



Planning and Tall Building Statement

Crown Street Phase 3, Great Jackson Street

June 2023

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1 Introduction

Introduction

This Planning and Tall Building Statement ('the Statement') has been prepared by Deloitte LLP in support of an application for Full Planning Permission for the redevelopment of Crown Street Phase 3, identified in the Great Jackson Street Development Framework (2018) (GJS Development Framework) ('the Site') as Plot E and part of Plot C.

- 1.1 The Site is bound by Silvercroft Street and the Owen Street Car Park to the north, Melbourne Street and Plot F to the south, Owen Street and Deansgate Square to the east, and Crown Street Phase 2 (under construction) to the west.
- 1.2 It falls within one of Manchester City Council's priority regeneration areas for the city centre, which has seen significant investment by the applicant in recent years, firmly establishing itself as one of Manchester's premier residential neighbourhoods. The area is characterised by high quality tall residential buildings, high quality social infrastructure including public space and a new public park, a new school, doctors and dentists surgeries and wide range of retail and leisure uses, focused on independent and high quality operators.
- 1.3
- 1.4 The Statement considers the Proposed Development in its strategic and local urban context and assesses its acceptability in the context of the Development Plan and other material considerations.
- 1.5 Additional guidance that is of particular relevance and considered within the Statement includes Historic England's Tall Buildings Guidance (2022), which provides recommended criteria for assessing tall building proposals; Manchester City Council's endorsed GJS Development Framework within which the Site falls; and the Manchester Residential Quality Guidance (2017).

1.6 Proposed Development

- 1.7 This Section provides an outline of the Proposed Development and should be read alongside Section 4 of this Statement, which provides further details.

- 1.8 The Proposed Development comprises 1,746 new homes across four towers providing a mix of 1, 2 and 3 bed properties. Two towers are at 47 storeys and two at 51 storeys. A two-storey colonnade surrounds a new public square with a proposed tower anchoring each corner of the square. The ground floor of the Proposed Development will provide a range of flexible spaces positioned under the colonnade, for cafes and other businesses to animate the public realm and mix with the outside areas.
- 1.9

483 car parking spaces and 1,746 secure cycle parking for the residents are incorporated in basement levels. Access to the basement levels is provided to each tower independently, from Melbourne Street, Owen Street and Silvercroft Street.

The Proposed Development is described as follows:

"Full planning permission for the demolition of existing structures and the phased construction of four residential buildings ranging from 47 to 51 storeys to provide a mix of and providing 1,746 homes (Use Class C3), flexible commercial, leisure, food and drink uses (all Use Class E) and / or drinking establishment (Sui Generis), basement car parking, cycle parking, landscaping and public realm, servicing and access arrangements, highways alterations and associated works."

The Proposed Development is forecast to generate significant regeneration benefits, as summarised below and outlined further in Section 8 of this Statement.

1.10

- Redevelopment of a long-term under-utilised City Centre brownfield site to deliver a high quality scheme that aligns with the objectives of the GJS Development Framework;
- Delivery of high quality, highly visible and well-designed buildings in an area of the City Centre that is identified for tall buildings;
- Provision of high quality residential accommodation within Manchester City Centre, which will make a positive contribution towards addressing Manchester's housing needs;
- Delivery of a large-scale residential development, with an average improvement in CO2 emissions of approximately 50%, relative to Part L of the Building Regulations (2021);
- Parking provision which reflects the highly accessible location of the Site in terms of opportunities for active and sustainable travel to support the Council's aim of making Manchester a zero-carbon city by 2038. Furthermore, this is supported by a 1:1 cycle parking provision for the residential element of the buildings;
- Creation of 4,655 sq. m of centralised high quality public realm, will include significant greenery, including shrub and tree planting (27 trees) and will include places for people to enjoy and relax;
- Enhanced connections from Hulme into the City Centre, Castlefield and First Street. Improved connectivity to Manchester's existing blue and green network, including Hulme Park and the River Medlock;
- Improvements to safety along Great Jackson Street through well considered design, in consultation with Greater Manchester Police, which facilitates a greater level of passive overlooking;
- The BREEAM Pre-Assessments demonstrate that non-residential elements are expected to achieve an indicative BREEAM rating of 'Very Good' in accordance with Core Strategy Policy DM1;
- Creation of opportunities for construction internships and apprenticeships among the varied and specialised trade contractors during the construction phase. To support Manchester City Council's core strategy for safeguarding local employment opportunities, Renaker Build will agree and implement a Local Labour Agreement for the Crown Street Phase III Development;
- The estimated construction spend associated with Crown Street Phase 3 and Plot D will support a temporary economic uplift during the construction period. The level of investment proposed has the potential to support the equivalent to 923 full time equivalent (FTE) jobs per year across the duration of the build, based on the average turnover per FTE in Manchester for the construction sector (BRES, 2019; ABS, 2019). The total net direct employment is therefore estimated at 346 FTE. These jobs will generate GVA of £42.7m per annum over the construction period, estimated by applying the average GVA per FTE for the Manchester construction sector (ONS, 2019; BRES, 2019)¹; and

¹ See Volume 1, Chapter 15, of the Environmental Impact Assessment submitted as part of this application.

- During the operational phase, the additional households accommodated in the Proposed Development alongside Plot D will support additional household spend, and this is estimated to be a total annual net expenditure of c. £10.4m, of which is sufficient to support 92 FTEs. The addition of new homes in the assessment area will generate additional Council Tax revenue for the City Council.

Phasing and Programme

The Proposed Development will be phased as described below in order to facilitate delivery process of each part of the scheme:

- Phase 1: Plot E2
- Phase 2: Plot E1
- Phase 3: Plot C8
- Phase 4: Plot C7

Figure 1.1 below shows the proposed plots and phasing layout for the Proposed Development.

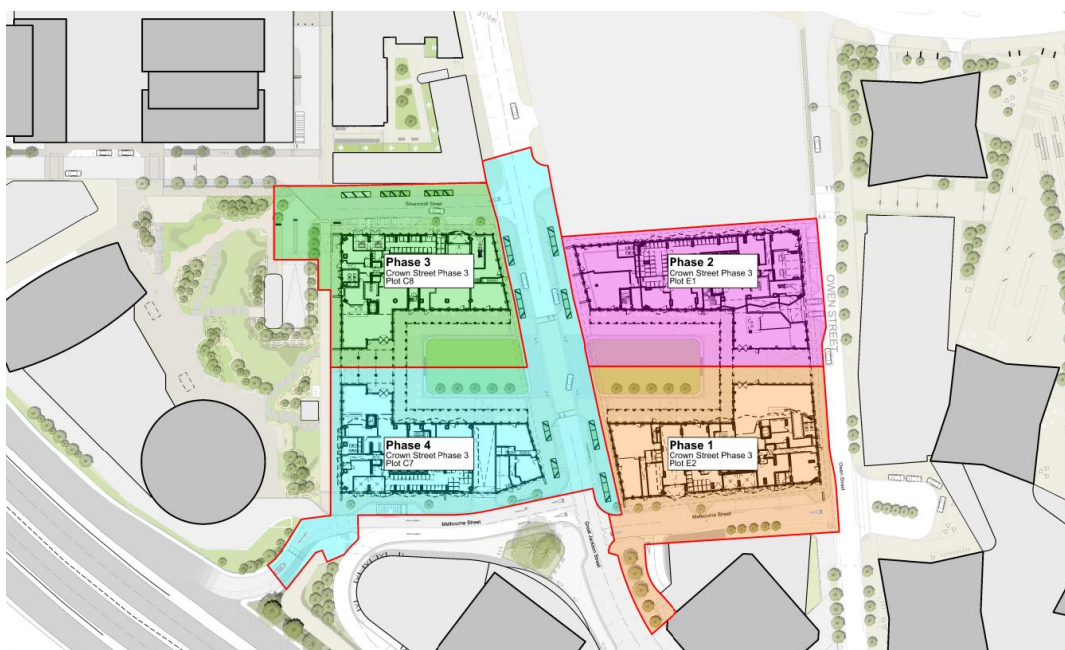


Figure 1.1: Crown Street Phase 3 Phasing Plan (source: SHP)

The Applicant has provided the following indicative construction sequence and programme for delivering the proposals:

- Q1 2024 – E2 Anticipated Start on Site;
- Q3 2025 – E1 Anticipated Start on Site;
- Q3 2026 – C8 Anticipated Start on Site;
- Q3 2027 – C7 Anticipated Start on Site;

- Q1 2028 – E2 estimated completion;
- Q1 2029 – E1 estimated completion;
- Q1 2030 – C8 estimated completion; and
- Q1 2031 – C7 estimated completion.

1.14

This is an indicative construction programme and the Applicant highlights that there are multiple unknown factors involved in the development process. This may result in the programme ultimately being extended in the event that delays are caused by sustained periods of poor weather, unexpected ground conditions or other anomalies, volatility in economic and housing markets, political uncertainty and the availability of funding. Notwithstanding these factors, Renaker has a demonstrable track record of delivering high density residential schemes within the City Centre and applies this extensive experience to all its projects.

1.15

A temporary planning application for meanwhile uses on the Plot E part of the Site is being prepared and will be submitted shortly. It is likely to be determined within a similar timeframe to this Planning Application. This will not impact the delivery timescales above.

1.16

For further details, please refer to the Phasing Plans (Drawing References: Z1-SHP-G100-PL-GRD-B5D813 and Z1-SHP-G100-PL-B1-B5D812) prepared by SHP covering both above ground and below ground works, both submitted in support of this Application.

The Applicant

1.17

The Applicant is Renaker Build Limited (“the Applicant”). The Applicant is firmly established as one of the North West’s leading property developers, with a proven track record in design, build and delivery of high quality and high-rise residential schemes.

1.18

The Applicant has played a key role in the development of the Great Jackson Street Framework area with approximately 4,000 new homes completed or currently under construction in the Development area. This includes:

- Deansgate Square: 1,508 apartments across four towers, ranging from 38 – 64 storeys in height;
- Elizabeth Tower Crown Street Phase 1: 484 apartments in 52 storey tower;
- Victoria Residence Crown Street Phase 1: 180 apartments in a 21-storey tower;
- Crown Street Phase 2: Blade and Three60, which is under construction, delivering 855 residential apartments in 51 and 52 storey towers and a single form entry primary school; and
- Plot F Great Jackson Street is scheduled to start on site in Q2 2023: 988 apartments across two 51-storey residential buildings.

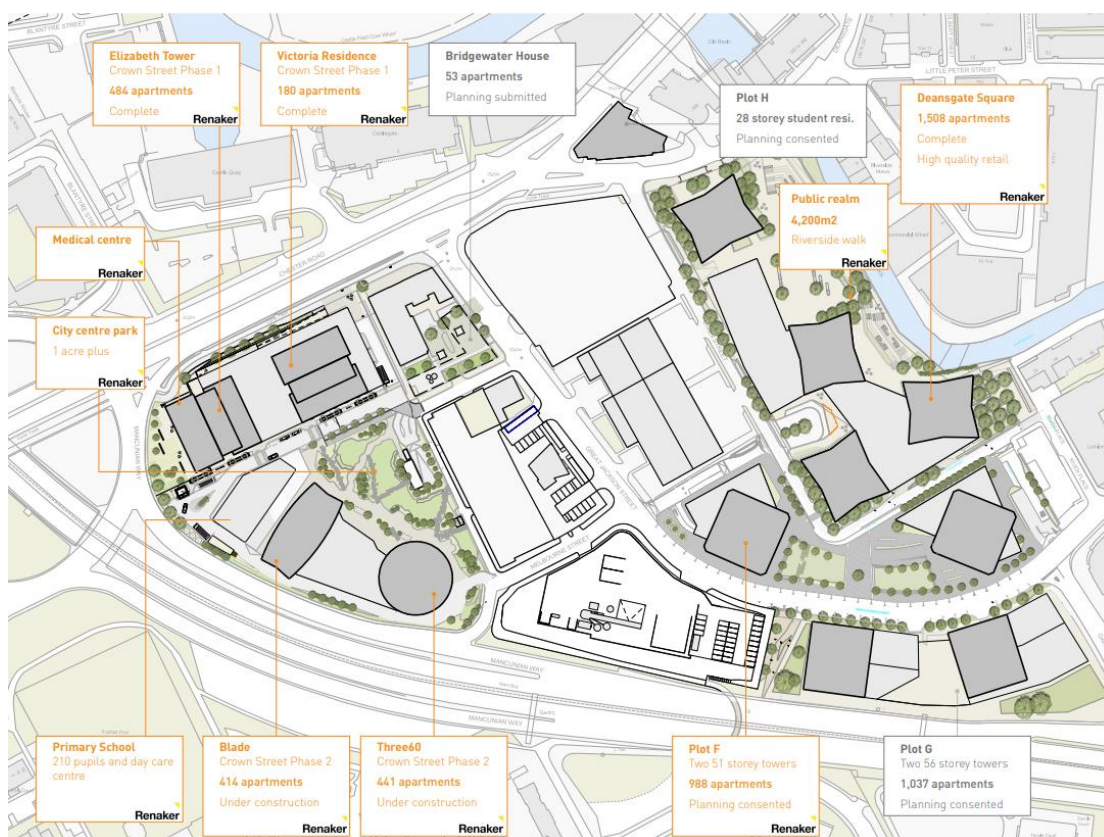


Figure 1.2 Emerging Context (source: SHP)

1.19

The Applicant has led the delivery of the transformative GJS Development Framework area, where the Site is located. The Applicant's vision is to transform the urban landscape and skyline through the delivery of buildings of exceptional design quality, which provide high quality homes and create resilient and sustainable neighbourhood that will become part of the physical and social fabric of the city centre.

1.20

Separate Full Planning Application at Plot D of the GJS Development Framework

The Applicant is also submitting a full planning application concurrently for the redevelopment of Plot D of the GJS Development Framework. Plot D includes a 71-storey residential tower and three-storey office building. Full details of the Proposed Development are included in the Planning and Tall Building Statement that supports the application.



Figure 1.3 Planning Application Boundaries Neighbouring Interfaces (source: SHP)

Environmental Impact Assessment

1.21 This application is submitted concurrently with a full planning application for Plot D of the GJS Development Framework. A single Environmental Impact Assessment (EIA) is submitted that covers the two planning applications. The sequence of phased delivery across the two applications as assessed in the EIA is proposed as follows:

- Phase 1: Plot D2 Office Building
- Phase 2: Crown Street Phase 3 Plot E2
- Phase 3: Crown Street Phase 3 Plot E1
- Phase 4: Crown Street Phase 3 Plot C8

1.22

- Phase 5: Crown Street Phase 3 Plot C7
- Phase 6: Plot D1 Residential Tower

Phase 1, the three-storey office building, has been considered by the EIA disciplines as being capable of coming forward at any stage of the development. This is to allow a degree of flexibility in preparing for and delivering the larger development plots and ensuring the finished building aligns with future occupier timescales.

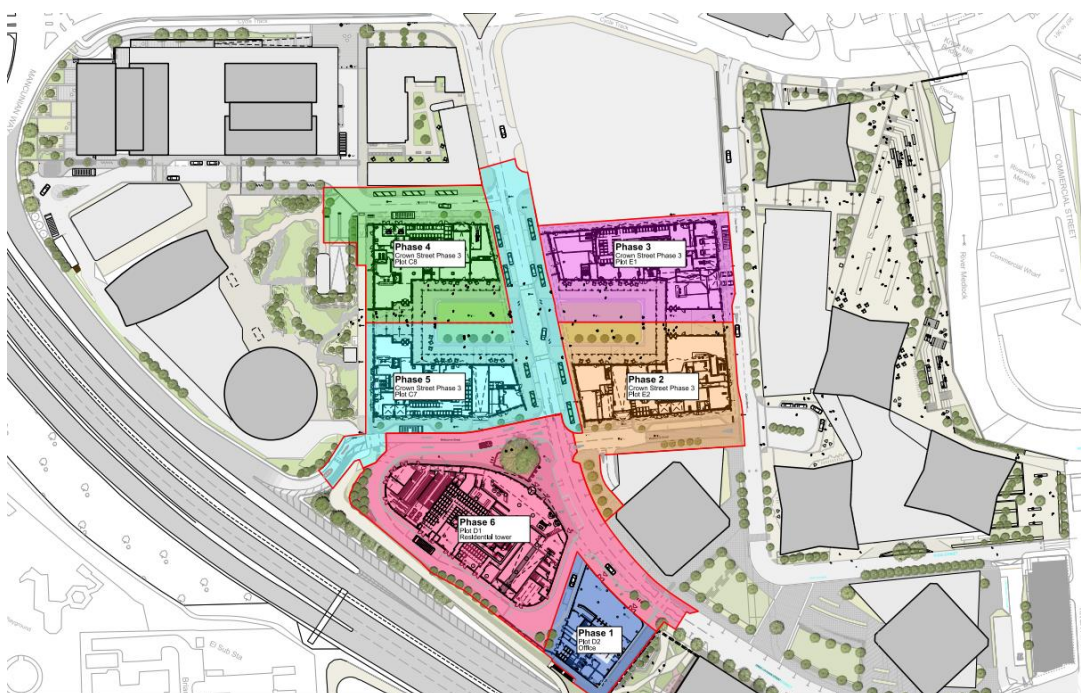


Figure 1.4: Crown Street Phase 3 and Plot D Phasing Plan (source: SHP)

1.23

The Environmental Statement (ES) has considered the sequence of phased delivery outlined above. These have been devised so that environmental effects arising from the phasing of the development are robustly assessed. The proposed ES scenarios are:

- Scenario 1: Baseline
- Scenario 2: Baseline + Phase 1
- Scenario 3: Baseline + Phase 1 + Phase 2
- Scenario 4: Baseline + Phase 1 + Phase 2 + Phase 3:
- Scenario 5: Baseline + Phase 1 + Phase 2 + Phase 3 + Phase 4
- Scenario 6: Baseline + Phase 1 + Phase 2 + Phase 3 + Phase 4 + Phase 5
- Scenario 7: Baseline + Phase 1 + Phase 2 + Phase 3 + Phase 4 + Phase 5 + Phase 6
- Scenario 8: Baseline + Phase 1 + Cumulative
- Scenario 9: Baseline + Phase 1 + Phase 2 + Cumulative
- Scenario 10: Baseline + Phase 1 + Phase 2 + Phase 3 + Cumulative
- Scenario 11: Baseline + Phase 1 + Phase 2 + Phase 3 + Phase 4 + cumulative
- Scenario 12: Baseline + Phase 1 + Phase 2 + Phase 3 + Phase 4 + Phase 5 + cumulative
- Scenario 13: Baseline + Phase 1 + Phase 2 + Phase 3 + Phase 4 + Phase 5 + Phase 6 + cumulative

Each ES discipline has considered which of the above scenarios need to be assessed as part of their discipline, testing the scenarios that represent a 'worst case' scenario. As such the environmental impacts of Phase 3 and Plot D have been considered together to ensure a robust assessment of the impacts on the environment are assessed.

The Planning and Tall Building assessment included in Section 6 therefore reports the impacts of Crown Street Phase 3 and Plot D in relation to the ES disciplines. This is clearly noted.

A formal response to the EIA Scoping Request has not been received at the time of submission; however, pre-application engagement discussions with MCC and other technical stakeholders have taken place, as outlined in the Statement of Consultation.

Pre-application Stakeholder Engagement

A Statement of Consultation has been prepared in support of the application. This document explains the programme of consultation that the Proposed Development underwent so that issues could be considered and addressed as the design and content of the scheme has developed.

A summary of the pre-application consultation undertaken is provided below:

- Ongoing liaison with the Local Planning Authority including meetings on 23 September 2022, 9 November 2023, 17 January 2023;
- Several individual virtual Councillor briefing meetings with Deansgate and Hulme Ward Councillors on 18, 20 and 24 January 2023;
- Pre-application public consultation was undertaken virtually via a consultation website. The consultation was publicised via a leaflet drop to 3,140 homes, businesses and landowners in the local area and via local press. The website was visited 5,140 times from 4,594 unique users;
- A consultation webinar took place on 7 February 2023. The webinar was attended by 23 people;
- Places Matter! Design Panel was consulted on 17th November 2022. A written response to the proposals was provided to the Applicant on 22nd November 2022; and,
- Other organisations consulted during the pre-planning stages include MCC Environmental Health, MCC Highways and Transport for Greater Manchester (TfGM), Historic England, Greater Manchester Police (GMP) and Manchester Airport.

Overall, pre-application engagement has demonstrated continued support for the delivery of new residential developments in the Great Jackson Street area in line with the GJS Development Framework.

Technical queries have been addressed within this Planning and Tall Building Statement, Statement of Consultation, Design and Access Statement (DAS) and other submission information. Further statutory consultation will be undertaken on the proposals during the determination period and the Applicant will continue to engage with the Local Planning Authority as part of the on-going planning process.

Furthermore, In terms of pre-application consultation, Historic England Advice Note 4 (2022) identifies a series of steps that should be undertaken as follows:

- Understand the policy position of the LPA including which areas are suitable for tall buildings and where there are historic environment considerations;

- Agree what illustrative material and digital models are available and likely to be needed, so that the impact of a tall building on the historic environment can be fully assessed by the LPA;
- Verify the zone of visual influence of a proposal, utilising digital tools, to agree the extent and type of impact assessment required;
- Understand the local character of areas that may be affected by the proposal;
- Determine which heritage assets are likely to be impacted by development proposals;
- Gain an early understanding of the significance of these heritage assets, including the contribution made by their setting. This will mean the impact of the proposal on significance, and the ability to appreciate that significance, can be adequately assessed;
- Agree an approach for design review – a design review panel is one established tool to assess design proposals at the pre-application and application stages;
- Identify what supporting information may be required, for example, heritage impact assessment; and,
- Explore ways to positively respond to the historic environment.

1.32

A full Site analysis has taken place to understand the site context and historic context and an evaluation of the potential effects the scheme may have on designated heritage assets in its setting. The evaluation has been informed by an understanding of the nature of the Proposed Development, including its scale, form, uses, materiality, landscaping and public realm elements. It has also been informed by an understanding of the existing nature of the Site and the relationship it has with heritage assets in the local townscape. Consultation with the LPA and Historic England has also taken place alongside other relevant technical consultees to ensure the optimal design solution for the Site.

1.33

Document Structure

The remainder of 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 context of the Proposed Development.
- Section 4 describes the application proposals and their design evolution.
- Section 5 details the relevant documents that make up the Development Plan and material considerations.
- Section 6 presents a detailed evaluation of the proposed tall buildings.
- Section 7 assesses the proposals against the policies in the Development Plan and in relation to the key planning considerations of relevance to this application.
- Section 8 provides our conclusions in relation to the overall merits of the proposals.

Application Documentation

This Statement should be read in conjunction with the following supporting documents submitted as part of this application:

Table 1: List of documents submitted in support of this Planning Application.

Document	Prepared By
1.34 Location Plan	SHP
Existing Site Plan and Elevations	SHP
Planning Application Drawings – Proposed Plans, Elevations and Sections	SHP
Phasing Plan	SHP
Landscape Plans	TPM Landscape
Statement of Consultation	Deloitte
DAS	SHP
Landscaping Management Plan, Design Statement and Drawings	TPM Landscape
Green and Blue Infrastructure Statement	Deloitte
Lighting Strategy	FutureServ
Arboricultural Impact Assessment Report (AIA)	Godwins
Archaeological Desktop Study	University of Salford
Broadband Connectivity Assessment	Pager Power
TV Reception Survey	Pager Power
Safety Assessment (Manchester Airport)	Pager Power
Crime Impact Statement (CIS)	GMP
Geo-Environmental Preliminary Risk Assessment	WSP
Ecology Survey	ERAP
Environmental Standards Statement (ESS) and Energy Statement	Element Sustainability
Local Labour Agreement	Renaker
Development Management Strategy	Zenith

Document	Prepared By
Servicing Strategy (included within Transport Statement)	Curtins
Site Waste Management Strategy (included within the DAS)	SHP
Ventilation Statement	FutureServ
Viability Assessment	Renaker
Flood Risk Assessment and Drainage Strategy	Curtins
Heritage Statement	Stephen Levrant Heritage Architecture
Fire Statement (residential only)	Tenos

The Environmental Impact Assessment (EIA) of the proposals, which comprises:	
Introduction	Deloitte
EIA Methodology	Deloitte
Design Evolution	Deloitte
Site and Development Description	Deloitte
Construction Methodology and Programme	Renaker
Air Quality	Enzygo
Climate Change	WSP
Daylight, Sunlight and Overshadowing	GIA
Noise and Vibration	Fisher Acoustics
Human Health	Enfusion
Solar Glare	GIA
Townscape and Visual Impact	Chris Burnett Associates
Traffic and Transport	Curtins
Wind Microclimate	WSP
Socio-Economics	Ekosgen

The Environmental Impact Assessment (EIA) of the proposals, which comprises:	
Type 1 Cumulative Effects	Deloitte
Volume 2: Technical Appendices	EIA Consultants, as necessary

2 Site and Surroundings

This Section includes a description of the Site, its context and suitability for the Proposed Development.

Site and Surroundings

The Site measures approximately 1.29 ha and is bounded by Silvercroft Street and the Owen Street Car Park to the north, Melbourne Street and Plot F to the south, Owen Street and Deansgate Square to the east and Crown Street Phase 2 (under construction) to the west. The site is split on a north – south axis by Great Jackson Street.

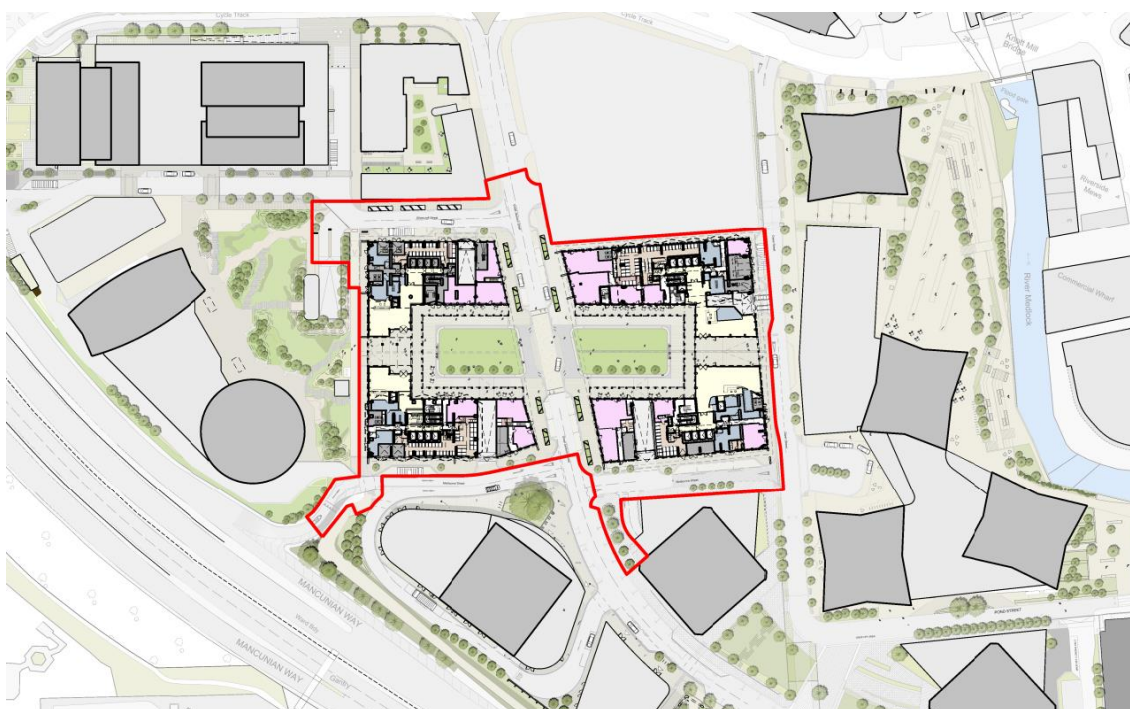


Figure 2.1: Planning Application Boundary (source: SHP)

As a Site located within Manchester City Centre and the Regional Centre, it is underutilised and has been for many years. It currently comprises a cleared site to the east of Great Jackson Street and to the west of Great Jackson Street is Renaker's temporary Marketing Suite, Gaddum House (a former charity office, now relocated to Hulme) and temporary cabins associated with development elsewhere in the GJS Development Framework area.

The Site is situated within the Deansgate Ward, and close to Hulme Ward which starts immediately beyond the southern edge of the Mancunian Way.

The Site is currently accessed from Great Jackson Street via the A56 Chester Road, Melbourne Street, Medlock Street, Garwood Street or Owen Street.

Environmental Designations

The Site does not include any designated areas afforded special protection, such as areas of ecological or biodiversity value.

As with the majority of Manchester City Centre, the Site is located within the Greater Manchester Air Quality Management Area (AQMA).

It is entirely located within Flood Zone 1 and is therefore at a low probability of flooding. As with the majority of Manchester City Centre, the Site is located within the Conurbation Core Critical Drainage Area as identified from the Manchester, Salford and Trafford Strategic Flood Risk Assessment (2011).



Figure 2.2 Flood Map with Site Boundary - red line indicative and not representative of final application red line boundary (source: Government Flood Map for Planning)

2.9 Conservation and Heritage

The Site itself is not located within a Conservation Area, nor are there Listed Buildings within the red line boundary. The Grade II listed Bridgewater House is located directly to the north of the Site and the Castlefield Conservation Area is located beyond Chester Road (A56). There are 34 listed buildings and one scheduled ancient monument located within a 500m radius of the boundary of the Site which could be affected by the Proposed Development.

2.10

Regeneration Context

Great Jackson Street Development Framework

The Site forms part of Plot C and Plot E of the GJS Development Framework; The GJS Development Framework was originally endorsed in 2007 and was updated in both 2015 and 2018.

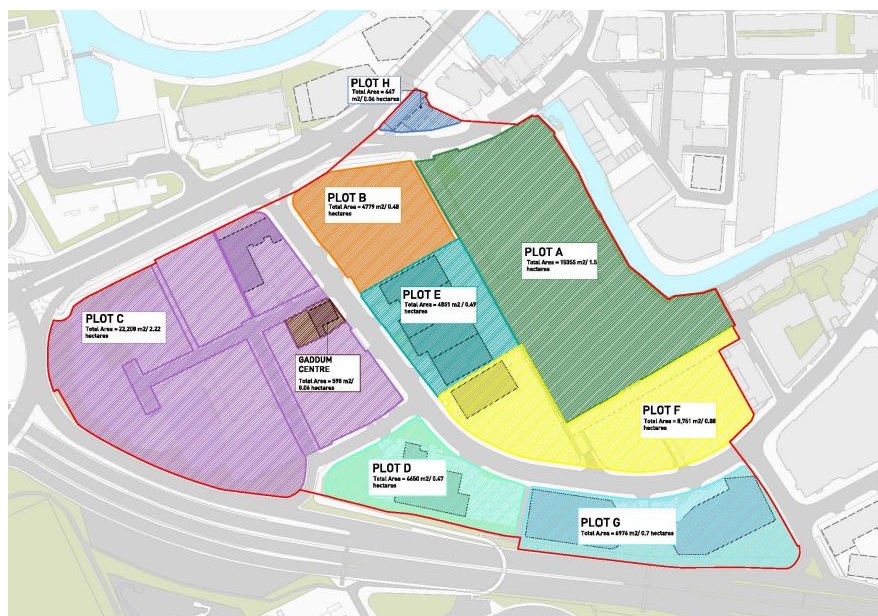


Figure 2.3 GJS Development Framework Plots with Site Boundary (source: Great Jackson Street Development Framework, 2018).

2.11 Most recently, the GJS Development Framework was updated to reflect the potential for further growth in this part of Manchester City Centre. Following public consultation organised by MCC, the GJS Development Framework was endorsed by the Executive Committee in January 2018 and now forms a material consideration in the determination of any planning application within its boundary. Within the context of the Development Framework as guidance, some flexibility can be applied to its development principles and masterplan, subject to robust justification being provided.

2.12 The vision for the GJS Development Framework area has remained consistent since the 2015 endorsed version of the document; to ‘create a vibrant, safe, secure and sustainable community’. The GJS Development Framework envisions that Great Jackson Street will be characterised by high rise residential development.

2.14 Existing uses within the GJS Development Framework area include residential uses in developments that have recently completed construction alongside supporting commercial and community uses. A school is currently being delivered as a part of Crown Street Phase 2, which is set to open in September 2024. Several of the key GJS Development Framework plots have now either completed or are now under construction to deliver new residential-led schemes.

2.15 Of particular note is Deansgate Square to the east of the Site and beyond Owen Street, comprising of four towers that completed construction in late 2020 (Planning Ref: 111719/FO/2016/C1), delivering 1,508 apartments of a mix of 1, 2 and 3 bedrooms across four towers of 62, 50, 44 and 37 storeys (plus a four-storey amenity building). Popular retail and leisure units are also provided on the ground floor, that serve the residents and visitors to the area.

Crown Street Phase 1 – comprising Elizabeth Tower and Victoria Residence – has provided 664 homes with a mix of 1, 2 and 3-bedroom apartments, as well as townhouses and duplex apartments (Planning Permission Ref: 119806/FO/2018). The scheme was completed in January 2022. Residential amenity space is provided in each building, as well as a communal terrace and ground floor commercial units, including a GP surgery.

Crown Street Phase 2 is nearing the end of construction for two new 52-storey residential towers, seeking to deliver 855 homes under planning permission Ref: 126668/FO/2020. It includes a public underground car park, primary school and a 0.5ha public park and is proposed for completion in 2024. The first tower of Crown Street Phase 2, the Blade, will provide 414 residential apartments. The second tower, three60, commenced construction in June 2021, for completion also by the end of 2024 and will provide 441 one, two and three-bedroom apartments.

2.16 Plot F of the GJS Development Framework lies to the south of the Site. Permission was granted on the site for two 51-storey residential towers in March 2022 (Planning Ref: 132199/FO/2021). Construction has not commenced on-site.

2.17 South of Great Jackson Street lies Plot G of the GJS Development Framework. A Planning Application for the development of Plot G was approved at the MCC Planning and Highways Committee Meeting in July 2021 for the development of two 56 storey tall residential buildings comprising 1,037 homes and a ground floor commercial unit (Planning Ref: 129273/FO/2021). Construction has not commenced.

2.18

Wider City Context

2.19 The Site is itself located within Manchester City Centre and the Regional Centre as defined in the MCC Local Development Framework and is located in a key strategic location to the south of the City Centre.

2.19

2.20 The Site is located in close proximity to various defined areas, which are characterised by their proximity to the City Centre, their built environment and mix of uses, including:

- **Hulme:** Hulme is situated to the south of the Site on the other side of the Mancunian Way. Hulme is predominantly a residential area with associated services and amenities as well as Hulme Park, which is a significant green space in the City, connected to the GJS Development Framework via a bridge over the Mancunian Way.
- **Castlefield:** Castlefield is located to the north of the Site. The whole of Castlefield forms a Conservation Area, the boundary of which runs along Chester Road, to the west of the Site. Castlefield has a rich history dating back thousands of years. The Roman Fort of Mamucium, established in c. 79 A.D, was found here, giving rise to Manchester's name. In addition, the Museum of Science and Industry is located within Castlefield, on Liverpool Road, which is where the world's first passenger railway line, from Liverpool to Manchester, terminated in 1830. This area and its buildings, railway infrastructure and canals, epitomises Manchester's role in the Industrial Revolution in the 19th Century. Castlefield is now predominantly a mature residential district with additional leisure and commercial uses. It mixes new buildings with converted mill buildings from Manchester's once booming cotton industry.
- **Deansgate:** Deansgate is Manchester's primary north-south cross city centre thoroughfare and is located to the north of the Site. It has recently undergone temporary changes to restrict vehicle movements and create a more pedestrian and cycle friendly environment, which is expected to be made permanent in the future. Deansgate provides a range of retail, leisure, commercial and residential uses. The southern end of Deansgate has witnessed a significant amount of regeneration over the last 15 years focused on the re-use of Deansgate Terrace, the success of Deansgate Locks, enhancements to the Deansgate / Castlefield tram station and interchange.
- **Knott Mill:** this area, immediately adjacent to the GJS Development Framework, is a predominantly low-rise area of converted mills and warehouse, with businesses focused on digital, media, creative sectors and professional / business services. This area plays a valuable role in the City Centre. The Knott Mill Masterplan was endorsed in October 2019 and has been

prepared to guide the future development of Knott Mill, whilst recognising the significant potential for the area to become a more distinctive and successful mixed-use neighbourhood of choice. The Masterplan sets out a series of development and urban design principles, and identifies an appropriate mix of uses, height and density, suitable materiality and a place-making strategy.

- **First Street:** Great Jackson Street connects into City Road East, which in turn joins onto Medlock Street, adjacent to which First Street is located. First Street is a major new City Centre destination anchored by HOME, which is Manchester's centre for contemporary theatre, film, art, music and other cultural content. The area also provides a mix of offices, leisure uses, residential and student residential uses and amenity space for all hours of the daytime and evening. First Street connects to Oxford Road; home to many of Manchester's major institutions, and a significant focus of employment and economic growth potential.

Transport and Accessibility

2.21 The Site is in a sustainable and accessible location to the south of the City Centre and near the district of Hulme, just beyond the Mancunian Way to the south. It is also within easy access of the City's Inner Ring Road which connects with key arterial routes leading to the strategic motorway network.

2.22 It is located close to transport hubs including the Deansgate/Castlefield tram stop and Deansgate Train Station. There are also a number of bus services that run along Chester Road and Oxford Road with many services linking Manchester City Centre, the Oxford Road Corridor, and South Manchester.

2.23 Manchester is a compact and walkable City Centre and the Site also therefore has excellent access to the services and facilities it has to offer. A summary of the connectivity to the existing site by each mode of transport is set out below.

2.24 Pedestrian

2.25 The Manchester Residential Quality Guidance (2017) suggests that higher density residential developments should be located in areas of the City, which are well connected to "*public transport and have greater access to public services, community facilities, amenity and recreation provision.*" (p.30).

2.26 The Site is well connected to key destinations by a comprehensive network of pedestrian routes, typical of a City Centre location. Key leisure, cultural, business and retail facilities on Deansgate, First Street and Castlefield are within easy reach of the Site.

2.27 Convenience retail provision for the area includes Deansgate General Store at Deansgate Square, two Sainsbury's Locals, one on Medlock Street (next to First Street – 6 minute walk from the Site) and one on Quay Street (by Spinningfields – 10 minute walk) as well as a Tesco Express on Quay Street (11 minute walk). A large Sainsbury's supermarket can be found at Regent Retail Park (23 minute walk).

There are a number of additional retail facilities and areas of public realm within 15-minute walk of the Site, including:

Retail

- Commercial units at Deansgate Square – 3 minute walk;
- Six proposed commercial units at Crown Street Phase 1 and Phase 2 in addition to a medical centre, primary school and nursery – 2 minute walk; and

- A single commercial unit proposed at Plot G, Great Jackson Street – opposite the Site.

Public Space

- Hulme Park – c.8 minute walk;
- Castlefield Bowl – c.10 minute walk;
- Castlefield Urban Heritage Park – c.9 minute walk; and
- Proposed Public Park at Crown Street Phase 2 – less than 1 minute.

2.28

The Site is in a highly accessible location by foot with various employment, education, health, retail and leisure facilities within walking distance of the Site. The majority of the City Centre facilities are within a 15 to 20 minutes' walk from the Site, including the main employment areas, such as Spinningfields, the City Core, and the Oxford Road Corridor, as well as the Central Retail District and a wide range of cultural facilities such as the Museum of Science and Industry and HOME on First Street.

Cycle

2.29

The Site is near to several cycleways, including traffic free cycle routes on Chester Road, connecting to Deansgate and linking the Site to Old Trafford, Stretford, Sale, Altrincham, Trafford Park and Media City. The Ashton Canal Cycleway is also accessible from Manchester City Centre, whilst National Cycling Route 6 can be accessed from the Liverpool Road junction of Deansgate circa 500m from the Site. This links the Site to Bury as well as onto Route 55 to Wigan and Route 85 to Wilmslow.

2.30

The existing and proposed Bee Network cycleways also provide connections to Old Trafford, Oxford Road, Hulme, Ordsall and beyond.

2.31

The Site is therefore highly accessible by bicycle and would provide a realistic alternative to travel by car.

2.32

Public Transport

2.33

The nearest railway station is Deansgate Railway Station, located approximately 350m to the north of the Site and providing routes across Greater Manchester. Deansgate-Castlefield also provides the closest Metrolink stop to the Site providing frequent links across Manchester.

2.34

Manchester Oxford Road Station and Piccadilly Station are also within walking distance the Site, both of which offer local, regional, and national main line rail connections. Both stations also provide direct access to Manchester Airport. There are also several bus stops located in close proximity to the Site. The nearest is located to the north-east of the Site on Medlock Street, within a c.500m walk providing regular routes across Manchester through to Chorlton, Hulme, Stretford, Flixton and Cheetham Hill.

2.35

Overall, the Site is well served by public transport.

Highway Network

The Site is well placed for access to the City's arterial ring road with the Mancunian Way and Deansgate Interchange round-about within 400 metres of the Site. The road is a two-lane, two-way dual carriageway that provides access to other major arterial routes and to the wider motorway network.

Planning History

A planning history search for the Site has been undertaken using MCC's Public Access system.

Planning Permission (reference 116850/FO/2017) has now lapsed at the former Olympia Trading Estate (Plot E of the Great Jackson Street Framework) for 3 residential tall buildings.

Temporary Planning Permission was granted for the erection of a marketing suite on the Site (Plot C of Great Jackson Framework) in April 2018 (reference 118626/FO/2017). This permission was extended for another five years in October 2020 (reference 127812/FO/2020).

2.37

2.38

3 Strategic Context

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. Key Policy documents are discussed in Section 5 of this Statement.

Economic and Market Context

- 3.1 The City of Manchester is a national engine of economic growth with a population of 555,741², sitting at the heart of a conurbation of 2.84 million people in Greater Manchester³.
- 3.2 The City's economic success has historically been driven by its growing role as the leading professional and business service centre outside of London; global connectivity through Manchester International Airport; and business and leisure visitors, with Manchester the third most visited city in the UK⁴.
- 3.3
- 3.4 Over a thirty-year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. With a diverse population of more than half a million people, the City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London. Economic growth has also been supported by Manchester's expanding international connections, centres of excellence in research and higher education, and investment in transport infrastructure, which has deepened labour markets. The Greater Manchester sub-region has a combined Gross Value Added (GVA) of approximately £75 billion and accounts for around two fifth of the North West's economic output⁵. In 2021, almost one third of the £75 billion of GVA generated in Greater Manchester (GM) was produced in the City of Manchester⁵.

3.5 Population Growth

- Population growth in recent years has been particularly evident in the age bands that are typically considered to fuel economic growth, i.e., those at university-leaving age and above. The number of working age residents, defined as those aged 16 to 64, is forecast to show a modest rise over the next 10 years, before falling back after 2028, and therefore the working age population of GM is forecast to be just under 1.8 million in 2037, similar to the 2017 level⁶. This sector of the population creates demand for new lifestyle choices that offer access to city centre employment and amenities, and sustainable transport networks. This population growth provides a strong labour pool, making the City an attractive place for businesses to invest in.
- 3.6

Manchester's Economic Role

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. The City and conurbation are an economic centre, a role which is increasing as investment in transport, innovation and economic infrastructure makes the City more accessible to towns and cities, business and high skilled workers in the Midlands and the North.

² Office for National Statistics (2021), Estimates of the population for the UK, England and Wales, Scotland and Northern Ireland [Dataset] – Accessed [here](#).

³ Ibid.

⁴ Habicus Group (2023), Top 10 most visited cities in the UK – Accessed [here](#).

⁵ Office for National Statistics, Regional Gross Value Added (balanced) per head and income components tables (released 26 May 2021 – Accessed [here](#).

⁶ Greater Manchester Combined Authority (2020), Economic Forecasts for Greater Manchester February 2020.

There are a number of factors which are changing the role of the City of Manchester and have particular implications for Manchester City Centre. These include:

- The move to a service based and high growth economy, at a time when national economic growth is increasingly driven by professional and financial services, creative and digital industries, science and technology, with key sub-sectors influenced by disruptive innovation;
- Sectors which are influenced by agglomeration, where entrepreneurs, companies, new start-ups and talented workers, from disparate economic growth sectors, are keen to cluster in locations which can provide business and networking opportunities and deep labour markets offering an exceptional range of highly qualified and skilled staff;
- Growth of the creative, digital and tech sectors. According to GMCA, jobs in the Digital Industries are set to increase by 13,000 additional jobs over the period 2017-2047 whilst in the Creative Industry jobs are forecast to grow by 6,000 up to 2037⁸. In regard to GVA, digital industries are the sub-sector that is forecast to grow the fastest by 4.3% per year from 2017 to 2037⁷;
- Cultural activity is key to the growth agenda of Manchester. There already has a significant cultural draw supported by football, music and art. This is expanding with the recent opening of Factory International, re-opening of Manchester Museum and forthcoming Co-op Live Arena; and
- A return to urban living, with many highly skilled younger people and high earners keen to benefit from both the range of education and employment opportunities and the lifestyle offer of city living, with evening and weekend economies offering cultural, entertainment and leisure choices which cannot be matched in smaller towns or cities.

Residential Context

3.8 Residential Supply and Demand

The City of Manchester has seen significant population growth since the late 1990s. Since 2000 the number of residents has grown from 422,000 to the current figure of almost 600,00⁸, with this number set to reach 630,000 in the next 6 years. The City centre is the engine driving this growth in Manchester. In 2004 just 10,315 people lived in the City Centre which has now grown to over 60,000. Moreover, in the next decade it is projected a further 40,000 will locate in the City Centre bringing figures to over 100,000.

As a result of such rapid population growth the City now faces a shortage of housing to meet demand. For example, during the third quarter of 2022 the number of properties available to rent in Manchester hit its lowest figure on record, 360⁹.

Manchester's ongoing economic and population growth will continue to drive the need for new high-quality residential accommodation across a range of tenures. Indeed, the provision of new housing, which supports the attraction and retention of talent, which has helped fuel that growth.

Recognising the critical relationship between housing and economic growth, Manchester City Council has approved a Residential Growth Strategy which seeks to deliver a minimum of 25,000 new homes in a ten-year period between 2016 and 2025. This policy framework aims to ensure that there is the right quality, mix

⁷ Ibid.

⁸ Office for National Statistics (2022) How the population changed in Manchester: Census 2021, Accessed [here](#).

⁹ CERT (2022) Manchester's Property Market: 2022 Round Up and Growth Forecast, Accessed [here](#).

and type of housing in the right locations to meet demand and improve equality amongst the city's residents in terms of housing choice, quality and affordability.

The Places for Everyone (PfE) Plan highlights the importance of Manchester in regard to housing - *"Manchester and Salford will continue to be an appropriate location for the highest levels of new housing due to their central location, good public transport connections, proximity to the main concentrations of employment and leisure opportunities, and ability to deliver very high density developments"*.

3.12 Housing requirements for 36,000 new homes between 2021 and 2037 are identified to be delivered in Manchester (3,533 per annum) to address the housing crisis and achieve its ambitions¹⁰.

3.13 As reported in Deloitte's 2023 Manchester Crane Survey, 17 new residential developments started on-site in 2022, bringing forward the construction of 11,759 new homes in the pipeline. Overall, the number of new homes delivered to the market at year end 2022 was 2,734, coming down for the first time in seven years. In short, residential demand remains strong, and notwithstanding significant levels of housing delivery¹¹.

3.14 The strength of the residential market is underpinned by the City's resilient economic growth, as detailed above. Retail, leisure and world class institutions based in the City Centre support the lifestyle aspirations and further underpins its strength as a place to live¹².

3.15 Businesses need staff to support continual growth and there needs to be confidence that future employees can continue to access a ready supply of well-located residential accommodation in proximity to office accommodation. Manchester therefore must continue to provide quality accommodation to support the talent pool that is attracted to the City, including graduates and young professionals, whilst noting that the desire to buy or rent City Centre apartment is not limited to young professionals. Increasingly, single person households and retirees downsizing and moving back from the suburbs are also fuelling demand¹³. Furthermore, providing high quality homes and amenities in this location will contribute to increasing the number of families who reside in the area. This is also as a result of more people opting to live closer to where they work and socialise benefitting from the wide offering within the City Centre as part of a global move back to downtown living. Current Council Tax data is a useful indicator of residential occupancy and, with empty properties amounting to just 0.65% of total stock in Manchester¹⁴, strong demand for city centre living remains evident.

3.16 Manchester has the need to provide quality accommodation to support the talent pool that is attracted to the City, including graduates. Manchester retains over 50% of its graduates, benefiting from the City's successful environment to do business¹⁵, and so there is a need for residential supply to match the growing demand from young professionals. As a city, Manchester is one of the youngest places in Britain with 24.5% of its entire population aged between 20 and 29¹⁶.

Demand for rented accommodation has soared in recent years, especially in the City Centre, as the people relocate to Manchester from elsewhere or the existing population remains in the private rented sector for longer periods than historically noted. Whilst the tenure of the Proposed Development is still

¹⁰ Manchester World (2022) Manchester's housing crisis and what the city council is doing to deliver 36,000 new homes, Accessed [here](#).

¹¹ Deloitte Crane Survey 2023.

¹² Ibid.

¹³ JLL, How new high-rise apartments are transforming Manchester (2019), [How new high-rise apartments are transforming Manchester \(jll.co.uk\)](#)

¹⁴ Manchester City Council – Monthly Economic Update – December 2020.

¹⁵ Savills, *Market in Minutes: Manchester Offices* (Winter 2019) https://www.savills.co.uk/research_articles/229130/293405-

¹⁶ Savills, *ibid*.

to be determined, a range of tenures have been delivered so far in response to market demand and need, and this will continue to be assessed.

Build to rent is a form of development that, if delivered well, can assist in both dealing with supply issues as well as raising the bar around quality management, maintenance and flexibility.

Given Great Jackson Street's strategic location, it is geographically well-placed to play a significant role in satisfying this demand for new dwellings to support population and economic growth. The neighbourhood setting offers many of the ingredients sought by residents in terms of location, scale, accessibility to public transport and employment. The GJS Development Framework area is also a short walk from First Street, the Oxford Road Corridor, Deansgate, Castlefield and Hulme which provide cultural, leisure, retail and arts facilities.

Strategic Context

This section sets out the Council's vision for the City Centre. It outlines the key documents of relevance to the Proposed Development. The documents outline the strategic context of the Site and surrounding regeneration initiatives.

Delivering the Northern Powerhouse Agenda

The Northern Powerhouse concept is designed to create a competitive northern region that can act as an economic counterbalance to the dominant south-east. A number of key announcements have been made and milestones achieved over the past c. 8 years since the Northern Powerhouse concept was devised:

- In the 2014 Autumn Statement, the Coalition Government reiterated a commitment made during August 2014 to help lay the foundations of a Northern Powerhouse to rival the economic strength of London. In November 2014 it was announced that Greater Manchester would have a directly elected Mayor by 2017, with responsibility for a £300m housing investment fund, devolved and consolidated budgets in transport and health and social care, along with key strategic planning powers, and an additional £7 billion of investment to build the Northern Powerhouse. In May 2017, Andy Burnham was elected as Greater Manchester Mayor with oversight of the health and social care budget, worth £6bn. He also has various Greater Manchester-wide powers and responsibilities including for transport, planning and housing.
- In June 2016 the Northern Powerhouse Independent Economic Review prepared by SQW Ltd and Cambridge Econometrics was published. This broadly concludes that there is a significant performance gap between the North, measured by GVA per capita, which is persistently averaging about 25% below the rest of England (10-15% when London is removed).
- In April 2018 the Transport for the North ('TfN') was formally enshrined in legislation. The TfN is a partnership of public and private representatives working with the Government and national transport bodies to develop and deliver strategic transport infrastructure across the North of England. Within their scope is the provision of the Northern Powerhouse Rail programme, which aims to deliver a transformed rail network in the North of England and bring new opportunities to millions of people and businesses. As of 2022, following the Government's amended Integrated Rail Plan ("IRP"), TfN is now in a co-partnership role with the government in order to deliver improved rail across the North including the Northern Powerhouse Rail. The Government also included a promise for £17.2bn for a 40-mile high-speed line between Warrington, Manchester and Marsden in Yorkshire within their IRP.

- The February 2022 Levelling Up White Paper pledged funding for the continued provision of development under the British Business Bank (“BBB”) Northern Powerhouse Investment Fund, that has already delivered over £1bn of public and private sector debt and equity investment to places across the UK with some of the most acute financial challenges. The next generation of BBB Regional Investment Funding will include £660m for the Northern Powerhouse Investment Fund, including expansion into the North East of England.

Greater Manchester Combined Authority

3.23 Manchester and the wider Greater Manchester region is at the heart of the Northern Powerhouse. A forward-looking and collaborative approach between the different Greater Manchester local authorities, under the umbrella of the Association of Greater Manchester Authorities (AGMA), has led to a ground-breaking agreement with Central Government to devolve certain powers and budgetary responsibility. In April 2011 the Greater Manchester Combined Authority (‘GMCA’) was formed.

The Greater Manchester Strategy

3.24 Greater Manchester Strategy (‘GMS’) was originally prepared in 2009 as a response to the MIER – the most robust analysis ever undertaken of a city, led by global experts – before being updated again in 2013. It identified priorities to enable the Manchester City Region to pioneer a new model for sustainable economic growth based around a more connected, talented and greener City Region where the prosperity secured is enjoyed by many.

3.25 Since the 2013 publication, significant changes happened in the city that needed further renewed analysis of progress and priorities. This led to the most recent refresh of the GMS in October 2017 which sets out a very clear vision for the city-region, stating that:

3.26 *“Our vision is to make Greater Manchester one of the best places in the world to grow up, get on and grow old: A place where all children are given the best start in life and young people grow up inspired to exceed expectations. A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand, you’ll get it. A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent. A place where people live healthy lives and older people are valued. A place at the forefront of action on climate change with clean air and a flourishing natural environment. A place where all voices are heard and where, working together, we can shape our future”*

3.27 In order to successfully achieve the vision as set out above, which is in nature people-centric, ten priorities for the region have been identified. These can broadly be placed within a number of themes including supporting young people and children from an early age, providing good jobs that support a dynamic local economy, creating stronger and healthier communities, providing good quality housing, creating an age-friendly city-region, delivering a green city-region with a high-quality culture and leisure offer, and continuing to develop world-class connectivity within Greater Manchester.

3.28 The GMS provide a high-level framework for action based on a robust evidence base and the results of public consultation. More detailed plans as identified below, have been developed and led by city-region-wide partnerships, and set out the specific actions, interventions and investment required to deliver the GMS strategic priorities and achieve the GMS vision. These plans are set out below.

The Greater Manchester Investment Fund (2017)

The Investment Fund supports the implementation of the GM Strategy through investment to create and safeguard jobs, primarily through loans to support development encouraging business growth and

investment in property and infrastructure, to maximise the impact of investment over several funding cycle.

The Five-Year Environment Plan (2019)

The Plan sets out the steps that will be taken to become carbon neutral by 2038 and the urgent actions we all need to take in the next five years to help achieve this including investing in our natural environment to respond to climate change and to improve quality of life.

City Centre Strategic Plan (2016)

- 3.29 The vision for the City Centre is well developed through a number of specific Strategic Regeneration Frameworks, which are effective vehicles for place led regeneration, but also through the overarching City Centre Masterplan (2015-2018) endorsed by Manchester City Council's Executive in March 2016.
- 3.30 The purpose of the new plan is to provide an update on progress since 2012; to identify the key drivers that will influence growth and development over the next few years; and to set out the City's planned direction of travel. Additionally, the plan also presents a progress report on key schemes within the City Centre.
- 3.31
- 3.32 The Strategic Plan identifies that the City Centre should act as a driver of economic growth and a major employment centre which is expected to experience further significant employment growth in the coming years with another 15,600 jobs predicted by 2025.

Place Making in Regeneration Areas

- 3.33 The Council outlines in the City Centre Strategy Document (2015-2018) that,
- 3.34 *"Investment in 'place' will continue to create and maintain a city centre that attracts visitors and is an attractive place to live, invest and work. This will ensure that we have the right local environment and infrastructure, both physical and digital, for all users of the city. Creating an attractive and safe environment through effective street management and security will be essential [...] High quality, well-managed green spaces, trees and waterways will be key features of the city centre within both existing areas and those being transformed over the next few years"*
- 3.35 There is therefore an importance placed on the provision of placemaking to ensure the long-term success and growth of the City Centre.

Regeneration Context

Great Jackson Street ('GJS') Framework (2018)

- 3.36 The GJS Development Framework was prepared in order to guide the future comprehensive regeneration of the Great Jackson Street area of Manchester City Centre and was most recently endorsed by the City Council in 2018. It provides an update on the previously endorsed 2007 and 2015 Development Frameworks following a further design review of the proposed masterplan.
- The GJS Development Framework area is triangular in shape and is bounded by the Mancunian Way to the south, Chester Road to the north and River Place to the east. The area is located within the south-western part of Manchester City Centre, adjacent to Castlefield to the west, Hulme to the south, First Street to the east and Knott Mill, as well as the recently upgraded Deansgate Transport Interchange to the north.

The 2007 Development Framework aimed to create *“A new high-density quarter of Manchester with a vibrant and sustainable mix of uses, whose economic viability is driven by ‘knowledge capital’; comprising high quality urban architecture that enriches the City’s public realm and establishes its reputation for design excellence building”*.

3.37 Changing market conditions and the evolution of Manchester’s strategic regeneration plans, with particular regard to the suitability of the location for large floorplate commercial offices, led to the requirement to revisit and update the GJS Development Framework, based on the creation of a residential-led neighbourhood.

3.38 The 2015 Framework update increased the height and density of buildings in key locations to reflect the Site’s location at a key gateway to the City Centre and to facilitate an increased quantum and quality of public space by reducing building footprints overall. The 2015 Framework identified a series of small, medium and large public and private spaces throughout the area to support both the new development plots and surrounding neighbourhoods. The amount of public space to be brought forward per development site was directly linked to the density of development.

3.40 The Development Framework vision in the 2018 update remains consistent with the 2015 version of the document; to ‘create a vibrant, safe, secure and sustainable community’. The design evolution of the masterplan principally related to creation of an enhanced format of high-density development, which will enable the provision of an even higher level of public realm and will improve the quality of the residential environment as a result.

3.41 In this regard, the three main components of the revised design of the masterplan framework are:

- Maximising separation distances between buildings;
- Increasing the quantum and variety of public spaces within the GJS Development Framework area and improving pedestrian connections through a linked sequence of those public spaces; and
- Enhancing sunlight and daylight penetration into the Site.

The key principles that have developed from the 2015 GJS Development Framework principles and are contained within the 2018 GJS Development Framework include:

- Building on the success of Deansgate Square, creating a series of robustly tested tall buildings. This would provide a strong visual profile and a dynamic marker from key viewing corridors including main City Centre approaches from the south and west in particular. Each of the towers would adopt its own identity through its design and profile to create a distinctive and high-quality townscape through a clustering effect;
- Create a larger network of pleasant, landscaped and naturally secure streets throughout the Site to enhance the amenity of future residents, as well as strengthen connections with Hulme Park, adjoining neighbourhoods, adjoining regeneration areas, and the wider City Centre; and
- Create fully accessible public and private spaces, as part of a distinctive and broader place-making strategy. This will be essential in terms of supporting high density forms of development, as well as improving the amenity for the communities that are proposed to be formed within this area. New public realm will continue to incorporate well-designed hard and soft landscaping, open up the River Medlock, and establish successful linkages back to Hulme Park. Hulme Park is

a major public resource with the potential to be much better utilised and enjoyed by City Centre residential communities in addition to the Hulme based residential communities.

The 2018 update also provides additional information in relation to the following:

3.43

- Creating a residential-led neighbourhood environment, which accords with the principles set out within the Manchester Residential Quality Guidance (2017);
- Development should provide a range of sizes and typologies which caters for demand from an increasingly diverse population in the City Centre;
- As development plots come forward, sensitively incorporating basement or undercroft parking to the residential blocks to avoid compromising active frontages;
- Providing ground floor active uses along key routes where appropriate and public open space, to increase activity and footfall and deliver community and social infrastructure to support new residents; and
- Incorporating a high-quality palette of materials, consistent with the quality of buildings and public realm established through the Deansgate Square development.

Conclusion

3.44

Manchester continues to be one of the fastest growing cities in Europe. Alongside the population increase, the City's buoyant economic growth has been underpinned by a shift from its traditional manufacturing and industrial role toward a service-based, high growth economy.

3.45

Planning policy and strategic regeneration initiatives at all levels seek to respond to these trends and unlock the hidden potential within the City. There is a shared consensus that economic growth is closely tied to the ability to attract and retain the most talented individuals. It is understood at all levels that for Manchester, efforts should be focused on improving the attractiveness of the City as a place to live,

3.46

study, work, invest and do business.

The GJS Development Framework area is in a highly sustainable and important location within Manchester City Centre and the Regional Centre of the Greater Manchester Area. It presents an important strategic opportunity in helping to drive forward the City's continued population growth and economic progression to meet the strategic aims of the City and the wider Region.

4 Proposed Development

This Section should be read in conjunction with the submitted application drawings and DAS, prepared by Simpson Haugh and Partners ('SHP'). It provides a summary description of the key elements of the Proposed Development.

Design Brief

- 4.1 The Applicant has assembled a highly experienced design team led by SHP.
- 4.2 The Proposed Development described in this Statement is the product of an iterative detailed design process over the past 12-18 months, following 10 years of masterplan development. The masterplan in the GJS Development Framework identifies the opportunity for Plot E to deliver a residential-led scheme of 399 homes across three towers with heights of 32, 18 and 26 storeys. The other part of the Proposed Development Site comprises a portion of Plot C, which is identified in the Framework as providing 386 homes across two towers (21 and 27 storeys).
- 4.3
- 4.4 The Applicant's design brief was to enhance the GJS Development Framework vision and deliver an optimised scheme that makes a positive contribution to the existing tall building clusters in the area, delivers high quality homes, and maximises the opportunity to provide new public realm and greater separation between buildings. A core component of the brief was also to ensure the proposals were deliverable and responsive to market demand, to ensure the major investment can continue to drive forward the positive regeneration of this part of the City Centre.
- 4.5 The Proposed Development has sought to balance the GJS Development Framework principles alongside Renaker's project brief. Further detailed justification for the detailed design is provided in the DAS and summarised below.

4.6 Design Evolution

- 4.7 The proposals for three tall buildings on Plot E, detailed in the GJS Development Framework, reflected proposals being progressed at that time by a different landowner. Renaker has since purchased the Site. In addition, the GJS Development Framework was produced in advance of Renaker's ownership of Gaddum House. Acquiring these two sites has meant that the Applicant has a unique opportunity to cohesively consider and design a development that provides usable public space, increases separation distances between buildings and provides a positive linkage between the public realm at Deansgate Square and Crown Street Phase 2.
- 4.8 Central to the design evolution of the Proposed Development, is the desire to create a new usable area of public realm in the heart of the development area that spans Great Jackson Street. The delivery of four taller towers in this location, as opposed to what was originally proposed within the GJS Development Framework, has enabled a high quantum of residential development to be delivered, within less buildings. This has allowed for more space to be consolidated and more usable areas of public realm to be provided on-site, in line with the spirit of the GJS Development Framework.
- The design evolution has also meant that the buildings are more in keeping with the heights within the recent and almost completed developments at Deansgate Square, Crown Street Phase 1 and Phase 2 and upcoming developments at Plot G and Plot F. The development will therefore also provide townscape benefits.

All design iterations were assessed by the design team from a number of differing aspects - from an aesthetic point of view; the need to mitigate against any environmental effects; and the need to create a best-in-class residential scheme to continue the quality delivered in the GJS Development Framework area to date. Following initial testing of the scheme and comments received from key stakeholders, the main aspects of the design testing and iteration are as follows:

4.9

- **Form** – As described above, the provision of four towers on the Site, as opposed to five outlined in the GJS Development Framework, was considered to enable a greater level of public realm and improved pedestrian accessibility through the GJS Development Framework area, matching in height with the current and upcoming built environment context. A series of massing compositions were appraised through the design development of the scheme.
- **Scale** – A consistent height approach in terms of residential storeys has been implemented to ensure that the Proposed Development will blend in with the surrounding context. Consolidation of the height of the Proposed Development will increase the quantum and quality of public realm.
- **Massing** – a number of massing options for the towers have been considered. Footprints that provide for a typical 8 unit floorplan and 10 unit floorplan are provided allowing for an appropriate mix of 1-3 bed residential homes that meet, or exceed, requirements set out in the Residential Quality Guide.
- **Building entrances** – The proposed entrances have been a key consideration of the scheme, with various iterations tested to ensure that the Proposed Development is effectively grounded and that the proposed entrances are legible and address each other and the surrounding public realm.
- **Podium Use** – the layout of the podium and uses have been amended throughout the design evolution. Flexible commercial uses at the ground floor of the podium have been incorporated to allow these uses to ‘spill’ out into the public realm creating activity throughout the day and year. Residential amenity space is proposed at the upper levels to encourage activation of the public space.
- **Colonnade** – the design of the colonnade has been developed taking inspiration from colonnades found within Manchester and other European cities. The height has been informed by the historical context to the north of the site (namely Bridgewater House) and to ensure a pleasant environment for users of the public space.
- **Public Realm** – The design and appearance of the public realm has been informed by its position between Deansgate Square, which benefits from a waterside location and is relatively hard in materiality, to the softer park proposed as part of Crown Street Phase 2. Wind mitigation has been carefully and seamlessly integrated into the design.
- **Private Gardens** – A series of options were tested for the position, scale and layout of the external amenity spaces, in addition to the form of treatment surrounding this and how it activates the surrounding public space.
- **Pedestrian permeability** - The Site’s pedestrian permeability has also been carefully considered to allow for greater connectivity and linkages through Manchester City Centre from Hulme. The traffic calming measures along Great Jackson Street, will create a more pedestrian-friendly environment on the human-scale.

Full details justifying this design moves are provided in the DAS prepared by SHP.

Proposed Development

4.10

As a result of the design development, a Full Planning Application is being submitted for 1,746 residential apartments, across two 47 and two 51 storey buildings. These will provide a mix of studio (108 apartments - 6%), 1 bed (458 apartments - 26%), 2 bed (1,094 apartments - 63%) and 3 bed (86 apartments - 5%) homes, with internal and external residential amenity spaces, including a gymnasium, resident’s lounge and terrace, new public realm with pedestrian and cycle connectivity improvements.

4.11

Basement car parking will provide 483 car parking spaces and 1,746 secure cycle parking spaces and access. Full breakdown of the Proposed Development is below:

Parameters of Development		Crown St Phase 3
Site Area	Ha	TOTAL = 1.29 hectares
Gross Floorspace	Sqm	Approx. Total (including basement levels). 196,340sq. m (GEA)
Residential (homes)	Total Apartments (homes)	1,746
	C7	422
	C8	422
	E1	451
	E2	451
Maximum Height	Total Storeys (including ground)	
	C7	51
	C8	51
	E1	47
	E2	47
	Building heights (m)	
	C7	Approx. 151.8m
	C8	Approx. 151.8m
	E1	Approx. 140.4m
	E2	Approx. 140.4m
	AOD (m)	
	C7	Approx. 184.3m
	C8	Approx. 184.3m
	E1	Approx. 172.9m
	E2	Approx. 172.9m
Resident Car Parking	Total parking spaces	483 spaces (max)
	C7	107 spaces
	C8	105 spaces
	E1	150 spaces
	E2	121 spaces
	Total % provided	483 spaces
	Internal Spaces	1,746
Cycle Parking	Total % provided	100
	External Spaces	8 cycle stands (16 spaces)
Public Realm	TOTAL Public realm (sqm)	Total: 4,655 sq m New Public Square 2,646 sq m

Parameters of Development		Crown St Phase 3
Flexible Commercial Space	TOTAL (sqm) – including shops / F&B / community / Other uses	Retail: 1,262.9 sq. m GEA
Private Amenity Space	TOTAL Private Amenity Space (sq. m)	Internal (lvl 00-02) = 3,932sq. m External (lvl 02) = 1,262sq. m TOTAL = 5,194sq. m

Table 4.1: Quantum of development for Phase 3, Great Jackson Street

Use and Quantum

The Proposed Development is predominantly residential development and the quantum of the Proposed Development is detailed in Table 4.1 above.

- 4.12 As discussed within Section 3, Manchester's residential market is maturing with a range of different residential typologies available - for example, market-sales or build to rent. At this stage, the Applicant seeks to retain flexibility around the housing type in the interest of ensuring the delivered proposals can best meet housing market demand.
- 4.13

Site Layout

- 4.14 The Applicant's recent ownership of Plot E, in combination with the acquisition of Gaddum House, has meant that the site layout has been optimised from that set out in the GJS Development Framework. The site layout has been dictated by the desire to maximise usable public space. This has been achieved by arranging the four residential towers - Building C7, Building C8, Building E1 and Building E2 at each corner of the Site, which each incorporating a podium at ground floor and first floor level. This creates a significant area of public realm in the centre of the Site.
- 4.15

- 4.16 The proposed towers have a generous separation distance of 29 metres (towers C7 and C8) and 30 metres (towers E1 and E2) between facing elevations within the Site and adjacent buildings of Deansgate Square at the closest point. This exceeds the guidance set out within the Manchester Residential Quality Guidance (2017).

- 4.17 The orientation and shape of the proposed tower floorplates have been developed to provide high quality, desirable space to live that is well proportioned, with suitable storage provision. This has resulted in a sawtooth plan form on the east and west elevations which creates a 'pinch' to the gables, allowing a slenderer elevation to be presented back to the city. The sawtooth form articulates the longer building elevations and allows for views out of the building to be oriented away from the opposing tower.

- 4.18 The ground floor of the podium has been designed to provide commercial uses to activate the public realm with the option for uses to spill out under the colonnade. The extent of back-of-house frontage has been kept to a minimum through the organisation of plant spaces across basement levels and refuse stores split between ground and basement floors.

Form and Appearance

Towers

Careful consideration has been given to the design of the towers and their relationship with Deansgate Square, Crown Street Phase 1 and 2, Plot F and the forthcoming application at Plot D.

The overall approach to the elevation treatment of the four towers, has been to complement the emerging context of the GJS Development Framework area, whilst simultaneously providing a unique appearance for the Proposed Development. The Proposed Development has a lightweight, unitised façade solution that consists of vision glass, perforated solid panels and perforated rapid vent panels, all of which have been arranged to contrast each other. The solid, textured and clear reflective elements are used to emphasise the sawtooth plan form. The facades will reflect the light differently on each facet providing a changing backdrop to the GJS Development Framework area.

4.19

The material proposed for Towers C7 and C8 is 'champagne' tone perforated aluminium. This has been carefully chosen so as to compliment the bronze tone of Elizabeth Tower, at Crown Street Phase 1, the polished silver that makes up the Blade at Crown Street Phase 2 and the dark grey of Three60 at Crown Street Phase 2.

4.20

The material proposed at Towers E1 and E2, is anodised silver toned perforated aluminium. This tone has been chosen to compliment the silver used at Deansgate Square and to provide a neutral counterpoint to Tower F1 of the Plot F development.

4.21

Further details of the appearance and facade detail is outlined within the DAS submitted in support of this planning application.

4.22

Podium

The proposed podium, which anchors the four towers, will be formed of white precast concrete columns, that will be set 2 metres apart and 8 metres in height.

4.23

The external appearance and layout of the podiums have been carefully designed to ground the building effectively into the landscape and provide activity to the surrounding public realm and along Great Jackson Street and other surrounding streets.

4.24

4.25

A colonnade structure will define the edge of the central public space. It has been designed as a grand double height space to maximise spill out and activity under the colonnade throughout the year and to ensure and views out to the new public space.

Internal Layout

4.26

Podium

Ground Floor

At the ground floor, internal uses have been arranged to have a strong relationship with the proposed public realm. A series of commercial units are positioned around the public space and facing the Deansgate Square development.

4.27

4.28

The tower entrances are located strategically to address the central area of public realm. Each residential building benefits from a dedicated double height concierge space, which can be entered directly from the new public square, this is supplemented with associated residential lounge facilities and amenity.

Back of house facilities are included at the ground floor, however, these are minimised through use of the basement levels for these facilities.

First Floor

At first floor, high quality residential amenity is arranged within the podium building, to include a gymnasium and associated studios for classes, such as spinning and yoga. Additionally, flexible workspace and meeting rooms for residents make up the remaining first floor areas.

Spaces for the facilities management team have in some cases been positioned on the upper level to create a generous concierge at ground level.

4.29

Towers

Second Floor

4.30

All four towers are cut back at level two, articulating the towers as separate from the podium block. By setting back the towers, opportunity for residential terraces is created.

4.31

Residential amenity is provided at level two. This space is comprised of residential lounges and private dining, each with aspect and access directly on the resident's garden.

4.32

Within Buildings E1 and E2, residential homes begin at this level.

Residential Floors (third floor to floors 47 / 50)

4.33

From floor three upwards, each building provides an efficient and generously proportioned floorplate which repeats upwards in each of the buildings, comprising residential accommodation. The specifics of each of these is covered in further detail within the 'Layout' chapter of the DAS submitted in support of this application.

4.35

The typical 'type 1' floorplate for upper levels in each building is as follows:

- C7 - 10 no. units (4 no. 2 bed units and 4 no. 1 bed units and 2 no. studios);
- C8 – 9 no. units (6 no. 2 bed units, 2 no. 1 bed units and 1 no. studio);
- E1 – 10 no. units (6 no. 2 bed units and 3 no. 1 bed units and 1 no. studio); and
- E2 – 10 no. units (6 no. 2 bed units and 3 no. 1 bed units and 1 no. studio)

4.36

The typical 'type 2' floorplate for upper levels in each building is as follows:

- C7 - 8 no. units (8 no. 2 bed units);
- C8 – 9 no. units (6 no. 2 bed units, 2 no. 1 bed units and 1 no. studio);
- E1 – 10 no. units (8 no. 2 bed units and 2 no. 1 bed units); and
- E2 – 10 no. units (8 no. 2 bed units and 2 no. 1 bed units).

4.37

Penthouse Level

The uppermost levels of each tower contain a mix of two bed and two bed lux apartments and generously proportioned three bed penthouse homes, arranged across a single level. This level also benefits from an increased floor to ceiling height, further enhancing the views from the upper levels.

In Buildings C7 and C8, the number of homes on this level are 6 no. homes (2 no. 3 bed penthouse homes, 2 no. 2 bed penthouse homes and 2 no. 2 bed homes).

In Buildings E1 and E2, the number of homes on this level are 6 no. homes (4 no. 3 bed penthouse homes and 2 no. 2 bed homes).

Roof Levels

4.38

Above the penthouse homes, the roof will contain plant equipment, such as a smoke extract system and the Building Maintenance Unit (BMU).

4.39

Plant and the BMU is screened from view by a full height parapet in the same elevational treatment as the tower below.

4.40

Basement

4.41

The Proposed Development contains a significant element of basement excavation works with a 3-storey basement proposed.

4.42

The basement levels will accommodate building plant, car parking and cycle stores, allowing the maximum space for public realm to be given over at ground level.

4.43

Resident Car Parking

4.44

Private car park entrances will be provided at Melbourne Street, Owen Street and Silvercroft Street. The private car park entrances will be secured by a bi-fold security gate arrangement with resident fob access. Residents will use a shuttle lift between the concierge and the basement levels. 100% cycle parking provision is provided at basement levels.

Building C7

4.45

4.46

The private basement car park for Tower C7 will provide 105 (107 including tandem) car parking spaces.

4.47

The car park will also provide 10-20% electric vehicle car parking spaces and 5% accessible spaces.

Building C8

4.48

The private basement car park for Tower C8 will provide 99 (105 including tandem) car parking spaces.

4.49

The car park will also provide 10-20% electric vehicle car parking spaces and 5% accessible spaces.

4.50

Building E1

4.51

The private basement car park for Tower E1 will provide 144 (150 including tandem) car parking spaces.

4.52

The car park will also provide 10-20% electric vehicle car parking spaces and 5% accessible spaces.

4.53

451 cycle parking spaces will also be provided across the car park for Building E1.

Building E2

The private basement car park for Tower E2 will provide 119 (121 including tandem) car parking spaces.

The car park will also provide 10-20% electric vehicle car parking spaces and 5% accessible spaces.

Landscaping, Public Realm and Great Jackson Street Improvements

Landscaping and Public Realm

As established by the GJS Development Framework, the provision of a large area of public realm that connects the other areas of public realm within the local vicinity, has been a key element of the design development of the Site.

4.54 The proposals for Crown Street Phase 3, act as a bridge between the civic style of Deansgate Square to the north and the fluid nature of the park delivered as a part of the Crown Street Phase 2 development to the south.

4.55 A classical design of a central lawn and single line of striking trees offers an attractive and simple form that compliments the architectural colonnade walkway that surrounds the public realm.

4.56 The courtyard space is designed to feel that it encapsulates Great Jackson Street, with the proposals of roadway narrowing, a raised table and public realm street furniture, that together create a more pedestrian friendly environment.

4.57
4.58 The colonnade provides an external, covered landscape walkway which is proposed as part of the landscaping scheme. This will create a circular route around the development, allowing people to move freely and also to create an area for the commercial units to spill-out onto.

4.59 The street furniture proposed for the public realm areas will tie in with the narrative of linear and curved geometry of the raised lawn edges. Seats are proposed to flank either side of the formal lawn area, to emphasise the urban square. Commercial operators will also have zones where outdoor seating provision along the colonnade can be accommodated.

4.60
4.61 Lighting throughout the public realm will create a safe and welcoming environment. Simple square profile lighting columns are proposed to emulate the building column to blend in with the surrounding landscape. There are a number of opportunities for integrated lighting throughout the proposed public realm.

4.62 Wind baffles and planters are to be integrated within the public realm along Great Jackson Street. It is envisaged that these would be made up of bespoke acid etched concrete planters.

4.63
4.64 Cycle storage provision is proposed at the centre of the courtyard along Great Jackson Street. 8 cycle stands are proposed within the landscaping at ground floor level, providing a total of 16 public cycle parking spaces.

4.65 The setting out of the building levels has been dictated by the existing pavement levels, to ensure that the public realm has been designed to be fully accessible to all.

4.66 A total of 27 trees are proposed to be planted within the public realm. 17 of which are street trees that will complement the trees planted on Deansgate Square and Silvercroft Street as part of Crown Street Phase 1 and 2. 10 formal trees are proposed within the core public realm courtyard.

The trees being delivered on the scheme will incorporate either irrigation rings / pipes and an integrated irrigation system, if set within planters.

All trees will be managed in accordance with the supporting Landscape Management Report submitted with this application.

The central lawn area is raised with 10 individual specimen trees located along the southern alignment, helping visually connect the landscape to the east, across to the west.

The trees are proposed to be of topiary form to complement the style of the architectural colonnade. Mature 'beehive' shaped trees will be evergreen to ensure that they provide year-around structure to the landscape.

4.67 Further detail is provided in the Landscape Design Statement, prepared by TPM, submitted alongside this application.

4.68 In addition, an Ecological Survey and Assessment has been undertaken and the recommendations will be followed where possible, including the provision of opportunities for nesting birds.

4.69

Great Jackson Street Improvements

4.70 The proposals seek to narrow the carriageway of Great Jackson Street in the vicinity of the towers and podium to help pull the building and landscape proposals towards the highway, to create a more pedestrian-friendly environment, where pedestrian movement will have priority.

4.71

Private Gardens

4.72 Residential roof gardens are proposed in each residential building. Access will be gained via a lift in each building.

4.73 Seating and relaxation areas are provided across the terrace, allowing residents to choose the desired spot depending on the need and weather.

4.74 The roofscape interventions will incorporate intensive green roof technology, in order to create outdoor rooms with seating, planting and lawn. Pergola structures will also be located on the roof garden to provide shelter.

4.75

4.76 The roof gardens will benefit from views over the core public realm and over Crown Street Phase 2.

In addition to the trees proposed within the public realm, each roof terrace would be able to accommodate a minimum of six trees per terrace. As such, an additional 24 trees are proposed across the development. These trees would be set within planters due to the roof terrace build up zone.

4.77

Access and Servicing

Pedestrian

4.78 The large central public square will be the main pedestrian arrival space to the development. There are two ample corridors proposed beneath the podium of the towers, linking the square to the east with Owen Street, and to the west with the proposed public park, multi-storey car park and cycle lane currently being built as part of Crown Street Phase 2. The residential access to the site is located at the eastern and western ends of the square. The retail units will have their pedestrian access points located within the vicinity of the square.

Cycle

Cyclists would be able to access the Site in a similar manner to vehicles, as the cycle stores are located within the underground car parks.

Vehicle

Each of the four towers will have its own vehicular access to the underground car parks.

Tower E2 basement car park will be accessed from a new extension to Melbourne Street, which also provides access to Plot F1. This section of the road will be two-way. The road will continue to the north, linking the Site and Owen Street. However, access will be limited to servicing vehicles and will be controlled via droppable bollards or a similar access control mechanism.

4.79

4.80

Tower E1 basement car park will be accessed off Owen Street. A short section of Owen Street will be reduced to a single lane, to be priority controlled and with southbound vehicles to have priority.

Access to tower C8 will be provided off Silvercroft Street.

4.81

4.82

Access to tower C7 will be provided off Melbourne Street, which will become one-way northbound, as a part of the Proposed Development.

4.83

4.84

Owen Street and the extension to Melbourne Street will remain private. Barriers will control access to the car parks, along with other access control measures (via droppable bollards or similar) to the different plots. These will also act as traffic calming measures, reducing vehicular speeds along the Site access roads.

Servicing

4.85

Dedicated servicing routes and bays are proposed along Melbourne Street, Silvercroft Street and Owen Street.

4.86

Further details on access and servicing arrangements are set out within the Transport Statement, submitted in support of the application.

5 Planning Policy Framework

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the Development Plan unless material considerations indicate otherwise.

This section examines the planning policy framework which forms the basis for the consideration of the Proposed Development.

5.1 Local Development Plan

5.2 Within the context of Manchester, the Development Plan comprises the following documents which are relevant to the Proposed Development:

- 5.3
- Manchester Core Strategy (2012);
 - Manchester Proposals Map (2012);
 - Saved Policies of the Manchester Unitary Development Plan (2005);
 - Greater Manchester Joint Waste Development Plan Document (2012);
 - Greater Manchester Joint Minerals Plan (2013); and
 - Draft Places for Everyone Joint Plan (2021) which when adopted, will be part of the development plan (currently weighted in accordance with Para 48 of the NPPF).

5.4 Manchester Core Strategy (2012) and Unitary Development Plan (2005)

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.

5.6 The Unitary Development Plan was initially adopted on 21 July 1995. The document sets out guidelines for all development in Manchester and provides a framework from which to base decisions about planning applications. Significant elements of the Unitary Development Plan have been superseded by Core Strategy policies.

5.7 The relevant Core Strategy and extant Unitary Development Plan policies are identified and assessed within Section 7 of this Planning Statement.

5.8 Places for Everyone 2021 (Draft Emerging Local Development Framework Document)

Places for everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, Wigan).

The Plan is a joint development plan of the nine districts which will determine the kind of development that takes place in their boroughs, maximising the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development. It will also ensure all new

developments are sustainably integrated into Greater Manchester's transport network or supported by new infrastructure.

The Plan is the result of a process that began as the Greater Manchester Spatial Framework (GMSF) in 2014 and has been informed by the feedback received from residents, businesses and the development industry to previous consultations on that Plan. The nine districts decided to continue to produce a joint plan following the withdrawal of Stockport Council from the Greater Manchester Spatial Framework.

5.9

A period of public consultation ran between 9 August 2021 and 3 October 2021. Following this, the Places for Everyone Joint Development Document was submitted for independent examination on 14 February 2022. The Inspectors were appointed by the Secretary of State on 1 March 2022. It is anticipated that the plan will be adopted by the local authorities in 2023. Whilst the Places for Everyone Joint Development Plan is not adopted it is at the final stage of consultation and so it is considered to carry some weight in the determination of planning applications.

5.10

5.11

The Draft Plan outlines a target for 56,528 homes to be built within these 9 districts between 2021-2037. Draft Policy JP-H4 outlines that new housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the Site by walking, cycling and public transport, in accordance with the minimum densities set out in the Plan. As part of this it notes that Manchester is a key economic driver for the City Region and will be crucial in meeting the region's housing delivery targets. It suggests that Manchester should deliver 3,333 homes per year and recommends that for the City Centre the minimum net residential density is 200 dwellings per ha.

5.12

The Places for Everyone Joint Development Plan sets out 10 strategic objectives:

1. Meeting our housing need;
2. Create neighbourhoods of choice;
3. Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester;
4. Maximise the potential arising from our national and international assets;
5. Reduce inequalities and improve prosperity;
6. Promote the sustainable movement of people, goods and information;
7. Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region;
8. Improve the quality of our natural environment and access to green spaces;
9. Ensure access to physical and social infrastructure; and
10. Promote the health and well-being of communities.

5.13

5.14

The Plan will form part of the Development Plan, once adopted, and currently carries some weight due to it being an advanced stage item.

Material Considerations

The following published policy, executive reports and guidance documents are of material considerations relevant to the Proposed Development:

- National Planning Policy Framework (NPPF) (2021);
- Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015);
- Providing for Housing Choice SPD and Guidance (2008);
- Manchester Residential Quality Design Guidance SPD (2017);
- Great Jackson Street Strategic Regeneration Framework (2018);
- Manchester Climate Change Framework: 2020-2025 (2020) and Manchester Zero Carbon Framework (2020);
- Design for Access 2 (2003);
- Manchester's Green and Blue Infrastructure Strategy (2015);
- City Centre Transport Strategy to 2040 (2021);
- Our Manchester Strategy 2016-2025 (2016);
- Planning Practice Guidance (2012);
- National Design Guide (2021);
- Waste Storage and Collection Guidance for New Developments (September 2017);
- Planning and Noise Technical Guidance (2022); and
- Acoustics, Ventilation and Overheating Residential Design Guide ('AVO') (2020).

5.15

National Planning Policy Framework

5.16

The National Planning Policy Framework (NPPF) (revised version published July 2021) articulates the priorities of the Plan for Growth within planning policy.

5.17

At the heart of the 2021 revised NPPF lies the 'presumption' in favour of sustainable development, which supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.

5.18

The NPPF states that, 'the purpose of the planning system is to contribute to the achievement of sustainable development' (paragraph 7). It summarises the objective of sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually.

- **Economic** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support

growth, innovation and improved productivity, and by identifying and coordinating the provision of infrastructure;

- **Social** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
- **Environmental** – to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution and mitigating and adapting to climate change, including moving to a low carbon economy.

Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)

- 5.19 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.
- 5.20 In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.
- 5.21 The documents reflect and provide 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.

5.23 Providing for Housing Choice SPD (2008)

- 5.23 This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City’s planning policies and government guidance about planning policies for housing provision.
- The SPD highlights that a core driver of success will be the creation of "Neighbourhoods of Choice" with truly sustainable communities where people choose to live because of the quality of life on offer:
- 5.24 *“It is through the creation of neighbourhoods of choice that (we) will succeed in delivering the household growth needed to underpin the City Region’s economic growth potential. The creation of neighbourhoods of choice will demand an integrated and planned approach that can ensure that there are quality public services in the right location, along with quality local amenities, a choice of housing, a quality local environment and low levels of crime and disorder.”*
- One of the central themes in the ‘Neighbourhoods of Choice’ vision is that there should be wide choice of housing, across tenures, with higher levels of home ownership than currently exist and higher overall property values. The needs of existing residents should also be met Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015).

Manchester Residential Quality Design Guidance SPD (2017)

In addition, Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015) provides design guidance for developers. The Residential Quality Guide to Development in Manchester sets a number of design criteria that should be followed for residential schemes.

5.25 The document specifically outlines the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester.

Great Jackson Street Strategic Regeneration Framework (2018)

5.26 Please refer to Section 3 for further details on the Great Jackson Street Regeneration Framework , including site-specific considerations.

5.27 Manchester Climate Change Framework 2020-2025 and Manchester Zero Carbon Framework (2020)

5.28 There is increasing evidence of global temperature rises and the prospect therefore of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity. Whilst Manchester may not feel these effects as severely as other areas globally, there is an identified urgent need for all cities to consider what they need to do to play their full part in addressing climate change.

5.29 In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are as follows:

- To becoming zero carbon by 2038, significantly accelerated from the original target of 2050;
- To adopt carbon budget and emit only a maximum of 15 million tonnes CO2 for the period 2018-2100. This has been transposed from a global carbon budget which has been calculated as "likely" to maintain global temperature change within 2°C as agreed in the Paris Agreement; and
- To achieve a 13% year-on-year reduction in citywide CO2 emissions from 2018 to achieve this carbon budget.

5.31 A draft Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors.

5.32 On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. The motion declares that climate change is a serious risk to Manchester's future and committed to embedding the issue as an integral part of council decision-making – making sure that all key decisions are taken with the city's target of becoming zero-carbon by 2038 in mind.

It further strengthens the emerging Manchester Zero Carbon Framework. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport. It sets out the target to make all new development net zero carbon by 2028.

Design for Access 2 (2003)

The Design for Access Manual was published in December 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.

5.33 The aim of Design for Access 2 is to provide guidance on best practice. However, it is acknowledged that it may not always be possible to meet all the standards. Design principles that will help to achieve accessible development that are relevant to the Proposed Development include the approach taken to developing inclusive design, the key issues and difficulties of the particular scheme, and the sources of advice and guidance used.

5.34 MCC has agreed a hierarchy of road users, which prioritises the needs of pedestrians and disabled people, cyclists, public transport and finally other users. This hierarchy should be respected in the design and layout of all new developments.

5.35 Streets should be designed for local people to use. They should be attractive, accessible social spaces, which encourage use by all sections of the local community. Street furniture must be well designed, with clear function and positioned to avoid the creation of obstacles, clutter or confusion.

5.36 The Design for Access Manual provides further details and design standards for external areas and for within buildings. These have been considered and incorporated into the development, alongside more up to date statutory accessibility requirements.

Manchester's Green and Blue Infrastructure Strategy (2018, subsequently refreshed in 2022)

5.38 Manchester City Council recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals, and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.

5.39 The vision for green and blue infrastructure in Manchester over the next five years 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. Businesses will be investing in areas with 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.

5.40 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. Subsequently, the G&BI Strategy was refreshed in 2022 with a new implementation plan being developed, highlighting approaches, challenges, projects that will bring the G&BI Strategy to life over the coming years. It should be noted that the overarching vision for the G&BI Strategy and its four key objectives remain the same from the 2015 version.

A detailed summary of how the Proposed Development responds to the G&BI Strategy is provided in the DAS.

City Centre Transport Strategy (2021)

A refreshed City Centre Transport Strategy has been set out by Manchester City Council, following adoption of the original strategy in 2010. The City Centre Transport Strategy needs to support the city's ambition to grow, become carbon neutral by 2038 or sooner, whilst ensuring that it is well-connected to the wider area that it serves.

5.42

Consultation on the draft strategy closed in November 2020 and the final strategy has now been updated following 2,400 comments received. The final strategy was published in March 2021 following approval from Salford, Manchester and Greater Manchester Combined Authorities. This strategy will be reviewed and refreshed periodically but is intended to guide transport-related investment and initiatives in the region through to 2040.

5.43

The central aim of the Strategy, for 90% of all trips to the City Centre to be made by sustainable travel before 2040 in the morning peak, is critical to the successful and sustainable growth of the City Centre. The City Centre should be well-connected zero-carbon City Centre at the heart of the North, offering residents, employees and visitors a great place to live, work and visit. The seven core ambitions that support this overall ambition is set out as follows:

5.44

5.45

Given the high level of support received from the consultation for the overall strategy, the vision for the revised CCTS remains for "a well-connected City Centre at the heart of the North, offering our residents, employees and visitors a great place to work, live and visit". Similarly, the central aim for 90% of all trips to the City Centre to be made by foot (including people using wheelchairs and with guide dogs), by cycle or using public transport by 2040 in the morning peak remains, as do the seven core ambitions, which are:

- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture and creative and digital business – cultivating our encouraging new ideas;
- Walking is the main way of getting around the City Centre;
- The City Centre is cleaner and less congested;
- More people choose to cycle to destinations within the City Centre;
- The City Centre benefits from better public transport connections;
- Parking in the City Centre is smarter and integrated with other modes;
- Goods are moved and delivered sustainably and efficiently into and within the City Centre; and
- Innovation is embraced where it benefits the City Centre and its users.

5.46

The CCTS sets the strategic framework for how people will travel into and out of the City Centre, and how they will move within the City Centre. It will set out proposals to further enhance the City's public transport network and reduce car-based trips over the long term. This will lead to the overall share of public transport, cycling and walking trips increasing as the preferred modes of travel.

Our Manchester Strategy 2016-2025

The Our Manchester Strategy 2016-2025 was published by MCC in January 2016 and sets the ambitions for the City for the next decade. The Strategy sets out a vision for Manchester to be in the topflight of world-class cities by 2025, when the City will:

5.47

- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture and creative and digital business – cultivating and encouraging new ideas;
- Possess highly skilled, enterprising and industrious people;
- Be connected, internationally and within the UK;
- Play its full part in limiting the impacts of climate change;
- Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
- Be clean, attractive, culturally rich, outward-looking and welcoming.

5.48

The Our Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with primary focus on a continuous approach to engagement.

5.49

The 'Our Manchester' approach seeks to build a different relationship with residents and communities, recognising that this also means undertaking a different approach to engagement; engagement that is sustainable and driven by the City's communities.

5.50

Summary

The above policy and supplementary planning documents have informed the Proposed Development and are assessed further in Section 6 and 7 of this document.

6 Planning and Tall Building Evaluation

This Section assesses the Proposed Development against the policies in the Development Plan and other material considerations. Where material considerations provide additional requirements or detail to the policies of the Development Plan that merit discussion, these are considered.

- 6.1 The Proposed Development will deliver four towers - two at 51 storeys and two at 47 storeys in height. This Section also presents a detailed evaluation of the proposed tall buildings.
- 6.2 As noted in Section 1, a single EIA has been undertaken and one ES submitted to support this application at Crown Street Phase 3 and a concurrent application Plot D. Therefore the below assessment of EIA disciplines reports the impacts of Crown Street Phase 3 and Plot D together. This is made clear in the text.
- 6.3

Principle of Proposed Uses and Contribution to Housing Delivery

Relevant policies, material considerations and guidance:

- **Development Plan**
 - Core Strategy Policy SP1 – Spatial Principles
 - Core Strategy Policy CC3 – Housing
 - Core Strategy Policy CC6 – City Centre High Density Development
 - Core Strategy Policy CC8 – Change and Renewal
 - Core Strategy Policy CC10 – A Place for Everyone
 - Core Strategy Policy H1 – Overall Housing Provision
 - Core Strategy Policy EC3 – The Regional Centre
 - Core Strategy Policy CC1 – Primary Economic Development Focus: City Centre and Fringe
 - Core Strategy Policy CC2 – Retail
 - Core Strategy Policy DM1 – Development Management
 - **Other Planning Policy and Guidance:**
 - Great Jackson Street Development Framework (2018)
 - Manchester Residential Quality Guidance (2017)
 - National Planning Policy Framework (2021 update)
 - National Planning Practice Guidance (2014-2023)
 - Manchester Housing Strategy (2021)
 - Draft Places for Everyone Joint Development Plan (2021)
- 6.4

- 6.5 The Site is within the Regional Centre and City Centre. Policy EC3 includes housing as an appropriate use in the Regional Centre where this complements the development of mixed use employment areas, such housing will generally be higher density. Core Strategy Policy CC6 'City Centre High Density Development' supports this and outlines that City Centre developments will generally be high-density, and in a location where land should be used to maximise its efficiency.

The principle of high-rise residential development on the Site is established within the GJS Development Framework and the Core Strategy. In particular, The GJS Development Framework was progressed in line with the principles of Core Strategy Policies CC3 and CC6 which establish the area as suitable for high density development. CC3 specifically includes the Southern Gateway, in which the proposal is located, as a key location for residential development. The Proposed Development provides a mixed use scheme

which contributes to regeneration initiatives by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester in line with these policies.

There is a long standing aspiration to create a high quality residential area at Great Jackson Street. The development of this previously developed brownfield site would provide homes in a highly sustainable well-connected location. Additionally, the Proposed Development would provide a significant amount of public realm providing high quality green space that is integrated into nearby areas of open space as required by Core Strategy Policy EN9 'Green Infrastructure.'

- 6.6 The GJS Development Framework is a material consideration with a status of Planning Guidance. It sets out a clear vision for the future uses, setting out that the area should come forward as a residential community. As Table 6.1 below indicates, the Proposed Development is consistent with the ambitions of the GJS Framework.
- 6.7 The GJS Development Framework also provides indicative proposals for the Site which are not intended to be prescriptive and should be read as one possible illustration of the document's founding principles. As such, any detailed proposals, pursuant to the GJS Development Framework, would need to be subject to rigorous further testing and analysis against the Development Plan and other material considerations as part of the formal planning process. The Proposed Development has been through that process, as presented within the remainder of this document and the wider planning submission.
- 6.8

GJS Development Framework – Key Principles	Proposed Development	Meets the GJS Development Framework Vision
A high density residential neighbourhood.	A high density residential led scheme, delivering 1,746 residential homes.	✓
A mix of apartments with residential amenity.	A mix of 1, 2, 3 bed apartments with residential amenity.	✓
Increased quantum and variety of public space.	Creation of a new public square.	✓
Ground floor active uses provided along key routes and onto areas of public open space to increase activity and footfall throughout the Development Framework Area.	Active frontages on the ground floor in the form of commercial units, residential entrances and public realm.	✓
New car parking will be sensitively incorporated into the new development so as not to compromise active frontages and not to detract from key public routes and spaces.	Basement resident car parking for 30% of apartments, with up to 20% providing electric vehicle charging points.	✓
New residential and commercial development should incorporate secure cycle parking facilities.	Cycle storage to provide 1 space for every apartment.	✓

Table 6.1: Assessment of Proposed Development against GJS Development Framework vision

The proposed development positively addresses the advice set out within the Manchester Residential Quality Guidance (2017) in order to maximise the benefits of the proposed residential development.

Regarding the residential use proposed, Section 3 of this Statement highlights that there is a continuing demand for Manchester to provide quality accommodation to support its growth and regeneration.

- 6.9 The provision of 1,746 residential homes within the City Centre as part of the Proposed Development provides for a high density residential development as envisaged in Core Strategy Policy CC3 'Housing' that will directly contribute to the c.60,000 new dwellings anticipated in Core Strategy Policy H1 'Overall Housing Provision' on a brownfield site and Places for Everyone draft Policy GM-H1 'Scale, Distribution and Phasing of New Housing Development', which sets out a minimum required housing supply of 179,078 net additional dwellings - specifically 56,528 for Manchester, with an emphasis on brownfield land, between 2020 and 2037. The mix of 1, 2 and 3 bedrooms proposed has been designed in accordance with Core Strategy Policy CC10 'A place for everyone' to appeal to a range of occupiers including single professionals, young families, older singles and couples.
- 6.10
- 6.11
- 6.12 Furthermore, 970 sqm of flexible commercial space is provided on the ground floor to serve the local community within Great Jackson Street and the surrounding areas contributing to the character of the area. This is in line with Policy CC2 of the Core Strategy which includes that across the City Centre, retail will be supported where it would serve a local community or contribute to the area's character. Renaker has demonstrated throughout its proposals in the Great Jackson Street area that ground floor commercial space is occupied by a range of uses and occupiers, adding variety and vitality to the area. The same will apply as part of the Proposed Development as required by Policy CC2.
- 6.13 The redevelopment of the Site for use as a high density residential-led development is in accordance with national and local development plan policies and guidance when read as a whole. A well-managed, high density development in a city location such as this is critical to creating a vibrant and sustainable city centre, whilst addressing local amenity issues such as air quality, noise, visual quality, environmental improvements, and safety – all of which are discussed in more detail below.

Tall Building Evaluation

Relevant policies and guidance:

- **Development Plan**
 - Core Strategy Policy EN2 – Tall Buildings
 - **Other Planning Policy and Guidance:**
 - Manchester Guide to Development SPD
 - Historic England Advice Note 4: Tall Buildings
 - NPPF
- 6.14
- 6.15
-
- 6.16 The Manchester Guide to Development SPD states that "it will always be important for the City to be able to accommodate new interest and activity in its different forms, including tall buildings" (p.46).
- Manchester's Guide to Development SPD states that the Council "would require any such Proposed Development to be presented in context of the joint guidance produced by CABI and English Heritage (now Historic England) for assessing tall buildings" (p.50).
- Historic England published the second edition of Historic England Advice Note 4: Tall Buildings on 4 March 2022 which takes into consideration the changes to national planning policy and guidance, as well

as recent experience of planning for tall buildings in the historic environment. The guidance outlines that a high-quality scheme would have a positive relationship with the following:

- Topography;
- Character of place;
- Heritage assets and their settings;
- Height and scale of development (immediate, intermediate and town-wide);
- Urban grain and streetscape;
- Open spaces;
- River and waterways;
- Important views including prospects and panoramas; and
- The impact on the skyline.

6.17 Advice Note 4 refers to the NPPF in stating that “great weight should be given to the asset’s conservation”, with any harm requiring a “clear and convincing justification” (NPPF paragraph 132).

6.18 Although, it states that “in assessing this justification, and in weighing any public benefits...local planning authorities will need to pay particular regard to the policies in paragraphs 8 and 9 of the NPPF that state that economic, social and environmental gains are to be sought jointly and simultaneously...to deliver positive improvements in the quality of the built, natural and historic environment”.

6.19 The remainder of this Section will consider the Proposed Development against the Historic England guidance’s approach to inform the design of the proposed tall buildings under the following headings:

- The response to local context;
- The impact on the local environment;
- Architectural quality;
- Functional design;
- 6.20 • Sustainable design and construction; and,
- A well-designed inclusive environment.

The Proposed Development is also assessed against other relevant policies and guidance with specific reference to Core Strategy Policy EN2 ‘Tall Buildings’ which states:

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

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

- Are of excellent design quality,

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

A fundamental design objective will be to 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.

Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes.

Elsewhere within Manchester tall building development will only be supported where, in addition to the requirements listed above, it can be shown to play a positive role in addition to the requirements listed above, it can be shown to play a positive role in a coordinated place-making approach to a wider area. Suitable locations are likely to relate to existing district centres. The height of tall buildings in such locations should relate more to the local, rather than City Centre, urban context.

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.

It will be necessary for the applicant / developer to demonstrate that proposals for tall buildings are viable and deliverable."

6.21 Responding to Local Context

With regard to responding to local context, the Historic England Guidance states the following:

6.22 "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."

6.23 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."

The Proposed Development has been assessed as an appropriate location for tall buildings for many years through the evolution of the GJS Development Framework and subsequent applications. In terms of local context, the Proposed Development sits within a defined cluster of tall buildings. Significant consideration has been given to the location and form of the proposed taller buildings that has resulted

in a number of options being tested to ensure they sit comfortably within their surrounding context. The impact of the tall buildings proposed have been considered through their positioning, which allows them to align with the surrounding suite of tall buildings in the GJS Development Framework Area. Full details of the design options explored for the taller building are provided in the DAS and the Consideration of Design Evolution (Chapter 3 of the EIA).

6.24 It is considered that the Proposed Development presents an improvement on the illustrative layout within the GJS Development Framework. When the GJS Development Framework was prepared the Applicant's ownership did not include Plot E or Gaddum House, therefore the layout and massing within the Framework was constrained. The Applicant's recent ownership has allowed this space to be re-planned in line with the general principles of the GJS Development Framework with the aim of creating more usable public space. The design evolution is discussed in Section 4 and in more detail in the DAS accompanying the application - resulting in the provision of four towers delivering 1,746 homes.

6.25 The Proposed Development therefore enables greater light penetration across the GJS Development Framework than would be possible with five towers. Refining the design also enables an appropriate minimum separation distance of 20 metres between facing elevations of adjacent buildings, in line with the Manchester Residential Quality Guidance (2017). Importantly a greater amount of usable public realm can also be delivered on the Site in line with the general ambitions of the GJS Development Framework.

Townscape and Heritage

Relevant policies and guidance:

- **Development Plan**
 - Core Strategy Policy CC6 – City Centre High Density Development
 - Core Strategy Policy EN2 – Tall Buildings
 - Core Strategy Policy EN3 – Heritage
 - Core Strategy Policy CC9 – Design and Heritage
 - Saved UDP Policy DC18.1 – Conservation Areas
 - Saved UDP Policy DC19.1 – Listed Buildings
- **Other Planning Policy and Guidance:**
 - NPPF

6.26

6.27 To assess the suitability of the tall buildings, a Townscape and Visual Impact Assessment (TVIA), assessing the impact of Crown Street Phase 3 and Plot D, has been undertaken by Chris Burnett Associates and is submitted in the Environmental Statement, in addition a Heritage Assessment has been prepared by Stephen Levrant Heritage Architecture, assessing Crown Street Phase 3, as a stand-alone document. These are supported by verified views of the Proposed Development based on the visibility of the scheme.

6.28 The TVIA includes an assessment of 20 representative viewpoints. A computer modelling process was employed to provide an accurate series of Type 4 verified (AVR) Level 3 (fully rendered) and Level 2 (white block mass) images which illustrate and inform the nature of the impact the Proposed Development on the selected Representative Viewpoints, and on the surrounding townscape character, on a 360 degree basis.

This concludes that the Proposed Development (alongside Plot D) functions well and adds to the quality of the area, is visually attractive, sympathetic to the local character and history and maintains a strong sense of place as identified in Paragraph 130 of the NPPF. The Proposed Development has minor, negligible or moderate beneficial impacts on the townscape and visual effects. The reason for this is due primarily to the surrounding character of the townscape into which the Proposed Development fits. The

component parts of the Proposed Development merge into the Great Jackson Street Framework in a consistent, almost seamless way with subtle differentiation between the towers that improves the visual diversity, composition and townscape character.

In terms of cumulative effects the cumulative schemes that have been assessed have little impact on the operational effects of the Proposed Development. Where there is judged to be a cumulative effect then the effects are diminished in most cases.

6.29

In terms of impact on built heritage, The Heritage Assessment notes that the Proposed Development is situated on the periphery of the city centre, in an area already defined by high-rise towers (Deansgate Square towers, the Elizabeth Tower and Victoria Residence, Blade and Three60) of a similar height and scale. It is therefore considered that the Proposed Development is suitably placed within the existing townscape context and predominantly results in instances of neutral impacts in regard to the surrounding listed buildings.

6.30

Whilst it will be clear the Proposed Development will be visible in a number of instances, and thus result in some visual change, the Heritage Assessment concludes that the Proposed Development will have a neutral impact on the 34 identified heritage assets within a 500-metre radius of the Site.

6.31

The Heritage Assessment has identified that given the existing context and relationship to the surrounding built context in the area, the Proposed Development does not alter the setting of the listed structures in a manner that changes an appreciation of their significance, notwithstanding the increased density of modern buildings in their locality to anything more than a negligible degree. As such, it is concluded that the development will have a negligible adverse impact upon the character and appearance of the Castlefield Conservation Area.

6.32

These findings are considered, within the terminology of the NPPF to not amount to “harm” to the significance of the identified designated heritage assets and therefore, in this regard, it is considered that additional justification is not required on heritage grounds. The Assessment confirms that the Proposed Development will not change how the heritage asset’s significance is appreciated in its setting or change the manner in which it is experienced and understood.

6.33

Furthermore, Historic England was e-mailed on the 21 of November 2022 with details of the Crown Street Phase 3 and Plot D proposals alongside a request for further pre-application consultation. Historic England responded on the 28 of November 2022 confirming no further consultation was needed.

6.35

Overall, the Proposed Development is considered to preserve the historic context and make a positive contribution to the skyline regarding the local and wider townscape context in accordance with Historic England’s Guidance Note on Tall Buildings, Policies EN1, EN2, EN3 CC6 and CC9 of the Core Strategy and Policy DC 18.1 and DC 19.1 of Unitary Development Plan.

6.36

Consideration of the Impact of the Local Environment

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).”

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.”

6.37 Core Strategy Policy DM1 Development Management states that all development should have regard to, “effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.”

6.38 This planning application is supported by an Environmental Statement (ES) that has considered the Proposed Development (*Crown Street Phase 3 and Plot D*) in respect of their impact on the surrounding environment. These are reported below and elsewhere as necessary in this Section.

6.39 *Air Quality*

Relevant policies and guidance:

- **Development Plan**
 - Core Strategy Policy EN16 – Air Quality
- **Other Planning Policy and Guidance:**
 - Manchester’s Guide to Development SPD
 - NPPG

6.40 In line with Core Strategy Policy EN16 ‘Air Quality’, an Air Quality Assessment has been prepared by Enzygo assessing the impact of Crown Street Phase 3 and Plot D is submitted in support of this planning application, forming Chapter 6 of the ES.

6.41 During the construction phase of the Proposed Development there is potential for air quality impacts at human receptors as a result of fugitive dust emissions from the Site and from road traffic emissions. Mitigation in the form of dust control measures as part of a Construction Environment Management Plan (CEMP) are recommended to ensure that the residual significance of potential air quality impacts from dust generated by demolition, earthworks, construction and track out activities is not significant.

6.43 Dispersion modelling was undertaken in order to predict pollutant exposure across the Site and surrounding area during the operational phase, 40 receptors were assessed.

6.44 Air quality at the facades of all proposed buildings as part of the Proposed Development was deemed acceptable and met national standards. Mitigation measures to protect future occupiers are therefore not required.

6.45 Impacts from Road Traffic on air quality were also assessed based on road traffic data from Curtins. The increase in pollutant concentrations at sensitive receptor locations in the vicinity was at worst ‘moderate adverse’. The remaining locations are expected to be subject to negligible or minor increases which are considered to result in negligible effects and therefore not significant.

The above impacts do not consider future improvements to background concentrations and vehicle emissions predicted by DEFRA. This approach significantly overestimates actual pollutant concentrations expected when the Proposed Development is fully operation in 2032. An additional scenario was undertaken to reflect future improvements to background concentrations resulting from higher vehicle

emission standards. During a mid-year scenario of 2027, operational impacts were predicted to be negligible at all 40 receptor locations considered. This suggests moderate adverse impacts are unlikely to be present during the first occupation or following completion of the Proposed Development in 2032.

Therefore, a sufficient level of confidence can be placed on the predicted emission levels and impacts can be considered not significant during the operation phase.

A number of measures to mitigate air quality impacts, have been carefully incorporated into the design of the Proposed Development. These include the improved pedestrian and cyclist links across the site and within the surrounding area – namely between Hulme and the City Centre. The implementation of the prepared Travel Plan will also reduce the number of trips via HGV movements during the construction phase, towards more sustainable modes of transport – this will be monitored and secured by planning condition. The provision of EVC charging facilities at the Site (up to 20% provision on a demand-led basis) will also reduce motor vehicle use post-construction.

The Applicant has therefore taken appropriate measures to minimise and mitigate the local impacts of air quality in accordance with Guidance in the NPPG and Core Strategy Policy EN16.

6.48 **Sunlight, Daylight and Overshadowing**

Relevant policies and guidance:

- **Development Plan**
 - Saved UDP Policy DC 1.2 – Residential Extensions
 - Core Strategy Policy DM1 – Development Management
- **Other Planning Policy and Guidance:**
 - Manchester Residential Quality Guidance
 - Great Jackson Street Strategic Regeneration Framework

A Sunlight, Daylight and Overshadowing Assessment *assessing the impact of Crown Street Phase 3 and Plot D* has been carried out by GIA. This includes the preparation of an ES Chapter which is submitted as part of this Application.

The Assessment has been undertaken to establish the likely significant effects of the Proposed Development upon the amount of daylight and sunlight received by properties adjacent to the Site and to consider the impacts of overshadowing on public realm / amenity areas surrounding the Proposed Development in line with the principles of the Great Jackson Street SRF, Manchester Residential Quality Guidance, BRE guidance, UDP Policy H2.1 and Core Strategy Policy DM1.

The residential receptors surrounding the Site reside in a city centre location where there is an expectation for a higher density of development. The Site is a previously developed and underutilised brownfield Site and has an unusually open aspect given the city centre location. Furthermore, it is identified as a site appropriate for high density development, within the GJS Development Framework (2018).

Both existing and proposed residential receptors are considered. Those existing residential receptors are assessed as having a medium sensitivity to changes to daylight and sunlight. Those receptors that are not yet occupied are considered as having a low sensitivity to changes in daylight and sunlight.

The following existing receptors are assessed and are defined as having a medium sensitivity:

- Hill Quays;

- Lumiere;
- Deansgate Square;
- City South;
- Deansgate Quay;
- Castle Wharf;
- Castlegate;
- Citygate;
- Castle Quay;
- Elizabeth Tower; and
- School House, Jackson Crescent.

6.54

The following receptors are not yet constructed or completed and, as such, are defined as having a low sensitivity:

- Blade;
- Three60;
- Plot F, Great Jackson Street;
- Plot G, Great Jackson Street; and

6.55

- Deansgate South.

The following amenity areas have been assessed for overshadowing:

- Three60;
- Plot F, Great Jackson Street; and
- Deansgate Square.

6.56

Daylight and Sunlight

To assess the surrounding existing properties, the BRE Guidelines provide two main methods for assessing daylight: 'Vertical Sky Component' (VSC) and 'No Sky Line' (NSL). The VSC method measures the amount of light available on a vertical wall or window following the introduction of barriers such as buildings. The NSL method is a measure of the distribution of daylight at the 'working plane' within a room (i.e. a horizontal 'desktop' plane of 0.85 metres (m) in height). The NSL divides those areas of working plane in a room which receive direct sky light through the windows from those areas of the working plane which cannot. Where all of the windows meet the VSC and all of the rooms meet the NSL criteria within a property the effect is considered to be negligible.

For the assessment of sunlight, the approach considers the APSH for a reference point on a window (i.e. if a window point can receive at least 25% APSH, of which 5% should be in the winter months, then the room should still receive enough sunlight). Windows are checked to see if they are facing 90° due south, with the emphasis on main living rooms and other rooms such as the kitchen and bedrooms being less important.

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

6.58 A total of 16,260 windows facing the Site serving 8,056 rooms within 16 buildings were assessed for VSC and NSL for daylight and 2,126 rooms were assessed for APSH for sunlight within 14 buildings.

6.59 The assessment of baseline levels to the surrounding properties considers whether a window/room already meets the absolute BRE target in the existing scenario only, whilst the BRE guide states that a window/room should not be reduced by any more than 0.8 times its former value (a 20% reduction) in
6.60 the proposed scenario. As such, as the VSC target is 27%, if a window in the baseline has 25% VSC, it will be classed as not meeting the BRE targets. In the proposed scenario, if the same window is reduced to 20%, it will be classed as meeting the VSC criteria as it is within 0.8 times its former value. Therefore, some windows/rooms may not meet the target criteria in the baseline but will in the proposed scenario.

6.61 Therefore, assessment of impact in daylight and sunlight terms is undertaken proportionately, and representative of VSC reduction criteria of no more than 20% (0.8x). This is to ensure that each relevant window is assessed equally, irrespective if they meet BRE Guidelines in the baseline appraisal or not.

6.62 In assessing the significance of the impact of the Proposed Development on Daylight, Sunlight and Overshadowing a degree of professional judgement is required, as supported by the BRE Guide which states:

6.63 *"in special circumstances the developer or planning authority may wish to use different target values... in a historic city centre, or in an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings".*

6.64 The context of the Site and surrounding area is key to understanding the sensitivity of the surrounding receptors and significance of daylight and sunlight effects.

6.65 The Great Jackson Street Development Framework (May 2018) was prepared to "guide the future comprehensive regeneration of the Great Jackson Street area". The May 2018 document is an update of
6.66 the 2007 and 2015 frameworks in response to the ongoing redevelopment of the area.

A key principle of the 2015 Framework was to "create a new residential neighbourhood of choice...to increase the height and density of buildings in key locations to reflect the site's location at a key gateway to the City Centre, and also to facilitate an increased quantum and quality of public space".

It is well established that the published targets within the BRE Guide are based on low rise, suburban development. The NPPG – Making Efficient Use of Land published on 29th November 2016, updated 1st October 2019, Paragraph 007 Reference ID: 66-007-20190722 states:

"All developments should maintain acceptable living standards. What this means in practice, in relation to assessing appropriate levels of sunlight and daylight, will depend to some extent on the context for the development as well as its detailed design. For example, in areas of high-density historic buildings, or city

centre locations where tall modern buildings predominate, lower daylight and sunlight levels at some windows may be unavoidable if new developments are to be in keeping with the general form of their surroundings.”

This is a key point to consider in respect of the Proposed Development and its impact on surrounding properties, particularly as it is situated in Manchester City Centre. Core Strategy Policy CC6 sets out development principles for the city centre stating

6.67

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

6.68

This is reinforced by the GJS Framework, which identifies a greater emerging density and an expectation for higher rise, and denser urban environment than other parts of the city. The endorsed guidance identifies a high density built character for the area – it specifically notes that the key changes to the Framework from previous iterations relates to reinforcing identified opportunities for height, greater separation between spaces and increase quantity and variety of public space. The Residential Quality Guide further sets out the importance of direct sunlight into living spaces. On this basis, and in accordance with BRE guidance, a different daylight benchmark for the surrounding sensitive receptors is considered to be appropriate.

6.69

It would therefore be unrealistic for the surrounding residential properties to expect to maintain similar levels of daylight as those currently experienced, as the Site is underutilised with only very low structures. Furthermore, as the Site has been proposed for redevelopment in the SRF for several years, surrounding residents will have an expectation of high-density development coming forward, and an understanding that the current daylight conditions were never intended to be permanent.

6.70

6.71

In the baseline scenario, out of the 16,260 windows assessed for daylight, 6,278 (39%) meet the BRE guidelines for VSC. For NSL, 5,347 (66%) of the 8,056 rooms assessed meet the BRE criteria. For sunlight, 1,695 (79%) of the 2,126 rooms assessed meet the BRE criteria for both Winter and Annual APSH.

6.72

Overall, this baseline scenario is considered a low level of compliance owing to the city centre context of the Site and height and density in the immediate locality.

6.73

In the Proposed Scenario, with regard to daylight, out of the 16,260 windows assessed for daylight, 10,619 (65%) meet the BRE guidelines for VSC. 6,752 (84%) of the 8,056 rooms assessed meet the BRE criteria for NSL. The effects identified are negligible to moderate adverse in nature. A degree of change is inevitable given the undeveloped, low rise nature of the existing Site, which is not in keeping with the city centre context or consistent with the development plan objectives around high density city centre development, or, the endorsed regeneration plans for the area. In addition, the design has evolved from the illustrative scheme in the current GJS Framework to enhance light penetration. The resulting scheme is consistent in terms of outcomes with other schemes across the city centre, including those delivered within the wider regeneration area. Taking into account this City Centre analysis and using professional judgement these are considered to be not significant. Given the context of the Site, no further mitigation is considered necessary.

For sunlight, 1,723 (81%) of the 2,126 rooms assessed meet the BRE criteria for both Winter and Annual PSH. The effects identified are negligible to moderate adverse in nature. Taking into account the above City Centre analysis and using professional judgement these are considered to be not significant. Given the context of the Site, no further mitigation is considered necessary.

Overshadowing

The following outdoor amenity areas have been assessed for overshadowing:

- Crown Street Phase 2 public realm, including Blade, Three60 and Crown Street Primary School (consented but not yet operational);
- Plot F, Great Jackson Street public realm (consented but not yet operational); and
- Deansgate Square public realm (complete and operational).

Three60 (Crown Street Phase 2)

The amenity areas serving Three60 were assessed for overshadowing. Two amenity areas are identified and assessed which will receive sunlight to 79% and 99% of their area in the baseline scenario. With the proposed development in place, the amenity areas will continue to receive sunlight to 73% and 99% of their area respectively.

The amenity areas will continue to receive two hours of direct sunlight on 21 March to in excess of 50% of their area with the Proposed Development in place and will therefore meet the BRE criteria for Sun Hours on Ground.

As such, using professional judgement to determine the significance, the effect on overshadowing to this amenity area is considered to be negligible in significance and non-significant in EIA terms.

Plot F, Great Jackson Street

The amenity areas serving Plot F, Great Jackson Street were assessed for overshadowing. Three amenity areas to this receptor are identified and assessed these will receive sunlight to 71%, 7% and 42% of their area in the baseline scenario. With the Proposed Development in place, the amenity areas will receive 62%, 0% and 34% respectively. As such, two amenity areas will experience a reduction of less than 20% and therefore meet the BRE criteria for Sun Hours on Ground.

The remaining amenity area receives very low baseline sunlight levels, meaning that deviations from the target criteria are inevitable given the context of the site and emerging height and density in the area. In any event, users of the amenity areas to Plot F, Great Jackson Street will have access to the other two spaces which will continue to receive sunlight in accordance with the BRE criteria.

As such, using professional judgement to determine the significance, the effect on overshadowing to this amenity area is considered to be minor adverse in significance and non-significant in EIA terms.

Deansgate Square

The amenity areas serving Deansgate Square were assessed for overshadowing. The baseline levels for two amenity areas to Deansgate Square are low and receive 41% and 16% Sun Hours on Ground on 21 March without the Proposed Development in place. Given the context of the site and emerging height and density in the locality, the reductions brought about by the Proposed Development are proportionally much greater than were these amenity areas to meet the published BRE targets in the baseline scenario.

The third amenity area receives 99% Sun Hours on Ground in the existing scenario and is reduced to 0% with the Proposed Development in place. Residents of Deansgate Square currently have access to a variety of internal and external spaces within the development, as well as numerous other external public spaces across the Great Jackson Street Framework area.

6.83 The existing site conditions are a material consideration in understanding the impacts on Deansgate Square in context. The Site is underdeveloped in the baseline scenario, meaning the amenity area facing the Site benefits from much higher baseline daylight levels than would typically be expected in a city centre environment. Furthermore, as the Site has been proposed for redevelopment in the GJS Development Framework for several years, the residents of Deansgate Square will have an expectation of high-density development coming forward. It was never proposed that the baseline conditions would remain permanently, and alterations in daylight levels to Deansgate Square have always been anticipated.

This assessment considers the Site in its current configuration. The extant consent on the Site is evidence that reductions in sunlight to this amenity area are acceptable, and we would expect an assessment comparing the two to result in similar reductions than anticipated by the extant consent.

6.84 As such, using professional judgement to determine the significance, the effect on overshadowing to this amenity area is considered to be moderate adverse in significance and non-significant in EIA terms.

6.85 The amenity impacts of the Proposed Development on residential receptors and open space as a result of daylight and sunlight and overshadowing respectively in not expected to be significant and is therefore in
6.86 accordance with Core Strategy Policy DM1 and Saved UDP Policy DC 1.2.

Solar Glare

Relevant policies and guidance:

- **Development Plan**
 - Core Strategy Policy DM1 – Development Management
- **Other Planning Policy and Guidance:**
 - NPP (2021)

6.87 Solar glare assessments are considered necessary when a Proposed Development has sections of glazed
6.88 façade that may reflect sunlight and obstruct the vision of road users to ensure that the development is safe and well designed in line with Paragraph 130 of the NPPF and Core Strategy Policy DM1.

6.89 A Solar Glare Impact Assessment has been prepared by GIA *Assessing the impacts of Crown Street Phase 3 and Plot D*. This technical discipline considers the impact of reflections created by new buildings that may create a degree of either reflection or refraction of light that could impact receptors such a car, lorry or train drivers.

6.90 BRE publication *EIA Site Layout Planning for Daylight and Sunlight: A guide to good practice (2022)* states that reflected sunlight can affect occupants of adjoining buildings. There are two types of glare: disability glare, which is a safety issue; and discomfort glare, which includes solar reflections impacting adjacent buildings. Discomfort glare does not impair the ability to see. Whilst it can be important where work involves continuous viewing of the outdoor space from a fixed vantage point, it can generally be managed where glare is an issue by using blinds or curtains for the periods of time where such glare occurs. For these reasons, residential uses are classified as low-sensitivity receptors and do not require assessment in the submitted EIA as no residual significant adverse effects could occur.

The assessment is conducted using a 3D computer model of the area created using photogrammetry and architectural models as a reference. Viewpoints are then chosen surrounding the development in order to give a realistic representation of potential instances of solar reflections. Viewpoints are located at a focal point such as traffic signal, pedestrian crossing or incoming traffic.

The assessment results show the time period and months in which potential solar reflections can occur. The assessment shows a worst-case scenario, as a clear sky is necessary for solar reflections to occur, which in the UK is often not the case.

Overall, 17 locations sensitive for road users have been identified and assessed, no train or tram tracks are considered sensitive for this Site. 15 road locations are considered to be 'Minor Adverse' and are not significant in terms of solar glare.

The final two road locations are considered to experience 'Moderate Adverse' effects overall which are considered significant in terms of solar glare, these locations are:

- MS1 – Melbourne Street junction with Great Jackson Street; and
- MW1 – Mancunian Way westbound.

Owing to the proximity of the site to a number of sensitive road junctions, as well as the highly glazed nature of the Proposed Development, a comprehensive, iterative review process was undertaken to incorporate mitigation strategies within the detailed façade design. The iterative review process has run alongside the development of the façade from the early massing stages and has resulted in the inclusion of:

- Angled facades for the Crown Street Phase 3 towers which reflect light at different times of the day and year from smaller areas of the façade at any one time;
- Anodised aluminium panels with a non-specular finish to break up reflections; and
- Purge ventilation panels to break up reflections.

Supplementary solar glare intensity studies have been undertaken alongside the EIA assessments, which consider the reflective properties of the glazing. This additional study was undertaken to ensure that the reflections that do occur are of low intensity and below the threshold for glare. The maximum Visible Light Reflectance (VLR) for the glazing, as determined by the supplementary solar glare intensity studies, on the Great Jackson Street elevation of the Crown Street Phase 3 Plot E2 podium is 16% and for the eastern elevation of the Great Jackson Street tower it is 14% for the residential glazing. Therefore, the significant effects identified can be mitigated by specifying glazing in line with the VLR thresholds.

Therefore, the reflections occur from a scheme that has been fine-tuned to address potential solar glare risks as much as possible. However, as with any tall building within a low-rise context, the Proposed Development is visible from some distance and sits within the field of view for drivers at a number of nearby junctions. Solar reflections may be unavoidable at all junctions, so the façade design has sought to limit the area of reflections and their intensity to minimise the risk of solar reflections resulting in an instance of solar glare being generated by the buildings' facades. Therefore, due to the façade design and dynamic nature of traffic movements, the results are not considered to present a safety concern.

Supplementary solar glare intensity studies have been undertaken alongside the EIA assessments, which consider the reflective properties of the glazing. This additional study was undertaken to ensure that the reflections that do occur are of low intensity and below the threshold for glare. The maximum Visible Light Reflectance (VLR) for the glazing, as determined by the supplementary solar glare intensity studies, on the Great Jackson Street elevation of the Crown Street Phase 3 Plot E2 podium is 16% and for the eastern elevation of the Great Jackson Street tower it is 14% for the residential glazing. Glazing below these VLR thresholds would not result in glare and therefore would not impact the visibility of drivers at the two locations where significant effects have been reported, the impact at these two locations would

be reduced to minor adverse and not significant. It is anticipated that the VLR specification will be subject to condition attached to any subsequent Planning Permission.

Noise and Vibration

Relevant policies and guidance:

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

Saved UDP Policy DC26 Development and Noise outlines the Council intends to use the Development Control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- 6.98 a) the effect of new development proposals which are likely to be generators of noise; and
- b) the implications of new development being exposed to existing noise sources which are effectively outside planning control.

6.99 A Noise and Vibration Assessment has been undertaken by Fisher Acoustics *assessing the impact of Crown Street Phase 3 and Plot D*. Noise surveys have been conducted to determine the pre-existing daytime and night time noise levels at and around the Site.

6.100 Noise levels as a result of construction work during the construction period is expected to lead to negligible to moderate adverse impact if no mitigation measures are in place. Therefore, construction impact will be minimised by the mitigation methods described in BS 5228 details will be included in CEMP. Low noise and vibration construction methods will be used wherever practicable and appropriate acoustic screening will be implemented where necessary and practicable. Following the inclusion of mitigation methods, the impact of the construction work during is expected to be negligible to minor adverse. It is expected that a condition be added to any subsequent Planning Permission to secure a CEMP.

6.102 The impact of construction vibration on existing sensitive receptors is expected to be negligible.

6.103 The principal long-term potential environmental noise source due to the operation of the Proposed Development is building services plant. Building services plant noise emissions from the Proposed Development will be controlled through careful design and specification of building services plant and by provision of acoustic screens and attenuators where required to meet the noise emissions criteria at each noise sensitive receptor at and around the Site. As such, negligible impact is expected.

6.104 It is expected that a condition be added to any consent that limits noise from plant in line with MCC Policy and Guidance.

6.105 The minimum required sound insulation performance of the curtain wall to the dwellings of the Proposed Development has been identified and is expected to be conditioned to any subsequent Planning Permission. Compliance with the performance criteria should ensure that the impact of environmental noise levels at the Site on the occupants of the Proposed Development is negligible.

External noise criteria have been specified for the allowable levels of activity noise egress from the proposed amenity spaces and commercial homes.

Compliance with the criteria would lead to negligible noise effects at sensitive receptors.

An assessment of road traffic flows shows that the impact of increases in noise levels due to changes in traffic flows will be negligible.

Therefore in line with Saved UDP Policy 26 and Core Strategy DM1 the Proposed Development will not be exposed to noise or generate noise that will impact on people living, working or visiting the City.

6.106

6.107 **Acoustics, Ventilation and Overheating**

6.108 **Relevant policies and guidance:**

- **Development Plan**
 - Saved UDP Policy DC26 – Development and Noise
 - Core Strategy Policy – DM1 – Development Management
- **Other Planning Policy and Guidance:**
 - Acoustics, Ventilation and Overheating Residential Guide (2020)

6.109

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

6.110

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

6.111

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

6.112

6.113

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

6.114

The proposed apartments are to be ventilated using continuous mechanical supply and extract with heat recovery and summer bypass (MVHR) units in order to comply with the 'whole dwelling' ventilation requirements of Approved Document F of the Building Regulations (ADF). As such, no passive trickle ventilators are required within the façade of the proposed habitable rooms and opening windows are not required to achieve the background ventilation requirements of ADF.

6.115

Purge ventilation, delivered by either openings (windows or doors) or mechanical extract ventilation, is required under ADF to rapidly dilute indoor air pollutants (e.g. paint fumes) and extract water vapour when necessary in habitable rooms. Purge ventilation of the apartments is to be provided by manually-operated inward-opening doors (purge panels) within the curtain wall.

The thermal design of the buildings includes a number of mitigation measures as set out within the AVO report. These measures are in accordance with Policies DC26 and DM1, as well as the Acoustics, Ventilation and Overheating Residential Guide.

Transport

Relevant policies and guidance:

- **Development Plan**
 - Core Strategy Policy T1 – Sustainable Transport
 - Core Strategy Policy T2 – Accessible Areas of Opportunity and Needs
 - Core Strategy Policy CC5 – Transport
-

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

6.116 Core Strategy Policy CC5 Transport outlines that developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.

6.117 A Transport Assessment *assessing the impact of Crown Street Phase 3 and Plot D* and a Framework Travel Plan have been prepared by Curtins and are submitted in support of this planning application. This includes the preparation of an ES Chapter.

6.118 Car parking is proposed for approximately 30% of homes, this has been considered in line with Core Strategy T1 which requires a level of car parking which reflects the realistic requirements of the users of the development. In addition, regard has been had to the need for disabled and cycle parking in line with Core Strategy Policy T2 'Accessible Areas of Opportunity' 5% disabled parking is provided and 1:1 cycle spaces.

6.120 The scope of this Transport Assessment and the accompanying Framework Travel Plan has been agreed with Highways Officers at MCC. TfGM was also consulted as part of pre-application discussions. The aim of which is to encourage a modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport in line with Core Strategy Policy T1.

6.121 A review of baseline conditions and highway safety in the vicinity of the Site has been undertaken, which has identified there are no existing highway safety issues that are likely to be exacerbated by the Proposed Development.

6.122 The Assessment found that the Proposed Development will deliver a range of improvements to the surrounding area as part of the GJS Development Framework to enhance the environment for all road users, most notably pedestrians and cyclists.

6.123 In order to gain an understanding of the baseline traffic conditions, traffic survey data for the study area has been obtained. Additionally, road traffic collision data for the most recent five-year period available has been obtained and reviewed.

The Site is located in a highly accessible area and can take advantage of the excellent existing public transport facilities, including both bus and Metrolink, in addition to walking and cycling opportunities, which will therefore provide viable alternatives to travel by car.

Whilst the Proposed Development is being built, there will be a number of construction vehicles arriving at the Site each day. The amount of traffic this will create has been predicted to be less than the amount of traffic created by the Proposed Development when it is completed and occupied (operational).

The operational impacts of the Proposed Development have therefore been the focus of the assessment with regard to the likely traffic and transport impacts.

The results of the assessments demonstrate that, upon full completion and operation of the development, only the Great Jackson Street and Melbourne Street links would experience an increase in traffic of 30% or more. The potential impacts on the Great Jackson Street and Melbourne Street links would result in a magnitude of impact of Neutral to Minor Adverse at a local level which is not significant overall.

The Proposed Development will also be supported by the Framework Travel Plan which aims to minimise the number of car trips generated by the development and encourage residents, staff and visitors to use sustainable modes of transport. This sets out a range of initiatives for promoting sustainable transport, as well as the arrangements for managing and monitoring outcomes. In accordance with Transport for Greater Manchester advice, this includes:

- 1:1 secure cycle parking;
- Electric vehicle charging;
- Appointment of a Travel Plan coordinator;
- Production of Residential Welcome Packs;
- Promotion of the health benefits of walking and cycling, particularly taking into consideration the central location of the Site, proximity to a wide range of uses and services;
- Measures to encourage the use of public transport, including through advertisement and supply of information to residents; and
- Car sharing clubs.

It is expected that the provision of a final Travel Plan would be enforced by condition attached to any subsequent Planning Permission.

Wind

Relevant policies and guidance:

- **Development Plan**
 - Core Strategy Policy EN2 – Tall Buildings
- **Other Planning Policy and Guidance**
 - NPPF Para 130

It is noted in Core Strategy Policy EN2 Tall Buildings states that, “by their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.”

A wind microclimate assessment has been undertaken by WSP assessing the impact of Crown Street Phase 3 and Plot D and is included within the ES.

Computational Fluid Dynamics (CFD) simulations have been used throughout the design process to quantify the local wind speeds within and in the vicinity of the Site of the Proposed Development at various street locations (e.g., pedestrian access routes, building entrances, outdoor seating areas) for a comprehensive range of wind directions. Given Renaker's ownership and commitment to bringing forward Plot F of the GJS Development Framework in advance of Crown Street Phase 3 and Plot; 'Plot F' is considered as part of the baseline within the wind CFD simulations.

6.132 The CFD simulations that were carried out during the early stages of the project allowed the most critical EIA scenarios for the wind microclimate assessment to be identified.

The following sensitive receptors have been identified and assessed within the ES:

- 6.133 • All pedestrian circulation routes, building entrances, waiting areas (e.g., bus stops and pick-up/drop off points) and leisure open areas in the surrounding vicinity; and
- 6.134 • All pedestrian circulation routes, building entrances, waiting areas (e.g., bus stops and pick-up/drop off points), leisure open areas and outdoor seating spaces within the Site.

6.135 Specialist wind engineering advice was provided right from the start of the design process: this allowed the wider design team to consider and take on board 'wind microclimate' input whilst the design was evolving. This process also allowed wind mitigation measures to become an integral part of the architectural and landscaping design of the Proposed Development: for this reason, the wind microclimate conditions within and in the vicinity of the Proposed Development have been presented with its embedded wind mitigation strategy in place.

6.136 In regard to the pedestrian safety assessment, impacts from wind on all receptors is negligible and therefore not significant in EIA terms.

6.137 In regard to pedestrian comfort, impacts from wind on all receptors (other than the roof terraces on Crown Street Phase 3 discussed below) is negligible and therefore not significant in EIA terms.

6.139 The CFD assessment highlighted that some areas of the private external roof terraces on Crown Street Phase 3 are suitable for walking in summer. The nature and scale of the effects for these receptors are therefore moderate adverse and are therefore considered to be significant in EIA terms prior to additional mitigation being in place. It should be noted that, conservatively, no landscaping across the private terraces has been considered in the CFD wind simulations. Following the results of the CFD assessment the design of the external terraces has been developed, as per the submitted drawings, with seating proposed only in areas where the wind conditions are suitable for at least standing / short period of sitting in summer. With the introduction of this additional inherent mitigation the effects are Negligible and therefore not significant in EIA terms.

6.140 It should be noted that, conservatively, no landscaping across the private terraces part of the Proposed Development has been considered in the wind simulations. As outlined in the EIA, at receptor 'D' (located at the entrance to 'Phase 3' on the 'Level 2' terrace), local shelter in the form of side screens is expected to be required to improve the wind comfort conditions at this particular location. With the introduction of this additional mitigation measure, the nature and the scale of the effects for this receptor is expected to become negligible and therefore considered not significant.

As outlined in the EIA and supporting appendices, in order to ensure that wind conditions are safe both within and in the vicinity of the Site of the Proposed Development, the landscaping strategy and wind mitigation measures should be delivered ahead of practical completion. As wind engineering advice was provided early on, it allowed the wider design team to consider and take on board 'wind microclimate'

input whilst the design was evolving. This process also allowed wind mitigation measures to become an integral part of the architectural and landscaping design of the proposed development: for this reason, the wind microclimate conditions within and in the vicinity of the Proposed Development have been presented with its fully integrated wind mitigation strategy and proposed landscaping in place. This includes the placement of seating as part of the landscape design and other measures such as screening. It is expected that a condition be attached to any subsequent Planning Permission that secures the proposed landscaping and wind mitigation.

In addition, given the sequencing of Plot F in the wind assessment it is expected that any subsequent planning permission granted at Crown Street Phase 3 include a Grampian condition that requires the structural frame of Plot F (Towers F1 and F2) (application Reference 132199/FO/2021) to be fully completed and cladding completed to the bottom half of Plot F (Towers F1 and F2) as detailed in that planning permission prior to any phase of this development becoming operational.

6.141

Architectural Quality

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

6.142

"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"

6.143

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".

6.144

Furthermore, Core Strategy Policy EN1 'Design Principles and Strategic Character Areas' states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located.

Relevant policies and guidance:

- **Development Plan**

- Core Strategy Policy EN1 – Design Principles and Strategic Character Areas
- Core Strategy Policy CC6 – City Centre High Density Development
- Core Strategy Policy CC9 – Design and Heritage
- Core Strategy Policy DM1 – Development Management
- Core Strategy Policy CC10 – A Place for Everyone
- Core Strategy Policy EN9 – Green Infrastructure

6.145

- **Other Planning Policy and Guidance:**

- Manchester Residential Quality Guidance
- Design for Access 2

Scale and Density

The scale and form of the buildings respond to the surrounding areas both with regard to height and massing in line with Core Strategy Policy DM1. Site specific considerations have informed the design, and these have included surrounding developments the location and accessibility of the Site, the proposed public realm, the sensitive receptors (residential apartments) and the relationship with existing and future built context.

High density development in this location is supported by Core Strategy Policy CC6. Through design development, the layout, massing, Site position and facade have been tested and refined so that the buildings reach their potential and provide a high-quality addition to Manchester's built environment and skyline.

Architectural Design Quality

- 6.146 The Proposed Development has been designed by a highly experienced design team led by SHP who have designed several tall buildings, throughout the GJS Development Framework area. The design has developed through a process of close consultation with the Local Planning Authority and key stakeholders including statutory and non-statutory consultees, Ward Councillors and the general public.
- 6.147 The proposed design is a considered response that provides a high quality development on a site that is currently underutilised and fails to make a positive contribution to the local streetscape or wider built environment in line with Core Strategy Policy CC9.
- 6.148 The design of the podium element of the Proposed Development has been carefully considered in order to define and contain the new public square at the centre of the Site. The use of white pre-cast concrete has been decided on, to visually ground the development, in a 'heavyweight' solution.
- 6.149
- 6.150 The proposed elevation treatment of the towers has sought to complement the emerging context of the Framework area. As discussed in Section 4 and further in the DAS the towers incorporate a sawtooth plan form with glazed and textured elevations, with each tower having its own identity through use of subtle changes in colour. The podium level is designed to ground the building creating a more human scale within the GJS Development Framework area.

Place Making

- 6.151 The Site is not fully utilised in its current form. It does not make a positive contribution to the streetscape, nor does it reinforce or complement the surrounding and emerging context.
- 6.152
- 6.153 The scheme has been designed to significantly enhance the neighbourhood and wider area whilst complementing the other schemes completed, under-construction and with planning permission within the GJS Development Framework area.
- 6.154 Place making has been improved via the addition of a significant area of public realm in the heart of the Proposed Development, providing a large amount of green infrastructure, with hard landscaped areas to promote activity and provide areas for people to dwell and socialise. The provision of a large area of public realm has been a key element of the design development of the Site opening up the Site to the public and connecting the Site with the surrounding blue and green network and the historic environment. The buildings have been designed to include flexible commercial spaces that spill out into the public realm ensuring active frontages and enhancing the user experience at the ground floor level.
- 6.155 The DAS and Section 4 of this Statement includes full details of the Proposed Development.
- 6.156 Furthermore, the buildings have been designed to maximise safety and security in the area via opportunities for passive surveillance from the residential apartments and amenity areas over the public space, in line with consultation with GMP.
- Through the delivery of high-quality buildings and public realm, the redevelopment of this Site will also strengthen local streetscape quality thereby enhancing local character and a sense of place.

The DAS fully explains the architectural evolution that has led to the proposed design.

Inclusive Design

The Development has been designed to apply inclusive design principles to the internal spaces, creating a safe and secure environment which respond to the needs of all users. The design has been developed in full consideration of national legislation. This includes the provisions of BS8300: 2001 and The Building Regulations Part M (2015 edition incorporating 2016 amendments). The design also reflects the importance that the applicant places on complying with the requirements of the Equality Act 2010 and emerging Equality Act 2010 (Amendment) Bill 2015-16.

6.157

The considerations seek to ensure that people are not discriminated against regardless of disability, age, or gender. These extend from accessing the new buildings and the public realm within the Site through to moving around the internal parts of the buildings and accessing information, including signage and contact details.

6.158

A total of 5% of car parking spaces within the resident basement car park will be accessible car parking spaces. Consideration has also been given to the requirements of MCC Design for Access 2. The design team will endeavour to develop the detailed design of the scheme to comply with DFA2 standards, whilst meeting the client brief. The minimum width of corridors on residential floors is 1500mm, which is compliant with Approved Document M.

6.159

The development has been designed in accordance with regulatory guidance, ensuring it promotes the principles of inclusive design. Specifically Core Strategy Policy CC10 'A Place for Everyone' which states that developments will be supported where they promote high standards of accessibility to buildings and across spaces in the City Centre, Core Strategy Policy DM1 'Development Management' and Manchester Residential Quality Guidance.

6.160

Functional Design

6.161

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."

6.162

Whilst the heritage impact associated with the Proposed Development has been described in detail, this Section sets out how the finishes, external lighting, placing of plant, servicing and other important considerations regarding a functional design have been considered and addressed.

6.163

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."

Relevant policies and guidance:

- **Development Plan**
 - Core Strategy Policy EN1 – Design Principles and Strategic Character Areas
 - Core Strategy Policy CC6 – City Centre High Density Development
 - Core Strategy Policy CC9 – Design and Heritage
 - Core Strategy Policy DM1 – Development Management
 - Core Strategy Policy CC10 – A Place for Everyone
 - Core Strategy Policy EN9 – Green Infrastructure
- **Other Planning Policy and Guidance:**
 - Manchester Residential Quality Guidance
 - Design for Access 2
 - NPPF Chapter 12 - Achieving well-designed places

The DAS, Landscape Design Statement and Lighting Plan includes full details of the process undertaken in designing the four buildings and public realm. This is also summarised in Section 4 of this Statement.

6.164 Architecturally, the design has considered the needs of all users of the Proposed Development, including, residents, commercial tenants and members of the public. The Proposed Development has been sensitively designed to positively add to the existing high density residential character within the area –
 6.165 Deansgate Square, Crown Street Phase 2, etc. – so as to seamlessly integrate into the built context. In addition, care has been taken to ensure high quality materials are used throughout, that provide a distinctive façade whilst complementing the suite of towers within the GJS Development Framework area. Plant is placed carefully within the basement and rooftop of the buildings and screened as necessary.

6.166 An extensive area of public realm is proposed with distinct hard and soft areas to promote pedestrian movement and dwelling at the Site. Given the extensive amount of public realm proposed a Lighting Strategy has been provided as part of the planning submission in order to both improve the safety of the area as well as exemplify the qualities of the landscaping.

6.167 On this basis, the proposals accord with Advice Note 4 and will deliver a functional design and meets the requirements of Policy EN2 with regard to creating an attractive pedestrian environment.

6.168

Sustainable Design and Construction

Advice Note 4 sets out that tall buildings should

6.169 *“provide opportunities to enhance the appearance of an area and reduce harm to the historic environment. 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.”*
 6.170

Policy EN2 also states that the proposals should “contribute positively to sustainability” and “be served by public transport nodes”.

The design development, appearance of the buildings and quality of the public realm have been discussed at length in Section 3 and above. This Section therefore focuses on the energy and sustainability part of Historic England’s Guidance and the corresponding policies and guidance.

Energy

Relevant policies and guidance:

- **Development Plan**
 - Core Strategy Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
 - Core Strategy Policy EN6 – Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies
-

Relevant policies and guidance:

- o Core Strategy Policy EN8 – Adaption to Climate Change

6.171 Core Strategy Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies states that applications for all development over 1,000 sq. m. will be expected as a minimum to meet the targets set out in this policy, unless this can be shown to be not viable. This should be demonstrated through an energy statement. The energy statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development. Table 12.1 of Policy EN6 requires a +15 increase on Part L for domestic carbon dioxide emission reduction targets.

6.172 An ESS and Energy Statement has been prepared by Element Sustainability and is submitted in support of the planning application. In support of MCC declaring a Climate Emergency, the Applicant will incorporate a number of measures that will form part of the specification of the development.

6.173 In line with Paragraph 125 of the NPPF and Core Strategy Policy EN8 'Adaption to Climate Change' the Proposed Development has been designed to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

6.174 The ESS demonstrates that the energy strategy focuses on a holistic approach to improving the performance of the buildings by applying a fabric-led strategy, allied to improvements in the efficiency of the mechanical and electrical systems and through the introduction of renewable technologies. The reduction in energy demand to meet the carbon reduction targets will be achieved through the following design measures and low carbon technology options:

- High performance thermal insulation;
- Low air permeability;
- Maximising solar control to mitigate overheating risks;
- Heat recovery ventilation systems (MVHR);
- High efficiency LED lighting; and
- Air source heat pumps.

6.176 The Proposed Development benefits from a 'full electric' energy strategy. Therefore, as the CO2 footprint of the UK's electricity grid continues to improve, so too will the carbon dioxide emissions associated with the operational phase of the development. The Proposed Development has been demonstrated to significantly improve upon the current Part L1A (2013) compliance standards in accordance with adopted Core Strategy Policy EN 6. When applying the current and up to date carbon factors (for UK grid mix electricity), that will be included in the planned 2021 update to Building Regulation Part L1A, the buildings are calculated to improve upon the Part L1A (2021) carbon dioxide emissions compliance standard by:

- C7 and C8 – 49.93% reduction; and
- E1 and E2 – 49.85% reduction .

The development will be designed and specified in accordance with the principles of the energy hierarchy in line with the adopted Core Strategy Policy EN4. In accordance with Core Strategy Policy EN5, Low-

carbon technology forms part of the proposals including high efficiency heat pumps that will meet the space and hot water loads for all non-domestic areas (gym, back of house and amenity zones within the scheme).

In line with MCC's Climate Change Framework, this development has been proven to take maximum advantage of the decarbonising status of the electricity grid with its full electric heating strategy, ultimately facilitating a 'near-zero' or zero carbon scheme, as the grid mix electricity supply is decarbonised over time.

6.177 In summary, these proposals will deliver a scheme that is inherently efficient and cost-effective during occupation and that accords with the adopted Core Strategy Policy EN4, EN6 and EN8 the Supplementary Planning Document (SPD) criteria while considering Manchester's declaration of a Climate Emergency.

6.178 Further details can be found in the ESS and Energy Statement submitted with the Application.

Climate Change: Green House Gas Emissions

6.1 Relevant policies and guidance:

- **Development Plan**
 - Core Strategy Policy EN8 – Adaption to Climate Change
- **Other Planning Policy and Guidance:**
 - NPPF para 125

6.180 A Climate Emergency was declared by MCC on 10 July 2019, with the target to make Manchester carbon neutral by 2038. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport. The measures include retrofitting buildings to improve energy efficiency, increasing the use of Electric Vehicle Vehicles, and seeking 100% renewable energy. Whilst this has also not been formally adopted into planning policy, it is a material consideration for development proposals.

6.181

6.182 At a national level, on 15 December 2021 the government announced changes to The Building Regulations to help the UK deliver net zero. The changes include a requirement for new homes to produce around 30% less CO2 than current standards, and a 27% reduction in emissions from other new buildings.

6.183 The Future Buildings Standard policy document sets out new building regulations and the proposed changes to Part L (the conservation of fuel and power), and Part F (building ventilation), and introduces a new requirement, Part O, to address the risk of overheating in new residential buildings via limiting unwanted solar gain during summer months and providing adequate means to remove excess heat.

6.184 Changes to Part L and Part F of building regulations came into force on 15 June 2022 as an interim step toward The Future Buildings Standard. The full technical specification of the Future Homes Standard will be consulted on in 2023, with new legislation being introduced and implemented by 2025.

WSP has undertaken an assessment of the likely Green House Gas emission related impact of Crown Street Phase 3 and Plot D upon the site and surrounding area.

For the Proposed Development, the following emissions have been considered:

- Whole life embodied carbon emissions: These are embodied carbon emissions from the construction process and materials used, throughout the lifespan of the Proposed Development.

This includes emissions during construction, construction transport emissions, emissions from replacement/repair work during the operational phase and end-of-life emissions;

- Operational carbon emissions: These include carbon emissions from energy consumption during the operational phase of the Proposed Development; and
- Operational transport emissions: These include emissions from transport during the operational phase of the Proposed Development.

The environmental receptor relevant to this assessment is the global climate impacted by the creation and release of GHG emissions.

Activities during the construction phase would generate GHG emissions, particularly from the manufacturing of the construction materials, but also from transport of these materials to the construction site and from on-site works.

Activities during the operational phase would generate GHG emissions, particularly from the replacement and/or refurbishment of building elements.

The whole life embodied carbon emissions estimated to be generated by the domestic and flexible commercial space part of the Proposed Development is 805 kgCO₂e/m² on average. This figure marginally exceeds the RIBA 2025 target of (<800 kgCO₂/m²) by less than 1%. As a worst-case scenario has been assessed with opportunities to significantly reduce carbon during detailed design, the Proposed Scheme in this circumstance is considered to have a Minor adverse (not significant) effect on climate. Opportunities to reduce the embodied carbon have been proposed as mitigation for consideration.

The whole life embodied carbon emissions estimated for the non-domestic (office) part of the Proposed Development are 700 kgCO₂e/m² i.e. thus achieving the RIBA 2030 target (<750 kgCO₂e/m²). Therefore, embodied carbon emissions are likely to result in a Negligible (not significant) effect.

The annual energy consumption of the domestic part of the Proposed Development is anticipated to be varied as different residential typologies have different energy consumption figures. The average consumption, however, is 60.28 kWh/m²/yr which slightly exceeds RIBA 2025 targets (<60 kWh/m²/yr). As the result is less than 1% over the RIBA 2025 target, the Proposed Development in this circumstance is considered to have a Minor adverse (not significant) effect on climate.

For non domestic (office building), the annual energy consumption is expected to be 65.98 kWh/m²/yr which shows a better performance than the RIBA 2025 target for operational energy (<75 kWh/m²/yr). For the non domestic part (Amenity and retail areas), at an average of 56.06 kWh/m²/yr, the figures also indicate a better energy performance than the RIBA 2025 targets (<75 kWh/m²/yr). Overall, the carbon emissions due to operational energy use form only 1% of the total carbon impact of the project. Therefore, the operational energy emissions for the non-domestic typology are likely to be Minor adverse (not significant) for office building and Minor adverse (not significant) for Amenity and retail area

The annual operational transport emissions of the Proposed Development are estimated to be 9,594 tCO₂e. This is a 1,346% increase from the baseline transport carbon emission associated with the current use of the Site. There is currently no specific industry benchmark to assess the significance of transport carbon emissions of the Proposed Development. However, based on professional judgment and also considering the increase on the baseline and the fact that the magnitude of carbon emissions from transport is the highest contributor (72%) to the overall carbon emissions from the Proposed Development, the operational transport carbon emissions are likely to result in a Major-Moderate adverse (significant) effect on climate.

To reduce the whole life embodied emissions, the emphasis will be on minimising the use of energy intensive materials, using local suppliers where possible, reducing traffic and improving vehicle efficiency. During the operational stage of transport, mitigation is focused on active travel and encouraging the use of public transport through measures proposed in the proposed Travel Plan. Also, emphasis is given in increasing the number of EV charging points. Further EV charging infrastructure will be provided throughout the lifetime of the proposed development on demand (depending on the needs of the future occupants) and up to 20% of total parking spaces.

6.193

In line with Paragraph 125 of the NPPF and Core Strategy Policy EN8 'Adaption to Climate Change' the Proposed Development has been designed to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces, with mitigation measures proposed to be incorporated in the construction stage through to the operational stage of the Proposed Development.

6.194

Other Key Planning Considerations

Socio-Economic

Relevant policies and guidance:

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

6.195 A Socio-Economic Assessment has been prepared by Ekosgen assessing the impact of Crown Street Phase 3 and Plot D.

6.196 The assessment evaluates the potential effects of the Proposed Development on identified socio-economic indicators and the significance from a socio-economic perspective.

6.197

The socio-economic assessment has assessed the likely effects of the Proposed Development in terms of the following issues construction related employment and workforce expenditure; housing; population; local expenditure; educational provision; healthcare; crime; open space and recreational facilities; and local authority income.

6.198

During the construction phase, the Proposed Development will support a direct construction workforce of 923 full time equivalent (FTE) jobs per year across the duration of the build as well as local workforce expenditure. The total net direct employment is estimated at 346 FTE. These jobs will generate GVA of £42.7m per annum over the construction period. Applying the HCA Additionality Guidance sub-regional multiplier for regeneration and physical infrastructure projects suggests that the estimated total direct, indirect and induced employment could be in the order of 460 FTEs. This represents a moderate beneficial impact.

6.199

During the operational phase, the Proposed Development is expected to:

- Accommodate approximately 295 gross direct FTE jobs. The total net direct employment is estimated at approximately 133 FTEs. These jobs could generate GVA of £10.7m per annum.
- Deliver an estimated total annual net expenditure of c.£10.4m from residents living within the Proposed Development. This uplift in spending has the potential to support employment within local shops and services, broadly within retail, leisure and hospitality sectors.

- Contribute towards reduction in crime through natural surveillance and active uses of space.
- Create additional demand for local services including nurseries, school places and healthcare facilities;
- Create additional demand and usage for open space

6.200 During its operational phase, the Proposed Development would generate additional demand for healthcare facilities; however, this is not considered to be significant in EIA terms. It should also be noted that a new build medical centre is to be provided at the ground and first floor of the Elizabeth Tower residential development within the GJS Development Framework area, as part of an earlier phase that is coming on stream this year. Whilst it is not currently possible to quantify its impact, it is reasonable to assume that it will contribute to the alleviation of existing demand pressures plus accommodate new residents from proposed development.

6.201 The Proposed Development is assessed as generating a permanent and negligible effect in relation to the remaining socio-economic impacts, including change in employment and contributions to the local economy, additional demand for the use of leisure facilities and open/amenity space and a reduction in crime as a result of secured by design standards being applied to construction. These effects are not considered to be significant in EIA terms.

6.202 The Proposed Development provides for a high quality development that can be supported by the existing local infrastructure, it will create additional jobs and expenditure whilst creating a safe and inclusive environment directly responding to Core strategy Policies CC1, CC5, C10 and EN1.

Ecology and Biodiversity

Relevant policies and guidance:

- **Development Plan**
 - Core Strategy Policy EN15 – Biodiversity and Geological Conservation
 - Core Strategy Policy EN9 – Green Infrastructure
 - Core Strategy Policy EN17 – Water Quality
- **Other Planning Policy and Guidance**
 - Manchester's Green and Blue Infrastructure Strategy

6.203

6.204 An Ecological Survey, prepared by ERAP, in line with the requirement of Core Strategy Policy EN15, is submitted in support of this Application. This report presents the results of a desktop study, extended Phase 1 Habitat Survey and a licensed bat survey carried out in January 2023.

6.205 The Survey found that the Site comprised two parcels of land – one containing site cabins associated with the wider development area, a marketing suite (including ornamental planting, amenity grassland, scattered trees and hedgerows) and Gaddum House and one containing hardstanding and colonising vegetation and unmanaged grassland and scrub. The Site has no statutory or non-statutory designations for nature conservation.

6.206

The Site contains only common and widespread plant species. None of the habitats present are representative of semi-natural habitat or Priority Habitat.

Although Gaddum House supports features suitable for use by roosting bats, the report concludes that taking into consideration the features present at the Site and the suitability of habitats present in the wider area for foraging and commuting bats, it is considered that Gaddum House is of 'low' suitability for

use by roosting bats. Further surveys will be required to determine the presence of absence of roosting bats at the building.

The marketing suite and site cabins are considered to be of negligible value for use by roosting bats.

The Survey found that the scattered trees and scrub would be suitable for use by nesting birds and the removal of the vegetation at the Site will removed opportunities for use by nesting birds. As such, the Survey suggests that two general bird nest boxes and two swift nest boxes are proposed at the new buildings to mitigate this.

6.207

6.208

The Survey concludes that the assessment has demonstrated that development at the Site is feasible and acceptable in accordance with ecological considerations and the NPPF. The report goes onto outline that it is possible to implement reasonable actions for the protection and long-term conservation of fauna such as nesting birds associated with the habitats surrounding the Site. The Survey states that the development will provide an opportunity to secure ecological enhancement for fauna that is typically associated with urban areas such as breeding birds.

6.209

In line with Core Strategy Policy EN9 'Green Infrastructure' the Proposed Development will improve green infrastructure in terms of its quantity, quality and multiple function through the provision of a new public square and the introduction of new trees.

6.210

Manchester's Green and Blue Infrastructure Strategy (2015) has the overall vision of:

6.211

"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..."

6.212

The Green and Blue Infrastructure Strategy also sets out a number of objectives to enable the vision to be achieved:

- Improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers;
- Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth;
- Improve connectivity and accessibility to green and blue infrastructure within the City and beyond; and,
- 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.

6.213

A number of green infrastructure elements have been incorporated into the design of the Proposed Development, in line with the Green and Blue Infrastructure Strategy, namely the area of public realm proposed at the centre of the four towers. The classical design of a raised central lawn and single line of trees will offer an attractive and simple form that compliments the surrounding public spaces in the area, including the Crown Street Phase 2 park to the south and the Deansgate Square civic space to the north. A number of street trees are proposed for the periphery of the Proposed Development, to improve the provision of green infrastructure at the human-scale.

6.214

Please refer to Deloitte's Green and Blue Infrastructure Statement, submitted alongside this application.

Archaeology

Relevant policies and guidance:

- **Development Plan**

Relevant policies and guidance:

- Core Strategy Policy DM1 – Development Management
- Saved UDP Policy DC20 – Archaeology

- **Other Planning Policy and Guidance**

- NPPF
-

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

6.215 The Site lies adjacent to an area of known Roman activity associated with the road linking the Roman fort at Castlefield with the Roman fort at Chester. The Site lies a short distance to the north of the projected course of this site. The precise fording point of the Roman road across the River Medlock is uncertain, however recent archaeological excavations in the vicinity of the Site indicates that temples and mausolea

6.216 probably lined this road as it dropped down to the ford. Pending the extent of disturbance caused by intensive development during the nineteenth century, the Site has considerable potential to contain buried archaeological remains deriving from the Roman period.

6.217 The character of Hulme was transformed from an agricultural landscape after the late- eighteenth century by the rapid expansion of Manchester. Late eighteenth-century maps indicate that the Site was bounded by Mr Jackson's farm to the west and Knott Mill Dye Works to the north during this period. During the nineteenth century, rows of workers' houses were constructed within the Site and map evidence suggests that these dwellings ranged in size from back-to-back to large, terraced houses. Evidence from all of these post-medieval and Industrial period activities within the Site may survive in the form of buried archaeological remains, with any Roman remains potentially surviving at a greater depth.

6.218 Ground-breaking and earth-moving works associated with the Proposed Development are likely to remove any buried archaeological remains that do survive within the Site. Therefore, it may be anticipated that archaeological investigation via a programme of archaeological trenching and an archaeological strip, map and record evaluation may be required to establish the presence or absence of

6.219 buried archaeological remains and, if present, their extent and significance.

6.220 Following consultation with Greater Manchester Archaeological Advisory Service (GMAAS) in their capacity as archaeological advisor to MCC, it has been agreed that an archaeological evaluation will be required to establish the presence or absence of buried archaeological remains and, if present, their extent and significance.

Should significant archaeological remains be encountered during the archaeological evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the NPPF. The scope and extent of any such further investigation will be determined by the GMAAS. It is expected that this would form a condition subject to any planning permission.

Arboriculture**Relevant policies and guidance:**

- **Development Plan**
 - Core Strategy Policy EN9 – Green Infrastructure
 - **Other Planning Policy and Guidance**
 - Residential Quality Guide
 - NPPF
-

The NPPF, Core Strategy Policy EN9 and the Residential Quality Guide all highlight the important contribution which trees make to the character and quality of urban environments. It goes on to state that decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible.

6.221

An Arboricultural Impact Assessment (AIA), prepared by Godwins, is submitted in support of this planning application. The AIA found that four groups of trees / shrubs were recorded on the Site.

6.222

In accordance with BS5837:2012 Trees in relation to design, demolition and construction, two groups of trees / shrubs were recorded as category 'C' (low quality). It is understood there are no Tree Preservation Orders in place for the aforementioned trees.

6.223

Two groups of trees / shrubs (both category 'C') are required to be removed to facilitate the Proposed Development and make effective use of an underutilised site. All of the trees proposed for removal are considered to be low quality specimens.

6.224

27 trees total are proposed within the public realm and further trees in planters within the resident's amenity gardens in line with the requirements of Manchester Residential Quality Guide and Core Strategy Policy EN9

6.225

The retained trees will be protected to British Standard BS5837:2012 Trees in relation to design, demolition and construction to ensure that they remain in a healthy condition during and post construction. The Tree Protection Plan within the AIA highlights the recommended tree protection measures.

6.226

6.227

Any arboricultural work undertaken will be done so by a competent arborist in line with British Standard BS3998:2010 Tree Work.

Ground Conditions

Relevant policies and guidance:

- **Development Plan**
 - Core Strategy Policy EN18 – Contaminated Land and Ground Stability
- **Other Planning Policy and Guidance**
 - NPPF Para 183

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6.229

6.230

Paragraph 183 of the NPPF and Core Strategy Policy EN18 requires that planning policies and decisions should ensure that sites are suitable for any proposed use by taking account of ground conditions and risks arising from land instability and contamination.

A Geotechnical and Geo-environmental Desk Study has been prepared by WSP and is submitted in support of this planning application. The Study presents a Phase 1 Desk Study for the Site.

Published geological mapping and ground investigation works undertaken in the wider area suggest the Site is anticipated to be underlain by Glaciofluvial Sheet Deposits comprising sand and gravels. Made Ground is not recorded on Site by BGS. The underlying solid strata are indicated to comprise sandstone of the Chester Formation.

No faults are shown across the Site, with the nearest fault located 1km to the west.

A Coal Mining report for the Site indicates that the Site is not located in a Development High Risk Area. The Site is not shown to be underlain by recorded or probably coal mine workings.

The Glaciofluvial Deposits are classified as a Secondary (A) Aquifer whilst the underlying Chester Formation is classified as a Principal Aquifer. There are no active water abstraction licenses recorded within 250 m of the Site.

Ramboll reported groundwater beneath the former fuel station area, however the report does not contain evidence of contamination in ground water.

The ground conditions beneath the Site are anticipated to comprise generally granular Made Ground to depths between 1.5-3.0 metres below ground level. The natural superficial deposits directly beneath the Made Ground are likely to be comprised of relatively permeable silts, sandy clays and gravels.

The presence of in-ground obstructions, such as concrete, relict foundations or floor slabs associated with previous structures across the Site, is likely.

Fourteen window sample boreholes from a previous Ramboll ground investigation report for the Site and details of the results, are provided within the Geotechnical and Geoenvironmental Desk Study.

The Study concludes that a potential for unrecorded UXO on the Site has been identified and a detail UXO desk study is recommended prior to undertaking intrusive ground or construction works. It is anticipated that a condition be attached to any subsequent planning permission that secures a full UXO Survey.

The Study also outlines the presence of contaminants of potential concern at the Site, associated with former land uses. These include asbestos, metals, hydrocarbons or volatile / semi-volatile organic compounds. Remedial measures for this include removal of contaminated soils, provision of cover above contaminated soils and incorporation of ground gas protection measures into the design of the proposed structures.

A combined geo-environmental and geotechnical ground investigation Phase 2 Report will be prepared, which will include an assessment of potential risks associated with contamination of the ground and, where appropriate, provide recommendations for remediation. It is anticipated that a condition be attached to any subsequent planning permission that secures a Phase 2 report.

Ventilation

Relevant policies and guidance:

- **Development Plan**
 - Core Strategy Policy DM1 – Development Management
- **Other Planning Policy and Guidance**
 - NPPF

A Ventilation Strategy Report has been prepared by Futureserv and is submitted in support of this planning application. It addresses the building regulation requirements described within Approved Document Part F, 2010 for ventilation to the various facets of the proposed development.

Different ventilation requirements are adopted for each area depending on the background environmental conditions and the type of use taking place internally, as set out below. It is considered that all areas are compliant with Part F of the Building Regulations.

Residential Dwellings

- 6.242 Each habitable space will be provided with a whole dwelling mechanical ventilation heat recovery (MVHR) system. This system comprises of a continuous mechanical supply and extract ventilation unit, which will discharge exhaust air through the façade.
- 6.243 Purge Ventilation shall be provided to each habitable room (Bedrooms and Living / Kitchens) within each apartment via Rapid Vents installed in the façade.
- 6.244 It should be noted that the purge panels are purely for user comfort and shall satisfy the building regulations compliance for purge ventilation for odour control and to offset any potential summertime overheating.
- 6.245 Purge panel effective ventilation area openings shall be in line with the minimum requirements set out in Approved Document Part F of the Building Regulations including Appendix B.

6.246 Amenity Spaces, Resident's lounge, Co-Working Areas, Entrance and Reception

- 6.247 These areas will be provided with a dedicated ventilation system. Outside air will be provided at 10 l/s per person as per the CIBSE guide recommendation. These areas will be served by filtered heat recovery units located within ceiling voids of each space. Louvres will be formed in the façade.

Toilets, Refuse, Cleaners & Plant area Ventilation

- 6.248 Toilet, refuse and cleaners rooms will be ventilated by means of mechanical extract systems with the fan units located within the spaces they are serving. Make up air shall be provided naturally via one of the following methods: time clock controller, electronic fan speed controller, fan auto changeover facility, duty/share facility which changes the lead fan every 12 hours, AV mounts, back draught shutters or ductwork distribution system rising vertically through building. Plant areas shall be naturally ventilated through louvred doors/louvres in the façade.
- 6.249

Basement Level Resident Car Park

- 6.250 A fully mechanical extract ventilation system compliant with Approved Documents B & F of the current Building Regulations and designed in accordance with British Standard BS7346: Part 7: 2013 is to be installed.
- 6.251 The system is to be designed to provide smoke dispersal in accordance with BS7346: Part 7: 2013 Clause 9. Under "normal" ventilation conditions, air will be drawn through all parts of the car park at a rate equivalent to approximately 3 air changes per hour and the induction fans will operate at low speed.

Smoke Ventilation System

A smoke clearance system shall be installed that shall operate automatically in the event of a fire within the residential sections of the development. An automatic opening vent (AOV) will be installed at the head of the stair core within each tower.

Flood Risk and Drainage**Relevant policies and guidance:**

- **Development Plan**
 - Core Strategy Policy EN14 – Flood Risk
 - Core Strategy Policy EN17 – Water Quality
 - **Other Planning Policy and Guidance**
 - NPPF – Chapter 14
 - PPS25
-

All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.

6.252

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

6.253

The total site area is approximately 1.29 hectares and following scrutiny of the Environment Agency flood maps it has been identified that the Site lies within 'Very low' risk Flood Zone 1 which has less than a 0.1% chance of fluvial flooding each year. According to the Strategic Flood Risk Assessment, the Site also lies within a Critical Drainage Area. An FRA is therefore required to support a planning application.

6.254

The Site is not located within the extent of the Canal Hazard Breach Zone and therefore it is considered that there is low risk of canal flooding to the Site. According to the SFRA, there are no known reports of groundwater flooding in the Manchester, Trafford and Salford authorities.

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6.256

As there are basement levels proposed, there is an elevated risk of groundwater flooding to the current status of the Site, therefore, as a precaution, mitigation measures are proposed in section 5 of the Strategy and are detailed below. The measures should be reviewed following site-specific investigations, as part of the detailed design.

6.257

The Proposed Development is identified as being at a 'low' risk of flooding from reservoir, canal, groundwater, infrastructure failure, and surface water. As such, mitigation measures are proposed in Section 5 of the FRA and Drainage Strategy to ensure that the 'very low' and 'low' risk can be maintained through development, and they are outlined as follows:

- **Groundwater Flooding:**
 - The basement structures will be fully waterproofed, to prevent the ingress of groundwater. The basement structure will be designed in accordance with the recommendation of the Geotechnical findings, to ensure flood risk from groundwater is low'.
 - External ground levels across the Site should fall away from the proposed building to ensure there is no local ponding (other than those used intentionally for drainage features) in order that in the unlikely event of groundwater flooding, the flood water is safely routed away from the building on site.
- **Infrastructure Failure:**

- While the risk of flooding from infrastructure failure is considered low, CCTV drainage surveys have identified that some of the UU infrastructure close to the Site is heavily silted.
- As part of the detailed design stages, further CCTV drainage surveys will be commissioned. Drains will be high pressure jetted, if required.
- Surface Water Flooding to the Site:
 - The UK Government Long Term Flood Risk Surface Water Flood Maps indicate that the site is at very low to medium risk of surface water flooding.
 - Plots C7, C8, and E1 are at very low risk of surface water flooding. There is 'low' surface water flood risk on roads surrounding the plots, however this will be confined to the road where levels are lower.
 - There is an area of 'medium' surface water flood risk along Owen Street. This encroaches onto the Plot E2 area. The area of 'medium' surface water flood risk corresponds to an area where levels are locally lower than the surrounding levels. The E2 development will be designed to ensure that levels fall away from the building, preventing surface water ponding on the Site. The topographical survey shows that there is positive drainage to the road in this location, that reduces the risk from 'medium' in this location to 'low'.
 - It is assumed that the surface water drainage outside of the site boundary will be subject to the relevant landowner's regular drainage maintenance schedule#.
- Surface Water Flooding from the Site:
 - Any new development site drainage should be designed to provide adequate capacity for the critical 1 in 30-year storm event, and flood water generated from up to the critical 1 in 100-year plus climate change storm event shall be constrained within the areas on site so not to cause damage to buildings, essential services or adjoining developments & services.
 - To minimise localised flooding within the site, the drainage design should ensure that gullies, drainage channels and drains are all suitably sized to accommodate peak storm flows. Also, all inlet features should have suitably sized sumps to catch silts and should be subject to a documented routine maintenance and cleansing regime.

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6.259

There are no highway drains recorded within the Site. It is likely that there will be localised highway drainage surrounding the Site (such as gullies and connections). However, the Site does not extend directly up to the public highway.

6.260

The public sewer records indicate that there is a 375mm combined sewer within the Site boundary, which crosses the Site between the two proposed development plots. The sewers are located below Owen Street and flows in a south-easterly direction towards Great Jackson Street. United Utilities and MCC have not provided any records of flooding to the Site or the vicinity.

To minimise localised flooding within the Site, the drainage design will ensure that gullies, drainage channels and drains are all suitably sized to accommodate peak storm flows. Suitably sized sumps to catch silts will be subject to regular cleaning and maintenance to ensure that the surface water flood risk from the development is considered 'low' post-development.

The Proposed Development has the potential to increase flood risk where additional run-off from proposed roads, paved areas and building roofs are discharged freely into the downstream drainage network. It is therefore encouraged to propose permeable areas, landscaping areas and incorporate sustainable drainage features utilising infiltration or attenuation where possible.

6.261 An assessment of the proposed surface flows is carried out within section 6 of the FRA and Drainage Strategy. This sets out that for this residential development, which is classed as 'More Vulnerable', with a design life of 100 years, an allowance of an additional 45% is considered appropriate.

6.262 In accordance with national, regional and local policy, Sustainable Drainage Systems (SUDS) will be used to reduce peak surface water flow rates from the Site.

6.263 Following assessment, as infiltration and discharge to a watercourse is not practically feasible, surface water will be attenuated to ensure there is a significant betterment on existing surface water runoff rates to the combined public sewers.

6.264 For all buildings C7, C8, E1 and E2, an above ground cellular attenuation tank is proposed at the basement B1 level which will store water generated from the buildings. Surface water generated by the external public realm area will be attenuated within the pavement build-up, before being discharged to the public sewers via flow control

6.266 The Proposed Development will be designed in order to reduce the post-development surface water run-off. It is concluded that infiltration and discharge to a watercourse is not practically feasible and as such, surface water will be attenuated to ensure there is a significant betterment on existing surface water runoff rates to the combined public sewers.

6.267 Above ground attenuation tanks are proposed at basement B1 level within each building.

6.268 Surface water generated by the public realm area, will be attenuated within the pavement build-up, before being discharged to the public sewers via flow control.

6.270 It is anticipated that the total proposed discharge rate of 5 l/s for each of the proposed towers, will be achieved to restrict the peak rates of surface water runoff from the developed site.

6.271 The surface drainage strategy will be designed to withstand a 1 in a 100-year storm event plus a 45% allowance for climate change.

6.272 At this stage, opportunities for SuDS have been broadly assessed, including infiltration systems, connection to an existing watercourse, surface water sewers and combined water sewers. Due to space and location constraints at the Site, the only practical solution is a proposed connection the UU combined public sewers.

6.274 The proposals for pollution protection should be agreed with the Environment Agency and MCC.

6.275 It should be noted that adopted areas of the public highway have been excluded from surface water calculations and the Drainage Strategy for the works to the adopted highways will be confirmed as part of the Section 278 Agreement.

It is proposed that foul water drainage from ground floor level and above will be collected and discharged via pipework suspended below the ground floor slab and discharged to the surrounding combined public sewer network by gravity.

All foul water drainage will be constructed in accordance with Building Regulations, Part H.

Current basement plans do not show any requirements for foul drainage at this stage however the following proposed measures will be implemented: pumps in car parks; dry sumps in plant rooms; and dry sumps in car parks.

In accordance with United Utilities standard advice, all foul water from basements will be pumped to ensure that surcharging of the existing sewer does not back up into the site drainage.

6.276 It is assumed that all foul water drainage will remain privately maintained. Where sewers remain private, connection to the public sewer network will be subject to a Drainage Section 106 Agreement with United
6.277 Utilities – this will take place as part of the detailed design stages.

6.278 In summary the Proposed Development has been designed in accordance with Core Strategy Policy EN17, it avoids adverse impacts on water quality and minimises surface water run-off. Further details on the management of surface and foul water are provided within the Drainage Strategy prepared by Curtins, submitted alongside this application. It is anticipated that the council's standard drainage conditions be
6.279 attached to any subsequent planning permission.

Site Waste Management Strategy

Relevant policies and guidance:

- **Development Plan**
 - Core Strategy Policy EN19 – Waste
 - **Other Planning Policy and Guidance**
 - Waste and Storage Collection Guidance Note (GD04)
-

6.280 MCC has prepared a Waste Storage and Collection Guidance Note (GD04) which contains minimum standards to be considered for the storage and collection of waste. This guidance follows the
6.281 recommendations set on the Waste Management Plan for England, strongly encouraging and promoting high levels of quality recycling.

The note states that all planning applications for new developments and conversions must include a Waste Management Strategy that includes:

- An estimated storage area for the waste produced by the development, including residential, F&B and retail uses;
- 6.282 • Details of internal and external stores for both waste and recycling; and
- 6.283 • Location of the proposed collection point and details of the route the collection will take.

6.284 Core Strategy Policy EN19 'Waste' requires all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. A Site Waste Management Strategy has been prepared by Simpson Haugh and is included within the DAS.

The scheme has been designed such that every resident will have access to a refuse chute on their apartment level. This will be in close proximity to their apartment to promote effective waste disposal and avoid lengthy movement of waste across the development.

The scheme has been designed to incorporate a refuse chute to all residential levels with Tri-Separator functions. This Tri-Separator is designed specifically to provide a solution to the problem of recycling or separating waste generated in multi-storey buildings.

The chutes will discharge directly into Local Authority containers within the refuse room located on the Ground Floor. This room will be managed by the site-based team. Containers will be monitored and transferred on the allocated days to their designated collection point.

The site team will ensure that the residential waste containers are placed in the designated collection point on the appointed days for collection by the Local Authority. Once emptied by the Local Authority the units will be returned to the Refuse Rooms for re-use.

Should the management team feel additional collections would be beneficial then this will be undertaken via an approved private collector that can be used to supplement Local Authority collections.

The four towers will have separate servicing strategies to minimise impacts on any one area. Movements would be as follows:

- Building C7 service vehicles would all arrive from Mancunian Way and onto Melbourne Street, where the loading bay is located, exiting towards Great Jackson Street;
- Building C8's loading bay will be located on Silvercroft Street;
- Building E1 service vehicles will have a dedicated servicing bay located on Owen Street; and
- Building E2's servicing bay is located on Melbourne Street (shared with Plot F1).

The waste storage within each tower is outlined below:

Tower C7 – Residential

- 43 no. total Eurobins – 50% general refuse, 2% organic, 24% paper/card, 24% plastic/metal/glass.

Tower C7 – Commercial

- 2 no. total Eurobins – 50% general refuse, 2% organic, 24% paper/card, 24% plastic/metal/glass.

Tower C8 - Residential

- 43 no. total Eurobins – 50% general refuse, 2% organic, 24% paper/card, 24% plastic/metal/glass.

Tower C8 – Commercial

- 3 no. total Eurobins – 50% general refuse, 2% organic, 24% paper/card, 24% plastic/metal/glass.

Tower E1 – Residential

- 46 no. total Eurobins – 50% general refuse, 2% organic, 24% paper/card, 24% plastic/metal/glass.

Tower E1 – Commercial

- 4 no. total Eurobins – 50% general refuse, 2% organic, 24% paper/card, 24% plastic/metal/glass.

Tower E2 – Residential

- 46 no. total Eurobins – 50% general refuse, 2% organic, 24% paper/card, 24% plastic/metal/glass.

Tower E2 – Commercial

- 3 no. total Eurobins – 50% general refuse, 2% organic, 24% paper/card, 24% plastic/metal/glass.

The proposed Site Waste Management Strategy highlights that the provision complies with waste standards, in terms of storage, recycling and management. It is anticipated that details of waste management be subject to a compliance condition attached to any subsequent planning permission. Please refer to the Design and Access Statement submitted alongside this application, for further details.

Construction Management

6.290

Relevant policies and guidance:

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

6.291

The Construction Methodology and Programme Chapter of the ES (Volume 1, Chapter 5) has been prepared by the Applicant. The Chapter sets out best practice for the construction process to minimise the impact on residential amenity and the surrounding area in line with Core Strategy Policy DM1 and has informed the assessments within the ES technical chapters.

6.292

The construction methodologies have been refined through the Applicant's extensive experience in the construction of high-rise and major developments, including within the GJS Development Framework area.

6.293

It is anticipated that a condition be attached to any subsequent planning permission that secures a full Construction Management Plan.

Operational Management**Relevant policies and guidance:**

- **Development Plan**
 - Core Strategy Policy DM1 – Development Management
- **Other Planning Policy and Guidance**
 - Residential Quality Design Guidance

6.294

6.295

The Manchester Residential Quality Design Guidance (2017) acknowledges that effective operational management of a development is central to maintaining quality of the accommodation and the use and enjoyment of the space by its residents over the long term. Early consideration of operational requirements is important. The Guidance also recognises the benefits of new technologies to establish networks as part of the operational management strategies.

6.296

The Proposed Development has been considered with this same managing agent as the rest of the GJS Development Framework area, Zenith, to ensure that the right facilities are provided, and the operational management has been fully considered.

A Development Management Strategy has been prepared by Zenith and is submitted in support of this planning application. It provides further details of the management processes proposed to be undertaken at Phase 3, including the following: concierge team functions; cleaning and maintenance; refuse management, including storage, collection and recycling; car and cycle parking management and

access control; access arrangement and security; CCTV; post and parcel service; move-in and ad-hoc deliveries; window cleaning; repairs and replacements; management of external landscaping; litter picking; details of residents welcome pack and regular newsletters; details of the lease structure and service charge methodology and matrix; and details of long-term management.

It is anticipated that a management strategy be subject to a condition attached to any subsequent planning permission.

Designing Out Crime

Relevant policies and guidance:

6.297

- **Development Plan**

- Core Strategy Policy DM1 – Development Management

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

6.298

The Proposed Development has been designed in consultation with Greater Manchester Police which has had a direct impact on the security measures proposed. A Crime Impact Statement has been prepared by GMP, who has identified a number of features of the Proposed Development that would make a positive contribution to the prevention of crime and fear of crime and these are detailed below:

6.299

- The proposed building will see the redevelopment of a long-standing disused building. The proposed buildings will form part of the wider Great Jackson Street SRF. The redevelopment of the Site will remove a building which provided little street-level activity.
- The proposed building plots provide further ground floor activity in the form of commercial/retail/café/restaurant spaces and new public realm leading to a dedicated resident entrance reception space. In-turn these uses offer good levels of activity and natural surveillance of the adjacent streets. Cycle storage is in the basement of each of the buildings; accessed via cycle ramps.
- Resident amenity spaces provide opportunities for residents to meet and foster community relations within the development. Schemes which have good social communities are less likely to tolerate inappropriate behaviour and are more willing to challenge unfamiliar faces in development.
- Where ground floor amenity spaces have been located, consideration appears to have been taken through the use of external facing materials; glazing, providing good levels of activity.
- The entrance lobbies incorporate a concierge which provides a good view of people entering each building. Entry to the stairs and lifts from the lobby should require access-controlled-operation. All visitors to the residents of the apartments will be required to enter via the concierge. Mailboxes for residents should be located within the lobby area so that regular delivery personnel do not need to be given access to the residential parts of the building.
- The residential cycle store will be enclosed within the secure area. Ensure that each entrance/exit point is provided with access control to prevent illegitimate access.
- Cycle stores for residents and workers are provided within the buildings.
- There are clearly defined, entirely separate entrances into each of the different uses proposed, which reduces the opportunities for confusion and conflict and reduces the opportunities to

criminals. The residential blocks and commercial units each have single access/egress points in prominent locations off of the public realm, which are capable of being robustly managed to control access.

- The central landscaped area and public realm will be well-overlooked by the proposed buildings and should benefit from legitimate activity and passive surveillance at all times of the day and night, promoting a greater sense of safety in the public realm.
- The development provides the opportunity to include security features built into the design and construction of the building and avoid the need for obtrusive retrofitted security measures that can increase the fear of crime. Security measures can be carefully incorporated into the design and can ensure that the building is reasonably secure.
- The proposal clearly defines the different uses of the building and all of the entrances can be easily located and navigated.
- The foyer offers the opportunity for good levels of security at a central control point for the commercial / office space.
- The internal layout of the building appears capable of being divided into identifiable zones, allowing separation of accessible and restricted areas. The access-control strategy adopted for the development should be capable of confining movement into and through the building, thus allowing staff and visitors to only enter parts of the Site to which they have a legitimate reason to be present.
- The footprint of the building facing onto the public realm is relatively simple and free from deeply recessed concealed areas. Consideration seems to have been considered through the use of external facing materials, glazing and providing good levels of activity.
- The main entrance will be accessed via an electronic access control fob system for residents and staff. The arrangement of the lobby space is greeted and controlled via a concierge.

6.300

The CIS outlined a number of possible improvements to the scheme that should be considered for incorporation into the final design. The project team have subsequently revised the design to address any valid concerns. Full details in relation to the design response are provided in the DAS. In summary, the main points raised were:

- Landscape features not impeding on natural surveillance of / from buildings or reducing the effectiveness of lighting or CCTV and the design of hard landscaping features to ensure that they are designed to withstand potential damage;
- Self-closing entrances with secure access controls, in the absence of concierge and other specific design features of reception area;
- Access-controlled doors and lifts should be located throughout the building;
- External deliveries and staff should not be able to have access to internal areas past the reception space; and
- External building / cladding material should be sealed, to ensure that the buildings are protected from graffiti.

In response to the comments from GMP:

6.301

- The landscape proposals have been carefully designed so that the proposals incorporate increased visual and physical permeability to this area;
- The layout of the Proposed Development has been adapted so that the private residents garden does not create an obscured piece of public realm that could generate anti-social behavior;
- The development will benefit from 24 hour on-site concierge / management staff in each tower;
- The car park entrances will be provided with a security shutter / bi-fold gate;
- The ground floor layout provides good visibility to access routes and spaces;
- Entrances will be well-lit, and the development will incorporate CCTV; and
- Access control will be used throughout the buildings.

6.302

It is anticipated that a condition will be attached to any subsequent planning permission requiring secure by design accreditation.

Viability

Relevant policies and guidance:

- **Development Plan**
 - Core Strategy Policy H8 – Affordable Housing
 - Core Strategy Policy PA1 – Developer Contributions
- **Other Planning Policy and Guidance:**
 - NPPF
 - NPPG

6.303

6.304

Core Strategy Policy H8 Affordable Housing sets out requirements for affordable housing or an equivalent financial contribution, as set out in any published SPD and Planning Guidance. The policy applies to sites of 0.3 hectares and above or where 15 or more homes.

6.305

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

6.306

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

6.307

The NPPF and NPPG provides the framework for the Council to mitigate the effects of conducting upfront viability assessments, based on scheme estimates, with a reconciliation appraisal based on actual performance of the scheme.

A Viability Assessment has been prepared by Renaker Build Limited and is submitted in support of this planning application.

In summary, the Viability Assessment sets out that Renaker Build Limited will deliver new public realm associated with the residential scheme, which will represent a significant financial contribution, in excess of £6.5m, to deliver c.62,000 sq. ft. of public realm.

This contribution to the Framework area builds on the progress made to date with the delivery of Deansgate Square, Crown Street Phases 1 and the ongoing delivery of Crown Street Phase 2 to include a school and new public park. The public realm delivered by Phase 3 will provide a crucial link to secure the important pedestrian and cycle connection into Hulme, thereby completing one of the strategic objectives of the Great Jackson Street Framework.

Given the significant financial contribution attributed to the improvements to the public realm and the quality of the scheme and associated delivery costs, the scheme as supported within the enclosed viability cannot support further s106 / affordable housing contribution. The scheme is high-quality in design and delivers much needed green public recreational space in line with the Great Jackson Street Strategic Regeneration Framework (SRF). It also continues to transform the new neighbourhood and wider city centre, in becoming an aspirational place and setting for people to enjoy over a longer term. Renaker Build Limited are committed to delivery in line with the established Great Jackson Street SRF.

The Viability Assessment will be subject to an independent review during the planning application process. Furthermore, it is anticipated that an additional review will be required once the development has been progressed, which would be captured via a planning obligation.

TV Reception, Broadband Connectivity and Aviation Considerations

Relevant policies and guidance:

- **Development Plan**
 - Core Strategy Policy DM2 – Aerodrome Safeguarding
- **Other Planning Policy and Guidance**
 - NPPF Paragraph 20

TV Reception

Under MCC planning guidance, any development over four storeys requires a TV reception impact assessment. The report should assess the possible interference created by the Proposed Development on TV and radio reception within the area. A Television Desk-Based Report has been undertaken by Pager Power, to determine the potential effects on the local reception of television broadcast services arising from the Proposed Development.

The Report found that it is likely that the Proposed Development would have an impact on the television signal for houses located within their immediate shadow zone (within 1km from the development).

The desk-based analysis showed that the development's shadow zone partially overlaps with the shadow zone generated by Trinity Island and Crown Street (Zone 1) C2 developments, increasing its width and length marginally.

It is expected that additional impact caused by Phase 3 will not significantly exacerbate the current baseline scenario for dwellings located beyond 1km. However, further signal losses are possible for locations closer to Phase 3, based on previous complaints from residents in the area.

Therefore, further degradation to terrestrial television signal is deemed possible. Any impacts can however be suitably managed via the implementation of an appropriately worded condition.

The Report considers that no pre-emptive mitigation is required.

Broadband Connectivity

Under MCC Planning Guidance, all new residential developments must incorporate measures to facilitate digital connectivity, having regard to the Data Ducting Infrastructure Guidance produced by the Department for Communities and Local Government.

6.318 A Broadband Connectivity Assessment has been prepared by Pager Power in support of this Application. The Assessment seeks to ensure that new residences have access to superfast broadband speed, to ensure future occupants can obtain the associated services.

6.319 The Assessment found that fibre optic broadband is available at 10 assessed addresses near to the Proposed Development. Therefore, superfast services are likely to be available to the proposed Development under baseline conditions.

6.320 Superfast Fibre broadband from Openreach in the form of Fibre To The Premises (FTTP) is available free of charge for this development, subject to an application to Openreach. This would ensure internet speeds are maintained between the cabinet and premises. If this route were to be followed, the application must be done at least six months before provision of the service to the first property is provided.

Aviation Considerations

6.322 Paragraph 20 of the National Planning Practice Guidance on Consultation and Pre-Decision Matters refers to the need for additional consultation to take place in specific local circumstances. This process, 'consultation direction' includes the consideration of proposals in the vicinity of existing facilities, including airports.

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

6.325 The Proposed Development will consist of four towers. Two of the towers will have a maximum height of 184.3 m (AOD) and two will have a maximum height of 172.9 m.

6.326 The Report sets out that the Proposed Development is clear of the Outer Horizontal Surface (OHS) at Manchester Airport, however cranes used for the construction of the development will infringe as they will extend above the Proposed Development. As such, aviation lighting is a mandatory requirement for towers C7 and C8, due to their cranes infringing on an OHS.

6.328 Technical mitigation for impacts on the Secondary Surveillance Radar (SSR) at Manchester Airport has been agreed and will be implemented by NATS. The solution is a technical fix, which is applied to radar.

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

Consultation with Manchester Airport and Manchester Royal Infirmary Hospital is recommended in the Assessment to ensure both are aware of the Proposed Development. For the Manchester Royal Infirmary Hospital, this is in relation to the use of helicopters in case of emergencies, although concerns are not predicted.

In summary, the Proposed Development will implement the above recommendations to ensure that no significant aviation impacts will occur as a result of the construction of the Proposed Development.

Local Labour Agreement

Relevant policies and guidance:

- **Development Plan**
 - Core Strategy Policy EC1 – Employment and Economic Growth in Manchester
-

Core Strategy Policy EC1 Employment and Economic Growth in Manchester requires Local Employment Agreements to contain a commitment to work with the Work Skills Team to ensure that employment opportunities resulting from this development are made available to Manchester residents through existing recruitment offer and allow hard to reach groups equal opportunity to be successful in applying.

- 6.330 The Applicant is committed to a Local Labour Agreement as part of the proposed construction process for the Proposed development. Further details are provided in the Local Labour Agreement submitted in support of the planning application and it is anticipated that full details be subject to a condition attached to any subsequent Planning Permission.
- 6.331

7 Conclusions

- 7.1 This Planning and Tall Building Statement has been prepared by Deloitte LLP in support of a Full Planning Application for the development of Plot E and Part of Plot C of the GJS Development Framework for four residential towers – two at 51 storeys and two at 47 Storey delivering 1,746 residential homes with a new public square at the heart. The developed proposals seek to improve the quality of the overall GJS Development Framework through their exceptional design quality and refinement of the indicative massing as shown in the endorsed GJS Development Framework, which improves the amount of public realm originally envisaged.
- 7.2 Renaker Build (the Applicant) has a demonstrable track record of delivering transformational change within Great Jackson Street and elsewhere in Manchester City Centre to date. Striking towers have positively altered the city skyline and the development in this location has proven to be a landmark when viewing the city from afar and approaching from the east in particular. The Proposed Development will contribute to the prominent landmark clustering that signals the entrance to the Framework area and the City Centre.
- 7.3 Renaker has played a key role in the development of the Great Jackson Street Framework Area, with approximately 4,000 new homes completed or currently under construction in the development area. Renaker has redeveloped brownfield land in the Great Jackson Street Development Framework area to create high-quality homes, as well as substantial public realm improvements from green space to educational, and medical facilities. These developments completed and underway will include: a city centre park (over 1 acre in size), a primary school for 210 pupils, a medical centre, a dentist and children's day care. The neighbourhood will also be connected via cycle pathways and walkways. The total value of these improvements is in excess of £30 million.
- 7.4 This Site, and the whole GJS Development Framework area, has been largely underutilised for many years and has been earmarked as a priority regeneration area since 2007. In addition, the GJS Development Framework provides support for tall buildings on the Site. The proposed productive re-use of the Site within the City Centre is a standout positive contributor to Manchester's ongoing regeneration and is in line with the vision of the GJS Development Framework.
- 7.5 The Site is in a highly sustainable location due to the proximity of a wide range of transport links. The current use of the Site does not fully utilise the Site's locational advantages. The Site is within easy reach of areas of work, leisure facilities, public transport and other social infrastructure facilities and would cater to the growing need for housing in Manchester and Greater Manchester more broadly.
- 7.6 The Proposed Development has been designed taking into consideration a range of housing needs including families, through the provision of one, two, three bed apartments. This will contribute to meeting Manchester's annual housing need as stated in Manchester's Core Strategy Policy H1 Overall Housing Provision, and the Manchester Residential Growth Strategy. The increased housing provision will in turn support Manchester's future economic growth.
- 7.7 The Proposed Development will provide basement car parking for residents. In response to local and national sustainability objectives, the car parking proposed is reduced from that envisaged within the GJS Development Framework, which is considered appropriate for the Site's highly sustainable location within the City Centre. The Proposed Development has also been designed to be adaptable to cater for an increased take-up of electric vehicles in the future.

A comprehensive design evolution process has been undertaken, the design has been continuously tested to ensure that the optimal solution for the Site is achieved and that a viable and deliverable scheme is proposed. This has included consultation with a range of stakeholders including MCC, Places Matter!, Historic England, Greater Manchester Police and the wider community.

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

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

Economic

- 7.10
- **A viable use of an underused site:** The Site has been historically underutilised, currently part cleared with temporary uses including a Marketing Suite and site cabins for construction workers for an adjacent development. The redevelopment of the Site for residential use positively contributes towards the ongoing regeneration of Manchester and the expansion of the City Centre. It will provide an attractive environment and will encourage further investment in the surrounding area. The GJS Development Framework also identifies the need for an increase in residential homes within the City Centre, outlining the Site as a suitable location for high-rise and high-density residential development.
 - **Support employment opportunities:** During the construction phase employment opportunities will be created, including opportunities to encourage and develop skills, internships and apprenticeships among the varied and specialised trade contractors during the construction phase.
 - **Support economic growth:** The forecasted economic growth of Manchester indicates the employment opportunities will be concentrated in the City Centre. Suitable housing is needed to support these jobs and to retain existing skill sets. The creation of residential homes in a mix of sizes and styles will promote a mix of families, young professionals, retirees to live and work in the City Centre, in turn encouraging expenditure. This will contribute to meeting the housing need of Manchester every year as stated in Manchester's Core Strategy Policy H1 Overall Housing Provision and the Residential Growth Strategy. The increased housing provision will in turn result in population growth and an overall enhanced productivity within the City.
 - **Demand:** The proposed residential development will help to meet the recognised demand for City Centre living for not just young professionals but families too. The Site is ideally located for residents to reach a wide range of facilities including work, leisure, a wide range of social infrastructure and numerous transport options.

Environmental, Social and Cultural Benefits

- **Vitality:** The redevelopment of the Site and the subsequent increase in activity will animate the area and make it a more welcoming environment for pedestrians.
- **Provision of a significant area of new high-quality public realm:** The proposed public realm will provide a green open space for new residents, existing communities in Hulme, Castlefield, First Street and the wider City Centre to play, relax and socialise. This area of public realm will also

improve connectivity to Manchester’s existing blue and green network, including Hulme Park and the River Medlock

- **Improved pedestrian and cycle connections:** The Proposed Development and associated public realm will provide key pedestrian routes through the Site to Manchester City Centre to existing communities in Hulme, Castlefield, First Street and the wider City Centre and connecting the existing areas of green infrastructure.
- **Providing high quality, highly visible, well-designed buildings:** Improving the visual amenity of the existing Site, which is currently occupied by an industrial unit and temporary construction cabins used for during the construction of Deansgate Square. The Proposed Development is in a key gateway location into the City centre which signalise the entrance to the City Centre and highlights Manchester’s high quality ambition towards the City townscape.
- **Sustainable development:** Incorporating sustainable technologies as appropriate.
- **Accessibility:** A development that is designed to be accessible to all users including those whose mobility is impaired.

7.11

The cumulative effect of all these benefits will be very significant. It is clear the Proposed Development provides a number of public benefits that will deliver economic, social and environmental benefits to the local community.

7.12

This Planning and Tall Building Statement has assessed all applicable planning policies, guidance and other material considerations and provides full and robust justification for the Proposed Development, alongside full suite of supporting technical assessments that have been prepared.

7.13

In short, it has been demonstrated that the Proposed Development comprehensively complies with the Development Plan and addresses the relevant Material Considerations. As such, the development merits the support of Manchester City Council.



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