the existing environment. On this basis, the Proposed Development complies with the relevant policies and targets as highlighted in the above table.

Noise and Vibration

- 6.69. An Acoustic and Vibration Report has been undertaken by Sweco and sets out the background noise and vibration levels of the Site, nearby sensitive receptors both now and in the future and likely acoustic changes generated by the Proposed Development. Finally, it considers what mitigation may be required in order to protect nearby sensitive receptors and noise ingress for future occupiers from sources of air borne noise and ground borne vibration.
- 6.70. MCC provide technical guidance and requirements for developments at application sites within their jurisdiction in Planning & Noise: Technical Guidance (May 2022). This follows the Noise Policy Statement for England (2010) and the long term aims of government noise policy. The overarching vision for noise in the context of sustainable development is supported by the following aims:
- Avoid significant adverse impacts on health and quality of life;
 - Mitigate and minimise adverse impacts on health and quality of life; and
 - Where possible, contribute to the improvement of health and quality of life.
- 6.71. Industrial / commercial sound sources including sound from fixed installations such as building services plant and equipment, which must be evaluated via an assessment in accordance with BS 4142:2014 and meet the following:
- Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.
 - Where the development generates high noise levels of a short duration (e.g. loud bangs) on a regular basis, these should aim to be controlled so as not to exceed 60 dB (L_{Amax}) at the façade of nearest noise sensitive premises.
- 6.72. The above requirements have been accounted for in establishing the acoustic design criteria for the development. Sensitive receptors located in the vicinity of the Site include:
- Residential flats within the two residential blocks known as Phase 2, New Victoria, which are currently being constructed; and
 - Indigo Hotel.
- 6.73. Limits on noise from building services systems associated with the Proposed Development have been presented. These limits are defined from the results of the noise surveys and account for the requirements of MCC and the Conditions of the consented development. An outline assessment of building services noise has then been carried out for the primary building services systems (HVRF condenser plant and ASHPs). The limits on noise from building services are expected to be achieved subject to the noise control measures being employed. Based on the current proposals for the primary building services systems, these measures include acoustically absorptive screening around the ASHP area and appropriate local attenuation measures fitted to each condenser unit. With appropriate noise control, no adverse effects would occur due to building services noise.
- 6.74. This assessment has also concluded that ventilation during normal conditions will need to be provided via an alternative method to openable windows. The proposed normal ventilation strategy of mechanical ventilation ensures that BCO guidelines will be achieved subject to appropriate specification of the building envelope. The Site is considered suitable for the Proposed Development from the perspective of existing levels of environmental noise.

- 6.75. No adverse effects are expected to occur due to tactile vibration within the Proposed Development. However, without mitigation, adverse effects due to ground-borne noise could occur for the future occupants of the Proposed Development, particularly within the lower floors. It has been recommended that measures to reduce ground-borne noise within the Proposed Development are incorporated into the design.
- 6.76. With mitigation, the Proposed Development complies with the relevant policies and guidelines in relation to noise and vibration as highlighted within the above table. It is expected that further details will be required post-planning which would form a condition subject to any planning permission.

Ground Conditions

- 6.77. Arup has undertaken a Geotechnical Desk Study Report in support of the wider New Victoria site, submitted as part of Extant Planning Permission in 2016. Further intrusive investigations were also undertaken on site by Vertase to determine the quality of the made ground below the hardstanding. The ground conditions beneath the Site are therefore well understood from both the previous investigations and construction work currently being undertaken.
- 6.78. In summary, ground investigations have identified that made ground is present across the site, which was found to contain various materials such as ash, clinker and coal that may be potential sources of contamination with chemicals such as heavy metals, inorganics, PAH, PCBs and asbestos. Made Ground beneath the site sits directly on top of the Sherwood Sandstone Aquifer and therefore leaching of contaminants from the Made Ground may be a potential source of groundwater contamination.
- 6.79. The Geotechnical Desk Study Report concludes that these risks can be readily addressed using appropriate working methods and any potential impacts on construction materials can be addressed by appropriate design. Owing to the form of construction and intended uses (e.g., hardstanding extent, presence of basement levels, ongoing office spaces at lower levels) the risks to receptors are considered moderate/low to low.
- 6.80. A Remediation Method Statement has since been prepared by GRM and final details of the contents of this report (along with relevant drainage information) has been submitted to MCC (LPA Ref: CDN/23/0229) on 4 April 2023. This has concluded that based on the recorded levels of soil contamination (Lead) within the made ground, remediation will be required to protect end users of the proposed development. As the made ground will be excavated and removed within the footprint of the new building to allow construction of a basement and hardstanding will be present throughout the majority of the development, remedial works are not considered to be necessary except for the limited soft landscaped areas. For the limited soft landscaped areas, placement of topsoil as an appropriate capping layer and to provide a growing medium will be sufficient. Compliance with the remediation strategy is expected to form a condition subject to any planning permission.
- 6.81. It is considered that the use of a 300mm clean soil capping layer in the soft landscaped areas to break the source-pathway-receptor linkage would currently represent a suitable form of remediation. The capping layer should comprise topsoil (imported), and a geotextile marker layer at the base of the capping layer. No capping would be required below areas of hardstanding, as the hard cover will remove the possibility of a plausible linkage being present by removing the pathway.
- 6.82. No topsoil was present within the site area, and therefore importing topsoil material for the soft landscaped areas will be required.

Controlled Waters

- 6.83. No groundwater ingresses were encountered in any of the trial pits or rotary openhole boreholes. However, in the rotary cored boreholes, groundwater strikes were recorded at three locations at depths of between 16.0m and 16.5m bgl.
- 6.84. Four groundwater monitoring visits were initially undertaken between the 1st August and 24th August 2022, which confirmed that standing water was not detected in any installation, on any of the monitoring visits.
- 6.85. From the ground investigation undertaken, it is likely that excavations will be generally unstable in the short term. Some materials such as made ground or granular soils are liable to collapse without warning. This situation is likely to be exacerbated by water ingress. However, no significant groundwater ingresses were recorded during the ground investigation undertaken.
- 6.86. The observed groundwater conditions suggest that water ingress will not be a significant issue for any excavations and the use of conventional sump pumping should be adequate to control any groundwater ingress into shallow open excavations.

Gas Protection Measures

- 6.87. Ground Gas Monitoring has been undertaken by GRM between August to December 2022. It has concluded that no methane was detected, carbon dioxide of up to 2.7%v/v and oxygen as low as 15.5%v/v has been recorded.
- 6.88. The Gas Screening Value (GSV) for the made ground is determined as 0.0027l/hr. 'Characteristic Situation 1' is required for the made ground, for which gas protection measures are not required.
- 6.89. The GSV for the natural strata is determined as 0.0016l/hr. 'Characteristic Situation 1' is required for the natural strata, for which gas protection measures are not required.
- 6.90. It should be noted that falling pressure was also recorded during four of the eight monitoring visits. The made ground will be mostly removed as part of the basement construction of the commercial development, and that waterproofing will offer a degree of defacto protection. It is recommended that geosynthetic clay liners are not used.
- 6.91. On this basis, gas protection measures for methane or carbon dioxide are not required for the proposed commercial development. In addition, no radon gas protection measures are required either.
- 6.92. Based on the information set out above, it is anticipated that there will be no impacts to users in relation to ground conditions once the site has been remediated. It is anticipated that adherence with the Ground Conditions reports highlighted above will form a compliance condition subject to any planning permission.

Flood Risk and Drainage

- 6.93. The Environment Agency flood map for planning identifies that the Site is located within Flood Zone 1, which is land having a less than 1 in 1,000 annual probability of river or sea flooding. Based on the available information, it is considered that the probability of the Site flooding from all sources is low.
- 6.94. The Site is less than 1 hectare and therefore falls below the threshold for the requirements of a Flood Risk Assessment. However, the Site is located within a Critical Drainage Area and as such a Detailed Flood Risk Assessment and Drainage Strategy has been prepared in support of the current planning permission approved in October 2022. Final details of the contents of this report (along with relevant drainage information) has been submitted to MCC (LPA Ref: CDN/23/0229) on 4 April 2023. These are being submitted as part of this application as the strategy remains consistent across both applications. As such, we would expect a compliance condition to be attached subject to approval of

the application. The details of the Flood Risk Assessment and Drainage Strategy are highlighted below.

- 6.95. The existing public sewers within the Phase 1 New Victoria: residential development have been abandoned as part of the Phase 1 works and the public sewers within the Phase 2 New Victoria: Office Development are to be abandoned as part of the proposed works for this site. The required Section 116 and Section 185 agreements have been completed with United Utilities and therefore it is envisaged that the remaining public sewers within the Phase 2 New Victoria: Office Development are to be abandoned as per the agreements with United Utilities.
- 6.96. It is proposed to divert the existing TfGM track drainage into the culverted watercourse. Discussions with TfGM are currently ongoing but it is likely that the proposed diversion will direct the track drainage into the basement area of the proposed development prior to discharging into the watercourse via the new outfall which has been constructed as part of the Phase 1 New Victoria: residential development.
- 6.97. The Phase 1 drainage networks which are currently under construction have made an allowance for the proposed Phase 2 works with the Phase 1 cellular attenuation tank and vortex flow control device suitably sized to accommodate an unrestricted discharge from the Phase 2 surface water drainage. Therefore, it is envisaged that no additional attenuation or flow controls are required within the Phase 2 development.
- 6.98. It is envisaged that the proposed surface water drainage from the Phase 2 New Victoria: Office Development will discharge into this culverted watercourse via the Phase 1 New Victoria: residential development surface water drainage network.
- 6.99. A spur for the connection of the Phase 2 New Victoria: Office Development surface water drainage has been incorporated within the Phase 1 New Victoria: residential development but as the proposed basement area is a new addition, the invert level of the surface water spur is too high to connect via gravity. However, as there is no requirement for any surface water drainage in the basement of the proposed development, it is proposed that the surface water drainage will be slung under the ground floor slab and will therefore be able to connect via gravity into the surface water drainage spur, constructed as part of the Phase 1 works.
- 6.100. A spur for the connection of the Phase 2 New Victoria: Office Development foul water drainage has been incorporated within the Phase 1 New Victoria: residential development. However, as the proposed basement area is a new addition, the invert level of the foul water spur is too high to connect via gravity. Therefore, it is envisaged that where possible, the foul water runoff from the above floors will be collected and conveyed via foul drainage slung under the ground floor slab, to the spur provided within the Phase 1 works. Where this is not possible it is envisaged that the foul drainage will be dropped into the basement area where it will be collected and conveyed into 2no. proposed package pump stations that will pump the foul discharge into the foul spur provided during the Phase 1 works.
- 6.101. There are a number of showers and changing rooms in the basement area of the Proposed Development. As such, it is anticipated that the foul drainage from these areas will be collected and conveyed to a separate greywater pump station that will pump the foul drainage into the greywater plant room where it will be utilised to also flush toilets as a greywater re-use system.
- 6.102. It is therefore considered that the Proposed Development would not give rise to significant environmental effects in respect of water resources. It is anticipated that adherence with the Drainage Strategy highlighted above will form a compliance condition subject to any planning permission.

Wind Microclimate

- 6.103. Particularly in urban locations, a combination of new and existing development along with other environmental factors and type of use can cause accelerated wind speeds to occur. To quantify the likely effects of previously proposed scheme, a Wind Microclimate study was undertaken as part of the previously approved scheme in 2016.
- 6.104. This assessed the baseline wind environment, followed by the phased implementation of the permission by first assessing the effects of the taller residential elements before the delivery of the previously proposed office block. This concluded that most areas were suitable for sitting or standing, but some instances of mitigation would be required in order to reduce the effects of accelerated wind speeds in two locations.
- 6.105. One of these locations is adjacent to the southern end of the residential tower, and a further location adjacent to the eastern façade of the previously proposed office development. Using this previously prepared wind microclimate assessment, a qualitative desk based survey has been undertaken based on the revised scheme in support of this application.
- 6.106. The updates to the massing and design of the Proposed Development from that approved are expected to produce similar conditions to those experienced around the 2016 scheme, meaning local mitigation will be needed as part of the landscape strategy in the above two locations. It is therefore recommended that the Proposed Development is subject to further testing to confirm details of the wind mitigation prior to any above ground works taking place.
- 6.107. Full details of the likely wind effects generated by the proposals are set out in the Wind Microclimate Assessment prepared by Arup, containing the likely significant effects and mitigation measures that could be introduced.

Daylight and Sunlight

- 6.108. A Daylight and Sunlight Assessment has been prepared by Hollis to clarify the difference experienced in adjacent sensitive receptors comprising the residential development currently under construction as part of Phase 1 of New Victoria. The report assesses the potential effects of the 2023 office scheme on the New Victoria Phase 1 residential blocks.
- 6.109. The Building Research Establishment (BRE) report 'Site Layout for Daylight and Sunlight – a guide to good practice, Second Edition, 2011' (the BRE guide) provides guidance for architects, building, designers and planning officials on how to optimise daylight and sunlight through layout and design. The values within the BRE guide are not mandatory and should be interpreted flexibly.
- 6.110. In terms of daylight, 1,485 windows located within the two residential blocks of the New Victoria Phase 1: residential development have been identified as receptors due to their proximity to the site and their use. These windows have been assessed for Vertical Sky Component (VSC) in line with the BRE guidance.
- 6.111. Of these windows, 1,411 (95%) will meet the BRE's numerical target criteria for daylight with the updated proposed office development in place. All the windows within Residential Building 1 will meet the target values recommended in the BRE guide, as will the majority of windows (91%) in Residential Building 2. The 74 remaining windows within Residential Building 2 that fall short of the BRE's numerical targets will retain absolute VSC values between 0.70% and 26.05%, the latter marginally below the recommended target of 27%.
- 6.112. A Daylight Distribution (DD) assessment for the habitable rooms within Residential Building 1 and Residential Building 2 has also been undertaken. The results indicate that all 615 rooms assessed (100%) will meet the target values with daylight distribution at, or above, 80% of the room area (the BRE recommended target value).

- 6.113. In accordance with the BRE guide, 390 rooms within the two residential blocks of New Victoria Phase 1 required Annual Probable Sunlight Hours (APSH) assessment. Of these rooms, 383 (98%) will meet the target values as set out in the BRE guidelines. As with the daylight results discussed above, all rooms within Residential Building 1 will meet the BRE's numerical targets, as will the majority of rooms (95%) in Residential Building 2.
- 6.114. The 7 remaining rooms (ref. R9) within Residential Building 2, located between the sixth and twelfth floor experience changes in annual sun only, with the winter sun remaining in line with the BRE targets.
- 6.115. The findings of the assessment are summarised in the tables below, providing a direct comparison of between the 2023 office scheme and the 2022 office scheme:

Daylight

2023 Office Scheme				2022 Consented Office Scheme			
No. of Windows Analysed	BRE Compliant		Total Percentage BRE Compliant	No. of Windows Analysed	BRE Compliant		Total Percentage BRE Compliant
Yes	No			Yes	No		
Residential Building 1							
615	615	0	100%	615	615	0	100%
Residential Building 2							
870	796	74	91%	870	828	42	95%
1485	1411	74	95%	1485	1443	42	97%

- 6.116. It should be noted that in instances where low VSC values are attained in the approved consented conditions, small losses can manifest as large percentage reductions that overstate the impact. Moreover, it should be noted that the windows in question are located behind recessed balconies and overhangs, and whilst these can be viewed as a key feature of the design providing positive private amenity, they do significantly reduce the amount of light that can enter a room. The BRE recognises that design features such as this make windows more susceptible to daylight reductions, and sometimes this is difficult to avoid.
- 6.117. Furthermore, it is important to note that the windows in question serve rooms with dual aspect windows with at least one other window continuing to experience high VSC levels. This is evident when we consider the daylight distribution results whereby all the rooms within Residential Building 2 meet the BRE's numerical criteria.

Sunlight

2023 Office Scheme				2022 Consented Office Scheme			
No. of Rooms Analysed	BRE Compliant		Total Percentage BRE Compliant	No. of Rooms Analysed	BRE Compliant		Total Percentage BRE Compliant
Yes	No			Yes	No		
Residential Building 1							
255	255	0	100%	255	255	0	100%
Residential Building 2							
135	128	7	95%	135	132	3	98%
390	383	7	98%	390	387	3	99%

- 6.118. All 7 rooms will experience changes in annual sun only, with the winter sun remaining in line with the BRE targets. The rooms in question will receive between 12% and 24% of annual probable sunlight hours against the BRE guideline target of 25%. Given the urban nature of the site, the retained values are considered to be commensurate with those typically achieved in city centre locations such as this.
- 6.119. It is considered, therefore, that the Proposed Development is in line with the recommendations of the BRE guidelines taking into consideration the previous consents and its city centre location.

TV and Radio Reception

- 6.120. A baseline (pre-construction) signal survey and reception impact assessment has been undertaken by GTech to determine the potential effects on the local reception of television and radio broadcast services from the Proposed Development.
- 6.121. Overall, the assessment suggests that the Proposed Development is unlikely to cause any interference to the reception of any television or radio broadcast platform. As no interference is expected, no mitigation measures are required to restore the reception of any broadcast platform.

Construction Management

- 6.122. A Detailed Construction and Environmental Management Plan (CEMP) has been prepared in support of the current planning permission approved in October 2022. Final details of the contents of this report has been submitted to MCC (LPA Ref: CDN/23/0229) on 4 April 2023. As such, we would expect a compliance condition to be attached subject to approval of the application.
- 6.123. The CEMP sets out best practice for the construction process to minimise the impact on residential amenity and the surrounding area. The construction methodologies have been refined through the Applicant's extensive experience in the construction of high-rise and major developments.

Planning Assessment Summary

- 6.124. The relevant parts of the NPPF, Development Plan and all material considerations have been considered in the preparation of the Proposed Development. Taking these into account, it can be concluded that the Proposed Development is consistent with the aims and objectives of the Development Plan when taken as a whole.
- 6.125. It is further supported by the assessment of other material considerations including the NPPF and it has been demonstrated that the Proposed Development will deliver the overarching economic, social and environmental objectives of sustainable development when considered as a whole.

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 context is one which does include significant height, including the 21 & 26 storey residential towers to the north of the Site, comprising New Victoria Phase 1. It is however to be recognised that some of the surrounding buildings are of a lower density and that the introduction of a 12 storey building will introduce a taller structure when looking towards the Site from the east and the west.

Policy and Guidance

- 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’ 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.

- 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 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 tall 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, and MCC.

Townscape

- 7.11. The TVIA was undertaken by RBMP 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 assessment of effects on townscape, landscape and visual amenity is aided through consideration of a series of viewpoints. The viewpoints have been selected to be representative of the visual sensitivities of the study area and publicly accessible locations in the general vicinity of the Site from which clear views of the development may be obtained.
- 7.13. Due to the location of the proposals within the urban grain a Zone of Theoretical Visibility (ZTV) was not run, instead an initial site visit was carried out based on the previous Heritage & Townscape Impact Appraisal carried out for the extant application (111777/FO/2016/C1.) The viewpoint locations are shown on rbmp.2205/01/Viewpoints, supported by RBMP AVR Verified Views, Appendix 2 of the TVIA. These views have been agreed with MCC Planning Officers on 18 April 2023.
- 7.14. A total of 8 viewpoints have been agreed and were used to assess the visual and townscape impacts, as included within the TVIA.
- 7.15. 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.
- 7.16. 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).
 - Contractor parking, plant and equipment (visual effects).
- 7.17. 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 within the TVIA.
- 7.18. Overall, the TVIA identifies that when considered with the surrounding ongoing regeneration context that level of impact during the construction phase of development is low. During the operational phase, it is concluded the effects will range from negligible to beneficial. The development of this site is appropriate and suitable and utilises a vacant site. The proposals are an opportunity to contribute to the townscape in this location with no detriment to the character.

Heritage – Viewpoints and Setting

- 7.19. A Heritage Statement has been prepared by Heritage Architecture in support of this application this statement assesses the likely impact of the Proposed Development on Built Heritage. This is important in relation to Advice Note 4 which states that applications should include a Heritage Assessment and seek to have a positive impact with heritage assets and their settings.
- 7.20. There are no listed buildings within the Site. However, an initial assessment identified the Proposed Development was most likely to have the potential to effect heritage assets within a 250m radius. This is outlined within Section 2 of this Statement and within the Heritage Statement submitted with the application.
- 7.21. A range of views were considered in association with the TVIA consultants, RBMP. The views were carefully considered to ensure they consider not just the asset and Proposed Development, but also the broader townscape context. A total of 8 viewpoints have been agreed to assess the impact on heritage assets these can be viewed within Appendix 2 of the TVIA.
- 7.22. A full assessment of views has been undertaken as part of the Townscape and Visual Impact Assessment being submitted alongside this Heritage Statement. These views have been used in assessing the impact of the Proposed Development on the identified assets.
- 7.23. A discussion of the impact of the Proposed Development on heritage assets is detailed within Section 6 of this Statement.
- 7.24. Overall, therefore the heritage statement concludes that the Proposed Development is in accordance with statutory legislation and national and local policy, as is discussed in more detail in Section 6.

Impact on the Local Environment

- 7.25. 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).”*

7.26. 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.”

7.27. 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:

- **Air Quality:** The Proposed Development is deemed to have negligible impacts at all existing and proposed locations regarding air quality. Best practice design measures will be always utilised and the effects during construction and operational phases of development, including through a construction management plan and through promoting sustainable transport modes during operation.
- **Daylight, Sunlight and Over Shadowing:** As detailed above in Section 6, the daylight sunlight assessment submitted with the application robustly assesses the impact of the Proposed Development on nearby residential properties and amenity areas. Overall, the design changes to the office building are minor in relation the daylight and sunlight amenity within the Residential Buildings and will not cause severe impacts.
- **Wind Microclimate:** A further wind assessment review and desk study prepared by Arup is supplied with the application. This document concludes that the revised proposals, with updates to the surroundings as well as the proposed massing height and orientation, are expected to produce similar conditions to those around the approved schemes. As before this means that local mitigation may be needed at two locations and it is therefore recommended that the New Victoria Office is tested, prior to occupation to validate any detailed mitigation measures, required to reduce wind speeds to acceptable levels. Please refer to the Arup report supplied with this application for further information.

7.28. 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 demonstrate that the proposals, including with mitigation where required, will not result in unacceptable impacts on amenity, when considered in the context of the economic and regeneration benefits of the Proposed Development.

Architectural Quality

7.29. With regard to architectural quality of the Proposed Development, Historic England’s Advice Note states:

7.30. *“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”*

7.31. 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”.

7.32. The elements of the design as they relate to the visual impact on the historic environment have been discussed in detail earlier in this Section.

7.33. As set out in Section 4, the Proposed Development has been designed by iconic 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.

- 7.34. 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.
- 7.35. In summary, the building is considered to be of high architectural quality, complementing the existing surroundings and the emerging developments at New Victoria.

Functional

- 7.36. With regard to Historic England's Tall Building Guidance and functional design, it 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."
- 7.37. 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."*
- 7.38. The design strategy for New Victoria has carefully considered the function of the building as well as the overall needs of future tenants from the outset. The proposals include large, adaptable office floorplates which will be allow for flexibility for demands from future tenants. Amenity has been provided for the future tenants in the form of ground floor retail unit, roof terraces and co-working spaces as well as the opportunity for cycle parking at ground level.
- 7.39. The building has been designed to incorporate active frontages on the elevations in order 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 a double height entrance lobby with co-working spaces.

Sustainable Design and Construction

- 7.40. 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".
- 7.41. 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 Statements prepared by SWECO
 - Environmental Standards Statements prepared by SWECO
- 7.42. 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. The building is targeting a committed to a BREEAM rating of 'Outstanding'.

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

- 7.43. 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".
- 7.44. The Proposed Development will create a well-designed and inclusive environment, respecting the needs of the buildings users as well the wider community.
- 7.45. 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. This includes providing level access throughout the building (as well as across the public realm), having all cores include lift access, disabled refuges and accessible WCs at each floor, to meet the requirements of Building Regulations Part M.
- 7.46. The new landscaping proposals will create a welcoming, pleasant environment, which will encourage greater public use to the area and provide areas to relax for those who wish to. The public realm proposals will improve the existing pedestrian and cycling connections to the wider City Centre, enhancing permeability.
- 7.47. The Proposed Development has been designed to integrate with the surrounding context and buildings as they are brought forward within New Victoria, including how the proposals will help to reinstate the urban grain through redeveloping a 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 Conclusion

- 8.1. This Planning Statement has been prepared by Deloitte LLP in support of an application for Planning Permission in respect of a proposed 12 storey building inc. (Ground + Mezzanine + 11 storeys, basement and roof terrace and plant), comprising office accommodation, a ground floor retail unit, roof terraces, plant, cycle parking, hard and soft landscaping, access and servicing and other associated works.
- 8.2. The Site benefits from two extant planning permissions. Having originally secured Planning Permission on 29 September 2016 (LPA Ref: 111777/FO/2016/C1), the applicants Muse Developments and Network Rail subsequently secured planning permission for an amended scheme (LPA Ref: 128667/JO/2020) on 19 March 2021. That planning permission has been implemented through the lawful implementation of Phase 1 (Residential) of the development which is now approaching completion.
- 8.3. In 2022, the application site was sold to the Applicant and in October 2022, Full Planning Permission (LPA Ref: 134092/FO/2022) was granted for an alternative office-led development providing up to 11,780 sq. m of office floorspace (GIA) across 10 floors. That Permission has not been implemented but also remains live given that it is a relatively recent consent and is therefore somewhat off expiring.
- 8.4. Work has however progressed in respect of bringing forwards the most recent extant planning permission and information has been submitted to discharge the pre-commencement conditions. The Applicant is now seeking to submit a new application for Full Planning Permission for the same office building, however, with an extra two additional storeys included on top of the 10-storey office approved in October 2022 (LPA Ref: 134092/FO/2022) in order to respond to the growing demand for high quality office space within Manchester City Centre.
- 8.5. The Applicant has extensive experience in delivering buildings and commercial developments that are exemplary, fully understanding the relationship between buildings, occupiers and the market. New Victoria will be their first offering in the Manchester market and they are excited to unlock the potential of this site and provide a best in class development that responds to the Manchester context in keeping with the long term ownership ambitions.
- 8.6. Manchester is a primary driver of economic and employment growth and has an important role to play in providing the business infrastructure capable of providing opportunities for the wider conurbation and beyond. As such, Manchester City Centre is also a location which has an important contribution to make to Levelling Up and the re-balancing of the national economy. Proposals such as New Victoria, also have the potential to support Manchester's role as a leader in sustainable urban regeneration and addressing net zero priorities.
- 8.7. The revised proposals have been through a process of pre-application consultation and technical due diligence such that it is clearly demonstrated that the proposals can accommodate the additional scale. This has included engagement with key stakeholders such as senior planning officers, local ward councillors and statutory consultees. An EIA Scoping Opinion was also received on 31 May 2023 confirming that the application does not need to be supported by an EIA and would therefore not give rise to any significant environmental effects.
- 8.8. Development of New Victoria and in particular this Site presents a key opportunity to deliver much needed Grade A office space within a key regeneration site next to Victoria Station which has for a long time been a strong aspiration of Manchester City Council, anchoring the New Victoria regeneration as a whole. The Applicant is fully committed to delivering the proposals and recognises that there is pressing market need for very high quality and highly sustainable new office floorspace

in Manchester, in order to retain and grow businesses in the City, as well as attract new occupiers to the City across an increasingly diversified range of sectors. As such, the Proposed Development will support the City's economic, social and environmental objectives, as explained further within the body of this report.

- 8.9. The Proposed Development will deliver both short- and long-term benefits to Manchester economically, socially and environmentally. It will make a strategic contribution to the objectives of the City Council, Greater Manchester Region and Northern Powerhouse agenda in the following ways:
- From an economic perspective, the Proposed Development will likely support a number of construction-based jobs during this phase of development, before having the capacity to accommodate circa. 996 workers, support staff and indirect employees.
 - The Proposed Development represents an office development of exceptional quality, with generous floor to ceiling heights, conscious environmental design and high quality tenant amenity spaces. This type of office space will help to entice the best possible private and public sector organisations who will, in turn, support the economic and employment growth. The space will provide organisations with accommodation operating in key growth sectors that will help to transform the northern economy, attracted by connectivity and labour sources.
 - Subject to planning permission, the Applicant is committed to starting on site in 2023 with the opening of the office programmed towards the end of 2025. The provision of a high quality office development in a highly accessible location will meet an identified demand for such space, as identified in Section 3 of this Statement helping to support the post Pandemic recovery of Manchester
 - This scale of employment would uplift local employment levels to support growth. This includes more jobs and skills development in the conurbation's economy, with companies able to provide more apprenticeships, work placements, and internships, taking advantage of the sectoral makeup of the new employment and industry recruitment, and training approaches.
 - The high-quality architectural design will make a positive contribution to the appearance, vitality and vibrancy of this part of the city centre. It is in keeping with its historic surroundings but also adds to the juxtaposition of architectural styles that is typical of Manchester City Centre, composing a positive street scene whilst aligning with the improving standards of design. The scale and massing of the development is respectful to the surrounding Conservation Areas near to the Site and designated heritage assets.
 - Enhancements will be delivered to the public realm through new surfaces, improved public realm, soft landscaping and active frontages. New appropriately designed and sited bus stops will be provided on Corporation Street.
 - Once operational, the Proposed Development will deliver a highly energy efficient building with sustainability at the heart of the scheme. Green roofs and greywater harvesting will be incorporated to align with the on-going need to combat issues surrounding climate change. Ecology will be improved through urban greening at street level and terrace levels, which helps the scheme contribute Manchester's Green and Blue Strategy. As companies are increasing environmental awareness and corporate social responsibility it is anticipated that the sustainability credentials of the building and flexible space provided will meet operator demand, making it an attractive space to occupy.

- 8.10. 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.
- 8.11. A detailed assessment of the Proposed Development has been undertaken against planning policy at all levels as set out within the body of this report. Taking all of this into account, it can be concluded that the Proposed Development is compliant with the aims and objectives of the Development Plan taken as a whole.
- 8.12. It is further supported by the assessment of other material considerations, including the NPPF. It has been demonstrated that the Proposed Development will deliver the overarching economic, social, and environmental overarching objectives of sustainable development.
- 8.13. As such, the Proposed Development therefore merits the support of the Local Planning Authority and the grant of Planning Permission.



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