

RED BANK OUTLINE PLANNING APPLICATION

Tall Building Statement

April 2023



Far East
Consortium



Tall Building Statement

Red Bank, Victoria North, Manchester

Outline Planning Application for Residential-Led Mixed-Use Development

April 2023

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For and on behalf of Avison Young (UK) Limited

1. Introduction

1.1 This Tall Building Statement has been prepared by Avison Young ('AY') on behalf of Far East Consortium International Limited ('FEC') ('the Applicant') in support of a proposed residential-led mixed use development on land to the north-east of Victoria Station, north of Dantzic Street/ Collyhurst Road, and to the south of Red Bank Road at Red Bank, Victoria North, Manchester referred to as 'Red Bank Neighbourhood' (hereafter referred to as the 'Site').

1.2 The proposal relates to part of Victoria North (formerly known as Northern Gateway), a regeneration scheme which aims to deliver up to 15,000 new homes and social and physical infrastructure on approximately 155 hectares of land between Victoria Station and Queens Park. Seven interconnected neighbourhoods are proposed as part of the Victoria North regeneration project and the proposed development relates to land within the Red Bank area controlled by the Joint Venture (JV) Partnership between FEC and Manchester City Council ('MCC').

1.3 The proposed development comprises the:

'Part full planning application proposing the demolition of existing buildings and structures and part outline planning application (with all matters reserved) for the erection of a phased residential led mixed use development across severable plots comprising residential (Use Classes C3 and C2); non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); residents amenity space including within clubhouse buildings; health centre (Use Class E); land for a primary school (Use Class F); the final surface finish of the highway and footpath consented under HIF permission ref: 133143/VO/2022; creation of new public realm and associated landscaping, car parking provision, cycle storage, and other associated works.' ("Proposed Development").

1.4 Full details of the site context, an overview of the development proposals and a detailed assessment of the scheme against relevant planning policies is set out in the submitted Supporting Planning Statement (SPS). Policy EN 2 of the Manchester Core Strategy specifically relates to tall buildings and sets out the criteria which must be met in order for tall building proposals to be supported. This Tall Building Statement has been prepared in the context of Policy EN 2 and a detailed assessment of the proposed development against the provisions of this policy is contained at Chapter 12 of this Tall Building Statement.

1.5 Whilst an overview of the proposals is provided within the submitted SPS, full details of the design of the proposed development are described in the Design and Access Statement (DAS) prepared by Maccreanor Lavington and Schulze + Grassov presented on the application drawings including

Parameter Plans submitted with the application. This Statement should be read in conjunction with these documents, and others, which also form part of the application.

Purpose of the Tall Building Statement

- 1.6 This Tall Building Statement has been produced to assess the proposal against Historic England's Advice Note 4 Tall Buildings (2nd Ed) published March 2022 (with the 1st edition having been published in December 2015), which updates the 'Guidance on Tall Buildings Document' published jointly by English Heritage (now Historic England) and CABE (updated version, July 2007). The Government and Manchester City Council still, however, endorse the CABE / Historic England guidance and its evaluation criteria, and that it is capable of being a material consideration in the determination of planning applications.
- 1.7 Advice Note 4 identifies a series of steps that should be undertaken for proposals involving tall buildings. These are as follows:
- a) Identify the zones of visual influence of a proposal, which then help to understand the character of the areas that may be affected and determine which individual heritage assets are likely to be affected and determine which individual heritage assets are likely to be affected (this includes considering recognised views and the settings of heritage assets);*
 - b) Guide and improve design. Design Review is an established tool for the assessment of impact at the pre-planning and planning application stages, and can inform the Design and Access Statement. The greater the impact, the more detailed and comprehensive the Design and Access Statement needed. The same is true in relation to the heritage assessment;*
 - c) Understand what illustrative material is likely to be needed in terms of the quality, accuracy, clarity and detail, so that the impact of a tall building can be properly and objectively assessed.*
- 1.8 In response to point (a), the Townscape and Visual Impact Assessment (TVIA) contained at Chapter 6 and the Archaeology and Heritage Assessment contained at Chapter 8 of the Environment Statement ('ES') consider the comparative visual impact likely to result from the proposed development. The key viewpoints have been established through discussions with MCC, following an analysis of the baseline conditions, and an estimate of the zone of potential visual impact. This is dealt with in further detail in Chapter 3 of this document.
- 1.9 In response to point (b), the design of the proposed development has been subject to extensive pre-application consultation and discussions with MCC, key stakeholders, the local community and Places Matter Design Review prior to the submission of the application.

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- 1.10 In response to point (c), the proposals have been considered as part of a comprehensive assessment process which has included several detailed technical assessments including (among others) archaeology and heritage assessment, townscape visual impact assessment, ground conditions; flood risk and drainage; transport and access; air quality and dust; noise and vibration; daylight, sunlight and overshadowing; and, wind microclimate
- 1.11 This document considers the proposals against the principles of Historic England's Advice Note 4 (2015) and the more detailed evaluation criteria in the CABE / Historic England Guidance on Tall Buildings (2007) in the following order:
- Relationship to context;
 - Effect on the historic environment;
 - Relationship to transport infrastructure;
 - The architectural quality of the building;
 - Sustainable design and construction of the proposal;
 - Credibility of the design;
 - Contribution to public space and facilities;
 - Effect on the local environment;
 - Contribution made to permeability of the site and the wider area; and
 - The provision of a well-designed environment.
- 1.12 As stated above this document also considers Policy EN 2 of Manchester City Council's adopted Core Strategy (July 2012) with regards to tall buildings.

2. Relationship to Context

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

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

Assessment

- 2.2 The DAS prepared by Maccreanor Lavington and Schulze + Grasso provides a detailed assessment of the site and how the development fits within the wider context. In addition, a Townscape and Visual Impact Assessment ('TVIA') has been prepared by Op-en and is contained at Chapter 6 of the ES submitted with this application. This chapter assesses the effects of the proposed development on townscape character and visual amenity. In particular it identifies and assesses the anticipated effects of change resulting from the proposed development on the character and features of the townscape; and on people's views and amenity within the TVIA Study Area.
- 2.3 The study area is shown in Figure 6.1 of the ES and extends to approximately 1km from the site. Within this urban location this distance is considered sufficient to produce a thorough and relevant understanding of the surrounding townscape context and character. Taking into consideration the nature and parameters of the proposed development and its context, and based on professional judgement, it is considered that beyond this distance any effects on townscape character would diminish to non-significant levels.
- 2.4 Figure 6.1 the ES illustrates the principal viewpoints agreed and identified. A total of 17 viewpoints are detailed as follows:
- Viewpoint 1: St Michael's Flags / Angel Meadow
 - Viewpoint 2: Corporation Street
 - Viewpoint 3: Manchester Cathedral
 - Viewpoint 4: Smithfield

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- Viewpoint 5: Ancoats
 - Viewpoint 6: Rochdale Road (Railway Bridge)
 - Viewpoint 7: Dantzic Street
 - Viewpoint 8: Sand Hill's Park, Collyhurst
 - Viewpoint 9: Dalton Street
 - Viewpoint 10: Queen's Road (near Metrolink)
 - Viewpoint 11: Queen's Park
 - Viewpoint 12: Miles Platting
 - Viewpoint 13: Manchester Fort
 - Viewpoint 14: North Street
 - Viewpoint 15: St Chad's Street
 - Viewpoint 16: Red Bank
 - Viewpoint 17: Rochdale Road

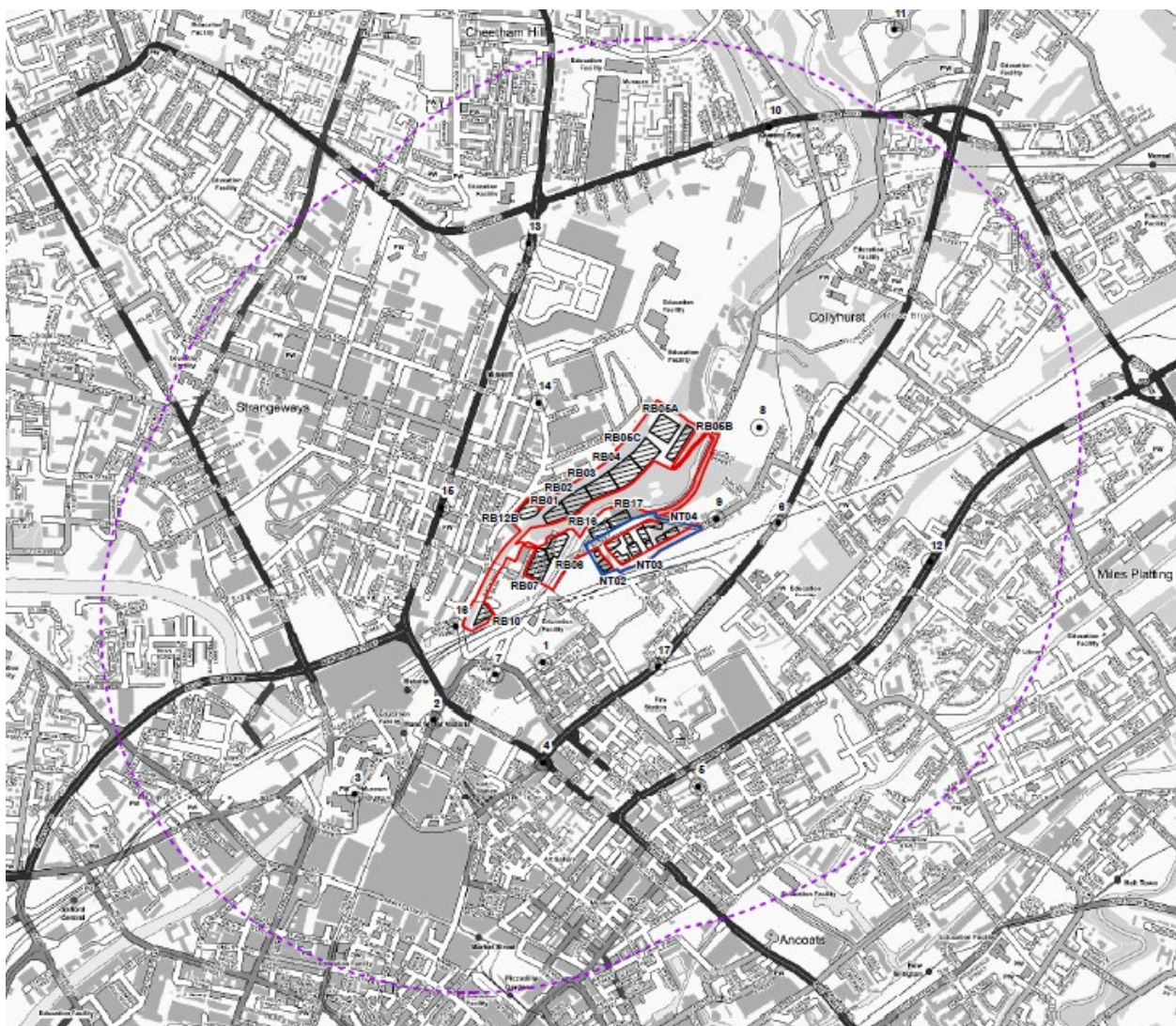


Figure 1: TVIA Study Area (Figure 6.1 of ES)

- 2.5 The predicted potential impacts of the proposed development, taking into account the embedded mitigation, are outlined in full in Chapter 6 of the ES. The potential impacts have been considered at both construction stage and during operation for the proposed development, as well as the cumulative impact including consented developments. The assessment is supplemented by a series of Baseline Photographs, Photomontages and Townscape and Visual Figures included in the same ES Chapter. From this the overall significance of the identified effects on receptors have been assessed. The findings for the visual impact on the completed and operational development are summarised below.
- 2.6 The first paragraph for each viewpoint below provides a summary description of each viewpoint. An assessment of the completed and operational development for the current outline application in isolation (Application 4) is then provided in the second paragraph for each view, and is sourced from Table 6.18 of the TVIA. The third paragraph for each viewpoint considers the cumulative townscape and visual effect of the current outline application (Application 4) in conjunction with other committed development and is sourced from Table 6.20 of the TVIA.

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- 2.7 For further detailed analysis and explanation of the findings summarised below please refer to the TVIA at Chapter 6 of the ES. The ES also includes a description of the mitigation measures which have been ‘embedded’ into the Proposed Development in order to avoid or minimise potential effects on townscape and visual amenity. Accordingly it is important this TBS is read alongside the TVIA.

Viewpoint 1: St Michael's Flags / Angel Meadow

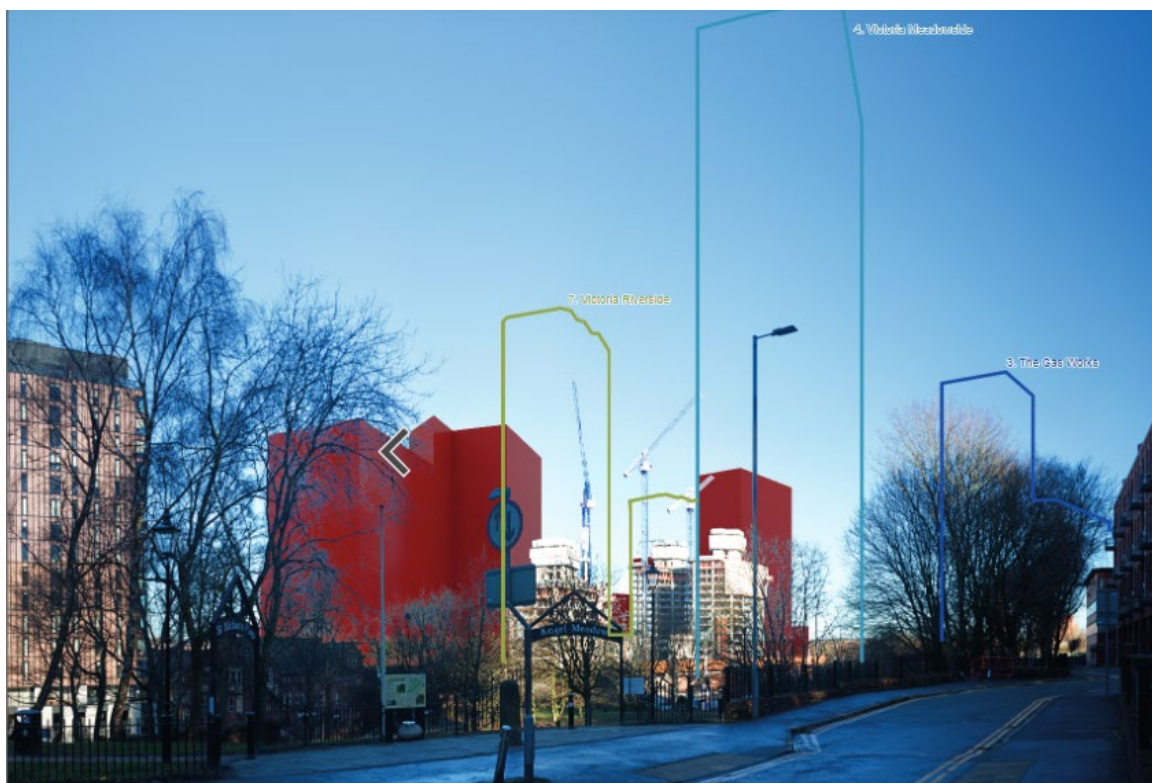
- 2.8 The viewpoint is located on Old Mount Street, to the south-east of the park itself, but is considered to be representative of views experienced from within the park. This is the closest urban greenspace to the Site. The park is generally surrounded by residential development, particularly along Old Mount Street to the south-east. Two modern high-rise residential buildings are visible on the north-western edge of the park, and limit longer-distance views in this direction. The Grade II listed Charter Street Mission is also visible to the north, beyond the park. The large-scale Co-op Building is visible on Angel Street to the west. In the view to the north-east, towards the Site, construction works associated with several tall buildings are visible.



Viewpoint 1- existing



Viewpoint 1 – proposed massing (outline application)



Viewpoint 1- cumulative

- 2.9 The 'Visual Assessment: Completed and Operational Development (Application 4)' table (Table 6.18) of the TVIA Chapter of the ES finds that the effect of the proposed development on the view experienced by residents and people visiting St Michael's Flags and/ Angel Meadow Park, is assessed as **significant (major / moderate), neutral and long-term in duration**. These effects arise from the sensitivity of

users of the greenspace and residents, combined with the magnitude of change arising from the vertical scale of RB10 and the introduction of the other plots into the view. In this direction, the view was previously fairly open towards the Lower Irk Valley, providing a contrast with surrounding built form visible at close proximity in other directions, but it has been altered recently by other developments. The introduction of this proposed development will contribute to providing further enclosure of the view over St Michael's Flags and Angel Meadow Parks.

- 2.10 Considering the contribution of the outline application to cumulative effects from Plot 4 Meadowside, the Gas Works and Victoria Riverside on the view, this is assessed as not significant (moderate), neutral and long-term in duration. The cumulative magnitude of change resulting from the contribution of Application 4 to the cumulative schemes is assessed as medium, primarily because some of the Application 4 plots will be located behind the cumulative schemes and will not be visible, and because the visible plots will be viewed in the context of a more developed foreground, in which further tall buildings will be introduced at Meadowside, Victoria Riverside and the Gasworks at larger scale, which will contribute more to the cumulative effect.

Viewpoint 2: Corporation Street

- 2.11 This viewpoint is on the boundary of the Shudehill Conservation Area, looking outwards (away from) the historic townscape. The viewpoint is located on the eastern side of Corporation Street, adjacent to the Grade II listed Cooperative Wholesale Society Building and New Century House. The view towards the Site is to the north along Corporation Street. The view along Corporation Street to the north of the junction with Cheetham Hill Road and Miller Street provides one of the few longer-distance outlooks from this viewpoint, which is otherwise fairly enclosed by surrounding city-centre development.



Viewpoint 2- existing



Viewpoint 2 - proposed massing (outline application)



Viewpoint 2- cumulative

- 2.12 The 'Visual Assessment: Completed and Operational Development (Application 4)' table (Table 6.18) of the TVIA Chapter of the ES finds that the effect of the proposed development on the view experienced by pedestrians, motorists and people working in the local area is assessed as **significant (major / moderate), adverse and long-term in duration**. These effects arise primarily from the position of RB10, seen in the focal point of the view along the road, in combination with its vertical scale, contrast and position behind 109 Corporation Street (a Grade II listed building). The effect will be partially moderated by the limited view of the rest of the plots, which are behind foreground buildings. The

presence of recently completed tall buildings at New Victoria and 4 Angel Square will also moderate the effect of this application. This is a localised effect on the view from the northern edge of Shudehill Conservation Area, and it is considered unlikely to translate to a wider significant effect on its character.

- 2.13 When considering the contribution of the outline application to the cumulative effects on the view this is assessed as not significant (minor), neutral and long-term in duration. The effect arising from Application 4 will essentially be as assessed in the project alone assessment (Table 6.18), with a negligible additional change when considered cumulatively with cumulative schemes.

Viewpoint 3: Manchester Cathedral

- 2.14 The view towards the Site is to the north-east, over public space within Cathedral Gardens. A modern extension to Chetham's School of Music occupies the foreground to the west, while the eastern boundary of Cathedral Gardens is bordered by the modern large-scale National Football Museum. To the south-east, the Grade II listed Corn Exchange occupies the foreground, and Manchester Cathedral occupies the view to the south. There are slightly longer-distance views to the west, towards the River Irwell. Longer distance views are also available to the north, in the direction of the Site, towards tall buildings including the CIS tower and new development adjacent to Manchester Victoria train station.



Viewpoint 3- existing



Viewpoint 3 – proposed massing (outline application)



Viewpoint 3- cumulative

- 2.15 The 'Visual Assessment: Completed and Operational Development (Application 4)' table (Table 6.18) of the TVIA Chapter of the ES finds that the effect of the proposed development on the view experienced by pedestrians, residents, visitors to the area and people working in the local area is assessed as **not significant (moderate / minor), neutral and long-term in duration**. This effect will influence views from this viewpoint and the townscape character of Cathedral Conservation Area. These effects arise primarily from the position of Application 4 beyond the recently completed New Victoria development, with just RB10 seen rising slightly above New Victoria. This application is likely to contribute to the existing modern skyline of tall buildings in the backdrop. This is a localised effect on the view from the northern edge of Shudehill Conservation Area, and it is considered unlikely to translate to a wider significant effect on its character.
- 2.16 The contribution of the outline application to the cumulative effect on the view this is assessed as not significant (no effect), neutral and long-term in duration. There will be no cumulative schemes visible in the view. The cumulative magnitude of change resulting from the contribution of Application 4 to the cumulative schemes is therefore assessed as zero.

Viewpoint 4: Smithfield

- 2.17 The viewpoint is located at the junction between Shudehill and Swan Street. Outward views from this viewpoint are generally contained within the foreground to middle distance by built development along Shudehill, Rochdale Road, Miller Street and Swan Street. These buildings are generally larger-scale to the west and north, along Shudehill, Miller Street and Rochdale Road. To the east, along Swan Street, the buildings are smaller-scale and more historic, although there are tall buildings on either side of Swan Street at the junction with Rochdale Road and Shudehill. The view towards the Site is to the north, along Rochdale Road. The site is located beyond tall buildings between Miller Street and Angel Street, as well as smaller buildings further north along Rochdale Road, in views from this location.



Viewpoint 4- existing



Viewpoint 4 – proposed massing (outline application)



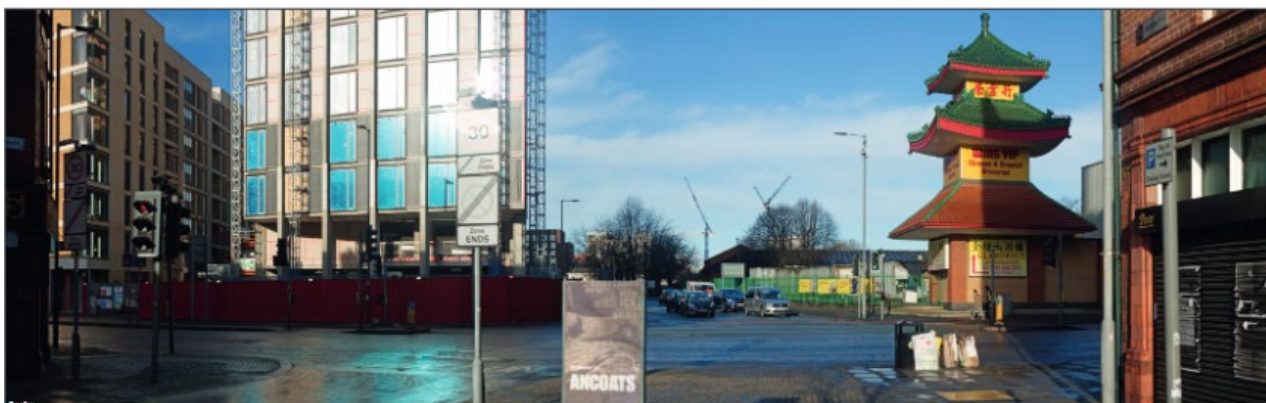
Viewpoint 4- cumulative

- 2.18 The 'Visual Assessment: Completed and Operational Development (Application 4)' table (Table 6.18) of the TVIA Chapter of the ES finds that the effect of the proposed development on views from this location and on the townscape character of Smithfield Conservation Area is assessed as **not significant (minor), neutral and long-term in duration**. This is primarily as a result of the fact that only a very small proportion of this application will be visible, due to it being almost completely screened behind the foreground Moda, Angel Gardens building.
- 2.19 The contribution of the outline application to the cumulative effect on the view is assessed as not significant (minor), neutral and long-term in duration. Application 4 will be almost entirely not visible due to it being almost completely screened behind the foreground Moda, Angel Gardens building on Rochdale Road.

Viewpoint 5: Ancoats

- 2.20 The viewpoint is located on Sherratt Street, within an area of historic residential development. Views towards the east, south and west are over the area covered by the Ancoats Conservation Area, and the views in this direction are generally contained at relatively close proximity by small to medium-scale historic red brick buildings. To the north-east and south-west historic residential development at Victoria Square and on Anita Street limits outward views. The spire of the Hallé St Peter's, a former church on Blossom Street, is visible along the skyline to the south. Views towards the north are slightly

more open, over the New Cross area of the city. Cranes associated with construction works in the Lower Irk Valley are visible on the skyline to the north, in the same sector of the view in which the Site is located.



Viewpoint 5- existing



Viewpoint 5 - proposed massing (outline application)



Viewpoint 5- cumulative

- 2.21 The 'Visual Assessment: Completed and Operational Development (Application 4)' table (Table 6.18) of the TVIA Chapter of the ES finds that the proposed development is considered to result effects which are **not significant (moderate), beneficial and long-term in duration** on views from the nearest edge of Ancoats on Oldham Road and on townscape character of the wider Ancoats Conservation Area. The existing townscape in the view is of moderate value and of relatively lower visual amenity and

condition, with mixed uses. RB10 will not be visible in the view, and the introduction of the visible plots (such as RB06/RB07 and RB16/RB17) is likely to improve the visual context to the north of Oldham Road.

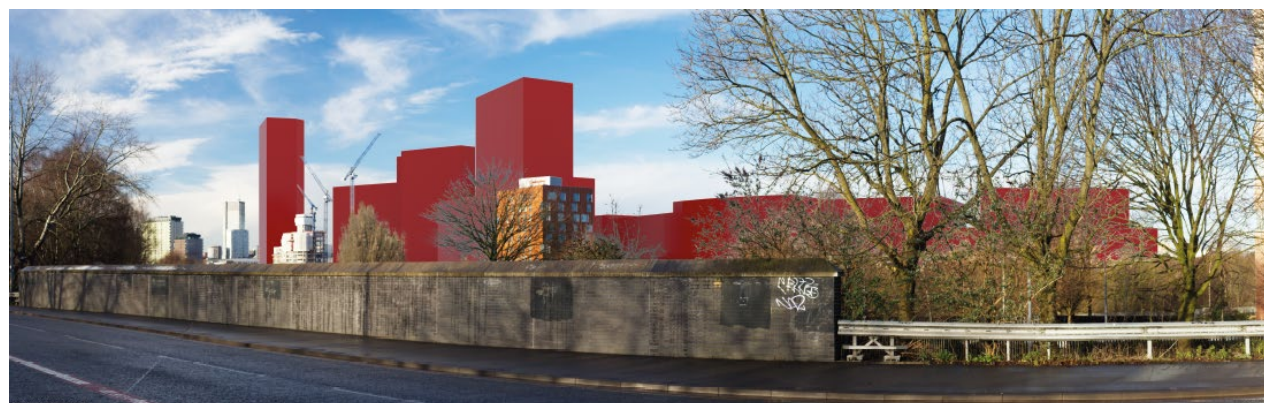
- 2.22 The contribution of the outline application to the cumulative effect on the view is assessed as not significant (no effect), neutral and long-term in duration. The Gas Works (3), Meadowside (4) and 87 Rochdale Road (8) will occupy the foreground of the view across Rochdale Road and are likely to completely screen all of Application 4 development plots, which are situated behind these cumulative schemes.

Viewpoint 6: Rochdale Road

- 2.23 The viewpoint is located on a railway bridge on Rochdale Road to the east of the Site. From the viewpoint, views to the east are limited by the wall along the railway bridge. To the north-east and south-west, views are available along Rochdale Road, and feature vegetation on either side of the road alongside the railway corridor. To the south-west, views are longer distance towards Manchester city centre. In this direction, the skyline is formed by a cluster of medium- to high-rise generally modern buildings within the Lower Irk Valley, Strangeways, NOMA and City Centre TCAs.



Viewpoint 6- existing



Viewpoint 6 - proposed massing (outline application)



Viewpoint 6- cumulative

- 2.24 The 'Visual Assessment: Completed and Operational Development (Application 4)' table (Table 6.18) of the TVIA Chapter of the ES finds that the proposed development is considered to result in a **significant (major/moderate), beneficial and long-term effect** on views from Rochdale Road approaching the city centre. The view from this viewpoint is only of medium sensitivity, and does not include highly valued townscape. However, the view is likely to be subject to a high level of change due to the position of the proposals in the foreground, and its vertical and horizontal spread in the view. The full extent of this application will be appreciated in this view. It is likely to alter the view of the city centre skyline and will extend the tall building scale of the city centre out along the Lower Irk Valley towards the viewpoint.
- 2.25 The contribution of the outline application on the cumulative effect on the view is assessed as significant (major/moderate), beneficial and long-term in duration. The cumulative magnitude of change resulting from the contribution of Application 4 to the cumulative schemes is assessed as high, due to its position to the fore of the cumulative schemes and the extended scale of tall buildings along part of the Lower Irk Valley.

Viewpoint 7: Dantzic Street

- 2.26 The viewpoint is located on Dantzic Street, adjacent to the Co-op building at Angel Square. The view towards the Site is to the north-east. In this direction, the junction of Dantzic Street and Angel Street forms the foreground. Medium-rise residential development is visible to the west of Dantzic Street, while to the east of the road, a high-rise residential development is under construction. St Michael's Flags and Angel Meadow Park is visible to the north-east. To the south-west and south, modern development within the NOMA area of the city is visible, including several developments under construction in close proximity.



Viewpoint 7- existing



Viewpoint 7 - proposed massing (outline application)



Viewpoint 7- cumulative

- 2.27 The 'Visual Assessment: Completed and Operational Development (Application 4)' table (Table 6.18) of the TVIA Chapter of the ES finds that the proposed development is considered to result in **not significant (moderate), neutral and long-term effects** on views from Dantzic Street. These primarily arise from the proximity and scale of RB10 in views to the north-west, as well as the medium sensitivity to change which is influenced by the relatively low value of the view from this location. Effects arising from the introduction of this application are likely to be beneficial and improve the visual amenity of the Dantzic Street area.
- 2.28 The contribution of the outline application to the cumulative effect on the view is assessed as not significant (minor), neutral and long-term in duration. A narrow portion of Victoria Riverside (4) is likely to be visible beyond the Gate, Meadowside building. Other than this small amount of Victoria Riverside (4), there will be no further cumulative schemes visible in the view. The effect arising from Application 4 will essentially be a negligible additional change when considered cumulatively with cumulative schemes.

Viewpoint 8: Sand Hills Park, Collyhurst

- 2.29 Representative of views experienced by recreational receptors within this greenspace located on top of a former colliery within the Lower Irk Valley to the north-east of the Site. Deciduous woodland

alongside the railway line and within the greenspace itself filter and screen outward views in several directions. To the north-east, high-rise residential development within Collyhurst can be seen above this woodland. To the north and west, outward views are generally limited by the landform and vegetation, although views are relatively long-distance across the greenspace itself. To the south-west, modern high-rise development within the Lower Irk Valley, NOMA and Manchester City Centre is visible.

Viewpoint 8- existing



Viewpoint 8 - proposed massing (outline application)



Viewpoint 8- cumulative

2.30 The 'Visual Assessment: Completed and Operational Development (Application 4)' table (Table 6.18) of the TVIA Chapter of the ES finds that the proposed development is considered to result in **significant (major/moderate), beneficial and long-term effects** on views from this informal greenspace. The

existing view is of medium sensitivity, and does not include highly valued townscape, but the view is likely to be subject to a high level of change due to the position of the site in the foreground, and its vertical and horizontal spread in the view. The introduction of this application into the view will alter the view of the city centre skyline and extend the tall buildings of the city centre out along the Lower Irk Valley towards the viewpoint.

- 2.31 The contribution of the outline application to the cumulative effect on the view is assessed as significant (major/moderate), beneficial and long-term in duration. The cumulative magnitude of change resulting from the contribution of Application 4 to the cumulative schemes is assessed as high, due to its position to the fore of the cumulative schemes and the extended scale of tall buildings into the foreground along part of the Lower Irk Valley.

Viewpoint 9: Dalton Street

- 2.32 The viewpoint is located adjacent to a row of two-storey residential properties, as well as opposite a larger high-rise residential block. The railway line to Manchester Victoria passes in close proximity to the south of the viewpoint. Outward views from the viewpoint are relatively contained, with the view along Dalton Street to the west representing the most open outlook.



Viewpoint 9- existing



Viewpoint 9 - proposed massing (outline application)



Viewpoint 9- cumulative

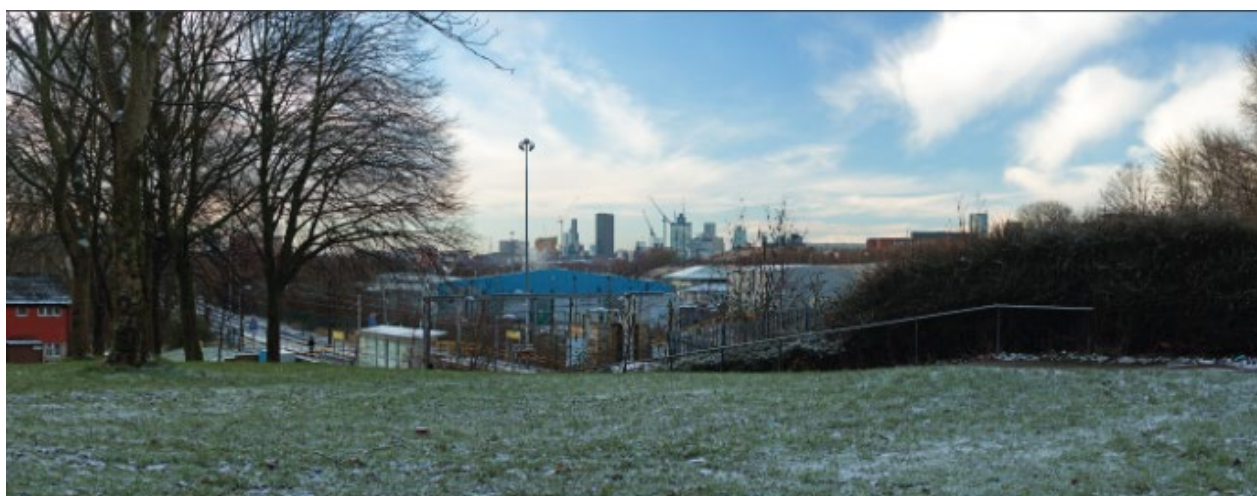
2.33 The 'Visual Assessment: Completed and Operational Development (Application 4)' table (Table 6.18) of the TVIA Chapter of the ES finds that the proposed development is considered to result in a **significant (major/moderate), neutral and long-term effect** on views experienced mainly by local residents and

road users from Dalton Road. The view is only of medium sensitivity, and does not include highly valued townscape. However, it is likely to be subject to a high level of change due to the position of the site in the foreground, and its vertical scale and spread in the view. This will alter the view of the city centre skyline and extend the tall buildings of the city centre out along the Lower Irk Valley towards the viewpoint.

- 2.34 The contribution of the outline application to the cumulative effect on the view is assessed as significant (major/moderate), beneficial and long-term in duration. The cumulative magnitude of change resulting from the contribution of Application 4 to the cumulative schemes is assessed as high, due to its position to the fore of the cumulative schemes and the increase scale of tall buildings into the foreground, particularly plots RB10, RB16 and RB17.

Viewpoint 10: Queen's Road (near Metrolink)

- 2.35 The viewpoint is located on Queen's Road to the east of the railway bridge and Metrolink stop. Outward views are relatively long-distance to the south-west from this somewhat elevated location. To the north and south, residential development within Cheetham Hill is visible on either side of Queen's Road, partially filtered by vegetation alongside the road. To the east, Queen's Road stretches into the middle distance, and long-distance outward views are limited by vegetation along the River Irk valley. The Metrolink line is visible at lower elevation to the south-west, as are buildings associated with the Queen's Road depot and the platforms of the Queen's Road stop. Longer-distance views are available in this direction over the Lower Irk Valley towards high-rise development within the NOMA, Strangeways and City Centre TCAs.



Viewpoint 10- existing



Viewpoint 10 – proposed massing (outline application)



Viewpoint 10- cumulative

- 2.36 The 'Visual Assessment: Completed and Operational Development (Application 4)' table (Table 6.18) of the TVIA Chapter of the ES finds that the proposed development will result in **not significant (moderate / minor), neutral and long-term effects** on views from Queens Road near Metrolink, which are of medium sensitivity due to the incidental nature of the view and lack of attention/interest of people using Metrolink or travelling on Queen's Road. Views experienced by these receptors will be subject to medium level of change at increasing range, with taller buildings within the Site forming new landmark features in the view of the Manchester city skyline.
- 2.37 The contribution of the outline application to the cumulative effect on the view is assessed as not significant (moderate/minor), beneficial and long-term in duration. The gradual reduction in building scale reflected through the development plots height will be evident as they extend away from the city centre. Given the greater distance of Application 4, its diminished scale in the view and cohesion with

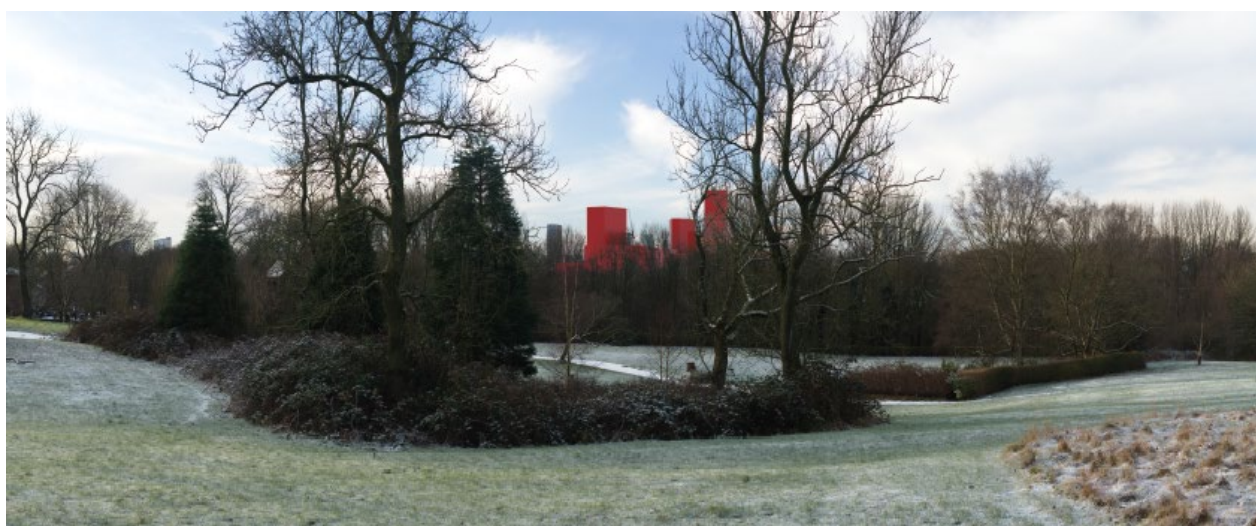
the taller building scale of the emerging city centre, the cumulative magnitude of change resulting from the contribution of Application 4 to the cumulative schemes is assessed as medium.

Viewpoint 11: Queens Park

- 2.38 Queen's Park is one of the oldest parks in Manchester and lies adjacent to the River Irk Valley to the immediate north-east of the study area. The viewpoint is located within the centre of the park, close to a former museum and gallery building set within the park. Queen's Park is set upon a relative high point in the wider area. However, outward views over the surrounding lower-lying landscape are heavily filtered by deciduous woodland within the park. The site is located to the south-west of the viewpoint, and the landform slopes down in this direction towards the Lower Irk Valley.



Viewpoint 11- existing



Viewpoint 11 – proposed massing (outline application)



Viewpoint 11- cumulative

- 2.39 The 'Visual Assessment: Completed and Operational Development (Application 4)' table (Table 6.18) of the TVIA Chapter of the ES finds that the proposed development will result in a **not significant (moderate / minor), neutral and long-term effect** on views from Queens Park due to the limited visibility of most of the development blocks due to the intervening woodland around Queens Park. The upper elements of the taller development blocks will increase the influence of tall buildings in the city backdrop to Queens Park, but are not considered to increase the significance of the effect beyond not significant (moderate / minor) due to the contained nature of views from the park and the medium receptor sensitivity.
- 2.40 The contribution of the outline application to the cumulative effect on the view this is assessed as not significant (moderate/minor), beneficial and long-term in duration. The gradual reduction in building scale reflected through the development plots height will be evident as they extend away from the city centre. The cumulative effects of Application 4 will also be limited by vegetation within the park with only limited visibility of the majority of the lower development blocks due to the intervening woodland around Queens Park.

Viewpoint 12: Miles Platting

- 2.41 Oldham Road is one of the main routes into and out of Manchester city centre. The viewpoint is located on this route within the residential area of Miles Platting, to the east of the Site. Oldham Road stretches to the north-east and south-west, and is flanked on either side by low-density residential development largely dating from the late 20th century. Opposite the viewpoint, to the north-west of Oldham Road, new residential development can be seen. To the south-west, several high-rise buildings to the south-east of Oldham Road are visible. The view towards the Site is to the south-west, beyond residential development to the north-west of Oldham Road.



Viewpoint 12- existing



Viewpoint 12 - proposed massing (outline application)



Viewpoint 12- cumulative

- 2.42 The 'Visual Assessment: Completed and Operational Development (Application 4)' table (Table 6.18) of the TVIA Chapter of the ES finds that the proposed development will result in a **not significant (minor), neutral and long-term effect on views** experienced from Oldham Road within Miles Platting. Although the application will introduce new taller buildings in the backdrop to the smaller scale residential context, a relatively limited proportion of the development blocks will be visible behind intervening residential areas, where recent changes have also taken place.
- 2.43 The contribution of the outline application to the cumulative effect on the view is assessed as not significant (minor), beneficial and long-term in duration. The cumulative magnitude of change resulting from the contribution of Application 4 to the cumulative schemes is assessed as low, due to the relatively small amount of Application visible, which is largely screened by the foreground townscape, and its integration with the cumulative schemes as part of the backdrop.

Viewpoint 13: Manchester Fort

- 2.44 The viewpoint is located on Cheetham Hill Road, adjacent to the shopping centre. Retail units are located to the east and west of Cheetham Hill Road at this viewpoint, and the shops and associated car parks occupy much of the available view. Cheetham Hill Road extends north to south, and is flanked by trees along sections. To the north and south, there are slightly longer-distance views. To the north, residential development within Cheetham Hill to the north of Queen's Road is visible. To the south, tall buildings within NOMA and Manchester city centre, including the CIS Tower and Co-operative Building, are visible. There are also several cranes associated with construction seen in the same sector of the view. The view towards the Site is to the south-east.



Viewpoint 13- existing



Viewpoint 13 - proposed massing (outline application)



Viewpoint 13- cumulative

- 2.45 The 'Visual Assessment: Completed and Operational Development (Application 4)' table (Table 6.18) of the TVIA Chapter of the ES finds that the proposed development will result in **not significant (moderate / minor), neutral and long-term effects on views** from Manchester Fort. Although the upper elements of the taller building plots are likely to form new landmarks in the backdrop to the setting of Manchester Fort, much of the lower plots are situated behind the retail units, and will therefore be largely screened from view. The views towards the site will only be experienced by receptors of medium sensitivity, given their main attention focused on shopping/retail experience (rather than the views to the surrounding townscape) and the relatively low value of the retail townscape that occupies the foreground of the view.
- 2.46 The contribution of the outline application to the cumulative effects on the view is assessed as not significant (moderate/minor), beneficial and long-term in duration. There will be limited difference in the context of the cumulative schemes, which will further the taller building scale of the emerging city centre.

Viewpoint 14: North Street

- 2.47 The viewpoint is located to the north-west of the Site, close to the point at which Peel Street meets Stanley Street. The immediate context of the viewpoint comprises generally low-rise modern industrial development, although there are a number of more traditional low-rise red brick buildings which contrast with the surrounding more modern development. To the east and west, views are contained by built form. North Street and Stanley Street extend to the south-east and south-west respectively. The view towards the Site is to the south-east.



Viewpoint 14- existing



Viewpoint 14 – proposed massing (outline application)



Viewpoint 14- cumulative

- 2.48 Despite the high magnitude of change to the view resulting from the application in the backdrop behind the trading estates and commercial units, the 'Visual Assessment: Completed and Operational Development (Application 4)' table (Table 6.18) of the TVIA Chapter of the ES finds that the effect arising from this is assessed as **not significant (moderate) beneficial and long-term**. Changes associated with the site occur to a view that is of low sensitivity to change, given the main activities of the users of the area and low levels of existing visual amenity, as well as the poor condition and low value of the townscape in the view.
- 2.49 The contribution of the outline application to the cumulative effect on the view is assessed as not significant (minor), neutral and long-term in duration. The effect arising from Application 4 will essentially be as assessed in the project alone assessment (Table 6.18 of the TVIA Chapter), with a low additional change when considered cumulatively, due to the lack of visibility of the cumulative schemes.

Viewpoint 15: St Chad's Street

- 2.50 The viewpoint is located near St Chad's Roman Catholic Church. The Grade II listed St Chad's Church occupies the south-western sector of the view, while retail premises on Cheetham Hill Road are visible at the end of St Chad's Street to the west. To the north, the baseline is formed by low-rise industrial development, generally of red brick. Views to the east along St Chad's Street are longer-distance. Vegetation within the Lower Irk Valley and high-rise residential development are visible in this direction. Modern high-rise development can also be seen to the south-east, within the Green Quarter area adjacent to the Lower Irk Valley, beyond low-rise red brick buildings along Stock Street. The CIS Tower, within Manchester City Centre, is also visible upon the skyline.



Viewpoint 15- existing



Viewpoint 15- proposed massing (outline application)



Viewpoint 15 - cumulative

- 2.51 The 'Visual Assessment: Completed and Operational Development (Application 4)' table (Table 6.18) of the TVIA Chapter of the ES finds that the proposed development will result in a **not significant (moderate / minor), neutral and long-term effect on the view** from this viewpoint. Changes associated with the site will occur to a view which is of low sensitivity to change of this type. This is as a result of the main activities of the users of the area, low levels of visual amenity in the view, and the poor condition and low value of the surrounding townscape.

2.52 The contribution of the outline application on the cumulative effect on the view is assessed as not significant (minor), neutral and long-term in duration. The effect arising from Application 4 will essentially be as assessed in the project alone assessment (Table 6.18), with a low additional change when considered cumulatively, due to the lack of visibility of the cumulative schemes.

Viewpoint 16: Red Bank

2.53 The viewpoint is located at the corner of Red Bank and New Century Park, close to the railway line which runs to Manchester Victoria. Outward views are generally contained in close proximity by development surrounding the viewpoint. The railway line passes close to the viewpoint to the east and south, elevated above ground level on a red brick viaduct. Vegetation alongside the railway can be seen above the viaduct. To the north and west, modern high-rise development along Red Bank and New Century Park limits outward views. The view towards the Site is to the north-east, beyond the railway line.



Viewpoint 16- existing



Viewpoint 16 - proposed massing (outline application)

- 2.54 The 'Visual Assessment: Completed and Operational Development (Application 4)' table (Table 6.18) of the TVIA Chapter of the ES finds that the proposed development will result in **significant (major/moderate) adverse effects on the street level view** from Red Bank. This is primarily due to the very close proximity of the site, with the tall vertical scale of RB10 particularly apparent and resulting in a high magnitude of change to views that are primarily experienced by local residents of the newer residential buildings on Red Bank.
- 2.55 When considering the cumulative effects on the view, this is assessed as not significant (no effect), neutral and long-term in duration. There will be no cumulative schemes visible in the view, therefore the cumulative magnitude of change resulting from the contribution of Application 4 to the cumulative schemes is therefore assessed as zero and a photomontage of the cumulative impact has not been provided.

Viewpoint 17: Rochdale Road

- 2.56 The viewpoint is located on Rochdale Road, at the junction with Sudell Street and opposite Clive Street. Rochdale Road stretches from south-west to north-east to the north-west of the viewpoint. Views to the north-west are relatively long-distance beyond Rochdale Road, towards industrial development within New Cross in the foreground and the Lower Irk Valley beyond. Several high-rise developments

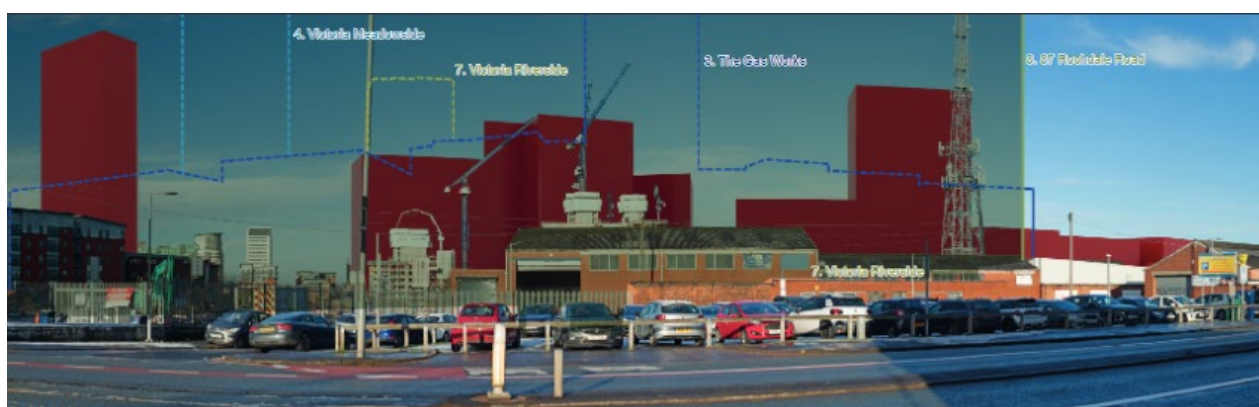
and construction works associated with new development are visible in relatively long-distance views in this direction. The spire of St Chad's Church is also visible. The view towards the Site is to the north-west.



Viewpoint 17: existing



Viewpoint 17 - proposed massing (outline application)



Viewpoint 17- cumulative

- 2.57 The 'Visual Assessment: Completed and Operational Development (Application 4)' table (Table 6.18) of the TVIA Chapter of the ES finds that the proposed development is considered to result in a **significant (moderate), beneficial and long-term effect on views** from closest parts of Rochdale Road. The existing townscape in the view is of low value and of relatively lower visual amenity and condition, being dominated by mixed uses, commercial units and trading estates. The application is likely to improve

the visual context to the north-west of Rochdale Road on approach to the city centre and extend the emerging character of regeneration around New Cross.

- 2.58 The contribution of the outline application to the cumulative effect on the view is assessed as not significant (negligible), neutral and long-term in duration. Rochdale Road (8) will be viewed at close proximity in the foreground of the view across Rochdale Road, such that almost all of the Application 4 plots will be located behind this cumulative scheme and will not be visible in the view (with the exception of parts of the lower plots RB05A-C).

Cumulative Effects with the Northern Gateway SRF

- 2.59 The TVIA also provides an assessment of the visual effects that will arise as a result of the contribution of the outline application (Application 4) and the Northern Gateway SRF with committed cumulative schemes. Committed cumulative schemes included in TVIA were agreed in consultation with MCC and are listed in Table 6.6 of the TVIA and mapped in Figure 6.5 of the TVIA. Plots included within the Victoria North SRF are also shown in Figure 6.5.
- 2.60 The assessment establishes that the completed and operational development proposed by this current outline application (Application 4) and the SRF to the cumulative effect with committed schemes is likely to be significant on views within the Victoria North SRF area, where transformative change is expected to occur to existing views, such as in views from St Michael's Flags and Angel Meadows (Viewpoint 1), limited parts of the northern edges of the city centre (Viewpoint 2), Rochdale Road (Viewpoint 6 and 17) and the closest parts of Collyhurst (Viewpoint 8 and 9). The additional effect of the SRF is likely to contribute to significant effects from other viewpoints on the edge of the SRF area, including from the closest parts of Ancoats (Viewpoint 5), Miles Platting (Viewpoint 12) and potentially Cheetham Hill (Viewpoint 10) depending on the scale, form and density of building plots that may occupy the foreground of these views. The cumulative effect of Application 4 and the SRF, with committed schemes on views locally from these areas are likely to be significant due to the extension of the city centre scale of tall buildings within the SRF area, in combination with committed schemes, resulting in significant change to the Manchester city centre skyline to the north of the city.
- 2.61 The cumulative effect of this application and the SRF, with committed schemes on views from the wider townscape of the TVIA study area is likely to be notable, however effects are assessed as being not significant where less direct changes may occur to the backdrop of views of the wider townscape and skyline, including on views from the Cathedral, Smithfield and Shudehill areas of the city centre (Viewpoint 3 and 4) where changes to views will be limited by the intervening townscape, from the Strangeways area to the west (Viewpoint 14 and 15) which is more distant from the Victoria North SRF

area and is of relatively lower sensitivity to change, and from more enclosed views such as from Queens Park to the north (Viewpoint 11).

- 2.62 Overall, when this application is assessed alongside cumulative developments, cumulative effects tend to be further 'mitigated', because the current application represents a continuation of the effect that will be established by approved schemes, which appear to extend the city centre skyline northwards towards the Lower Irk Valley. In the context of the cumulative schemes, this application will appear visually more cohesive and connected with the taller building scale of the emerging city centre. The scale of Plot RB10, which represents the tallest plot within the outline proposals, can be noted as being comparable in height and scale to committed schemes nearby at the Gas Works and Meadowside. The quality of design through detailed design works undertaken as part of the detailed plot design will also contribute to mitigating the cumulative effects of the proposed development when considered in the context of committed schemes.

Summary

- 2.63 In summary, the proposed development will contribute positively to the currently underutilised and degraded townscape which is currently subject to significant investment in order to facilitate its regeneration. The proposed development will have a positive relationship with surrounding features including the Irk Valley and the viaducts and has been designed to facilitate connections with future development in the area. The staggered scale and height of the buildings maximises visibility through to the City Centre and the Lower Irk Valley and adds variety and interest to the streetscape. The proposed development will contribute positively to the city skyline and its form will not be dominant but consistent with the wider context, in particular the wider regeneration that is planned as part of Victoria North.

3. Effect on the Historic Environment

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

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

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

Assessment

- 3.2 The relevant assessment of the above category is provided within the Heritage Chapter of the submitted ES prepared by WSP, the findings of which are summarised below. This statement will focus solely on the above ground heritage assets.
- 3.3 All of the 37 above ground heritage assets located in the 500m Study Area were initially assessed to determine whether they would be impacted by a change in their setting caused by the Application Site. Due to the built up nature of the area, and the lack of intervisibility between them and the Proposed Scheme, the majority of the built heritage assets did not require further assessment. From this initial sifting process, four heritage assets were identified as requiring detailed assessment:
- Grade II listed Union Bridge (NHL 1255163)
 - Red Bank Viaduct (WSP001)
 - Lancashire and Yorkshire Railway Viaduct (WSP002)
 - Barney's steps (WSP001).

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- 3.4 The assessment considers there would be **no significant effects** anticipated in relation to these heritage assets and cultural heritage in general during both the construction and operational period of the development.

4. Relationship to Transport Infrastructure

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

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

- 4.2 This section of the report should be read in conjunction with the submitted Transport Assessment, produced by WSP, and Chapter 11 Transport and Access of the ES, which fully consider the transport implication of the proposals.

Assessment

Accessibility

- 4.3 The site has excellent accessibility in terms of immediate access to a variety of public transport as well as the road network. The site is located within easy walking and cycling distance of a significant range of shops, services and facilities provided in the City Centre.
- 4.4 Dantzic Street is a route that links the City Centre's main arterial roads to the Irk Valley and as such serves as a 'gateway' route into the City Centre. The Northern Gateway SRF defines Dantzic Street as a secondary road which will be a local walking and cycling route and will connect the city centre, Shudehill and NOMA to Vauxhall Gardens, and upper sections of the Irk Valley.
- 4.5 The site is within walking distance of Manchester City Centre, which is the focus for retail, office, residential and leisure activity. It is also in close proximity to existing public transport facilities, including Victoria Station, which provides local and regional train services, as well as being served by all Metrolink lines. Multiple bus stops are located in the surrounding area the closest of which is located on Cheetham Hill/ the A665, the closest of which being St Chad's Church bus stops which are approximately 240m west of the site and provides services north bound to Bury and Higher Crumpsall, and southbound to Sale and various stops within the City Centre, including Piccadilly Gardens.
- 4.6 Furthermore, being located within the boundary of an endorsed SRF, new services and facilities will be brought forward as part of this current application, and other nearby development schemes in the near future. This will limit the need to travel greater distances by private cars for future occupiers of the

residential-led development which will bring about environmental benefits in accordance with Policies T 1 and SP 1 of the Manchester Core Strategy.

- 4.7 There are several dedicated cycle facilities around the site including on-road routes along Dantzic Street and Corporation Street, while Toucan Crossings are located on Angel Street and the Ring Road. There are 38 cycle stands provided at Manchester Victoria Station). National Cycle Route 66 is located a short distance from the site. National Cycle Route 66 runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley, and Kingston upon Hull. National Route 66 currently begins close to Manchester Piccadilly Station and runs traffic-free along the Rochdale Canal to just past Failsworth.

Transport Assessment

- 4.8 A Transport Assessment has been prepared by WSP and is submitted as part of the ES. The assessment demonstrates the existing sustainable and active travel conditions surrounding the Site and local area have been assessed and the Site has been shown to be in a highly sustainable location with access to frequent bus, tram and train services as well as within suitable walking and cycling distance to a range of local facilities and services within Manchester City Centre and the wider area.
- 4.9 The proximity of the Site to Manchester City Centre's variety of employment, leisure and retail uses, as well as public transport hubs such as Victoria and Shudehill will encourage non-car travel. This will be further encouraged through high-quality walking and cycling routes within the Site, and through the Travel Plan which encourages and promotes non-car use for new residents as they occupy the development plots. The relatively low level of parking provision on-site will also encourage uptake of non-car modes of travel.
- 4.10 A trip generation exercise has been undertaken to forecast the worst-case vehicle trip generation from the Site which has been used to inform the junction capacity assessments. The junction capacity assessments have been undertaken to assess the impact of the proposed development on the local highway network. The results show that Dantzic St / Aspin Lane and Red Bank / Honey Street junctions are forecast to operate within capacity in both 2034 and 2037 future year scenarios. The junction modelling of Cheetham Hill Road / Lord Street, and Red Bank / Lord Street / Roger Street suggest that the junctions will operate over capacity in some of the future year scenarios. The Transport Assessment suggests mitigation may be required at these junctions.
- 4.11 It is proposed that a financial contribution will be secured by the S106 Agreement towards off site highways improvements as follows:

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- Lord Street / Chetham Hill Road junction – limited to adding a right turn stage into the traffic signals which will only require amendments to some of the traffic signal heads and re-programming of the traffic signal controller.
 - Lord Street / Red Bank – limited to minor kerb line changes at two corners of the junction.

4.12 Full details of the off-site highways works are presented in the Transport Assessment submitted in support of the planning application.

Travel Plan

4.13 A Framework Travel Plan ('FTP') has also been prepared by WSP and is submitted as part of the ES. The FTP focuses on promoting sustainable and active travel and providing greater travel choices for all residents.

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

Parking

4.15 The proposed quantum of cycle and car parking for which approval is sought as part of this outline application are:

- Cycle Parking - The amount of cycle parking proposed as part of the outline planning application is: 1 secure cycle space per residential property (total up to 3,250 cycle spaces). Visitor cycle parking is also proposed to be included as part of the public realm.
- Car Parking - The amount of car parking proposed as part of the outline planning application is 12% and comprises:
 - Up to 325 spaces (including accessible spaces) for the residential development proposed by the outline application
 - Up to 25 spaces for the non-residential development proposed by the outline application. This includes both visitor parking and accessible spaces.

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- Up to 52 car parking spaces to support the development proposed at Plots NT02, NT03, and NT04 subject to a separate full planning application by FEC. The intention is that the 52 car park spaces will be provided in a temporary location within the outline planning application area initially with a permanent solution provided in a centralised location as the residential led development proposed by this outline planning application is brought forwards.

4.16 Full details of car and cycle parking within the proposed development are contained within the Transport Assessment, FTP and Chapter 11 Transport and Access of the ES.

Summary

4.17 The site is situated in a highly sustainable and accessible location. It has excellent accessibility for pedestrians and cyclists and has excellent connections to public transport and the road network. The proposed development will have limited car parking provision and generous secure cycle parking provision at a ratio of 1:1 for the residential dwellings, which together with additional measures proposed within the submitted Framework Travel Plan will support a reduced reliance on private motor vehicles.

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

5. The Architectural Quality of the Building

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

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

Assessment

- 5.2 The DAS prepared by Maccreanor Lavington to support the planning application provides further details of the architectural and design proposal however, it should be noted that as an outline application, various matters relating to design are reserved and those matters are summarised in the following paragraphs.
- 5.3 The proposal can be considered as three distinct character areas, New Town, Red Bank Viaduct and Red Bank Plateau.
- 5.4 New Town will link Manchester city centre with the park and feature shops, hairdressers, parcel offices, and health services along Dantzic Street. The area will offer views of the River Irk and its valley and serve as a busy active travel route.
- 5.5 Red Bank Viaduct will be inspired by the industrial heritage of the nearby disused railway viaduct and Cheetham Hill, with businesses in the railway arches now located at Brewery Square.
- 5.6 The Plateau will have a more residential and family-focused character, with homes featuring frequent front doors and green public spaces. There will also be playgrounds and a primary school in the parkland.
- 5.7 The massing approach for the outline area is designed to create a familiarly scaled neighbourhood while allowing for medium to high densities. Most plots are variations on two block typologies: residential perimeter blocks and mixed-use urban blocks. The Plateau primarily uses perimeter blocks, while New Town and Red Bank Viaduct use mixed-use urban blocks with a range of uses on a podium and plinth. RB10 is the only point-block tower. The massing strategy is based on perimeter blocks, which can accommodate taller elements and high density development while defining streets with continuous active frontages.

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- 5.8 The Design and Access Statement sets out in detail the rationale behind the parameters which are being applied for. The application is also supported by a comprehensive Illustrative Masterplan which demonstrates how the parameter plans could combine to create an attractive and high quality neighbourhood, the elements of which sit well not only alongside each other but also within the wider context. The parameter plans have been developed to pick up on site geometrics, aspects and focal points of this key area to provide well-proportioned development plots, extensive public realm and active ground floor uses. The outline plans are considered to maximise the potential of the site which will bring about significant regeneration benefits.

Summary

- 5.9 In conclusion, the planning application is submitted in outline with all matters of detail reserved for future approval. However, the outline parameters applied for, in addition to the illustrative masterplan which has been prepared, demonstrate the design has been carefully considered in terms of scale, form and massing, as well as its relationship to the surrounding context and built development.

6. Sustainable Design and Construction

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

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

Assessment

- 6.2 The Manchester Core Strategy places a strong emphasis on tackling climate change and reducing CO2 emissions which is reflected in Policies EN 4 and EN 6. It is also emphasised in Strategic Objective S06 (Environment) which seeks to: *"Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors."*
- 6.3 The Manchester Climate Change Framework 2020-25, the city's high-level strategy for tackling climate change, was published in February 2020. It sets out how Manchester will 'play its full part in limiting the impacts of climate change' with the overarching aim for Manchester to play its full part in limiting the impacts of climate change and create a healthy, green, socially just city where everyone can thrive.
- 6.4 In addition, one of the key design and development principles of the Northern Gateway SRF is 'Planning for a Low Carbon Future'. The planning of Victoria North has been actively developed to facilitate the radical change in current patterns of energy generation, distribution and use that is aligned with the Manchester Climate Change Strategy and the target for the city to be zero carbon by 2038. The Northern Gateway SRF sets out at page 68 the ways in which planning for a low carbon future will be achieved including promoting active travel through public realm and street design and adopting high standards of building design to minimise the energy required for heating and cooling.
- 6.5 The vision for the proposed development is to be a net zero carbon enabled neighbourhood. This is supported by a Sustainability Strategy prepared by WSP which aims to provide an all-encompassing direction for the development and ongoing oversight of the Red Bank site. This is set out as a clear,

robust, and optimised framework for informing the design and construction processes, ensuring that Red Bank is best placed to excel throughout its operational lifetime.

- 6.6 The scheme is in a highly sustainable location with excellent access to public transport for residents and visitors. The proposed development will provide up to 325 parking spaces for the residential development and up to 25 spaces for the non-residential development, and a further up to 52 car parking spaces to support the development proposed at Plots NT02, NT03, and NT04 subject to a separate but interrelated full planning application by FEC. The proposed car parking provision means fewer vehicle trips generated by the development mitigating the impact of the development in terms of severance, driver delay, pedestrian delay, pedestrian amenity and road safety. The Travel Plan, submitted in support of this planning application, also promotes the use of sustainable modes of transport and discourage the use of the single occupancy private car.
- 6.7 In addition, the proposed development includes a 100% cycle parking provision. This will encourage cycling which will have both environmental and social benefits through the reducing of emissions, improving air quality and promoting a more active lifestyle. In addition, the proposed development will improve connections with the city for both pedestrians and cyclists. The streets and public realm have been designed to maximise the adoption of active travel, making walking and cycling the travel options of choice.
- 6.8 Overall, the site incorporates large areas of planting including street trees, shrubs and herbaceous planting, with a particular focus on using pollinating plants to increase the biodiversity of the site by a minimum of 10%. A diverse range of robust species have been selected that will be robust and low maintenance whilst still providing colour and biodiversity gains.
- 6.9 As set out in the accompanying Flood Risk Assessment (FRA) and Drainage Strategy within the ES, the proposed drainage strategy for the scheme has been developed in accordance with the drainage hierarchy and as a brownfield site will provide a betterment in surface water runoff rates.
- 6.10 An Environmental Standards Statement ('ESS') has been prepared by WSP to accompany the planning application. The ESS demonstrates how the proposed development complies with Policies EN4 and EN6 of the Manchester Council Core Strategy and details the energy saving and efficiency measures incorporated within the proposed development, based on the current level of design information available.

Summary

- 6.11 Overall, the proposed development will be low carbon and adopts a fabric-first approach to energy efficiency and makes use of high-efficiency fixed services. The development is supported by a robust Travel Plan and 100% cycle provision and a low level of on-site parking will reduce reliance on the private car and prioritise pedestrians and cyclists. The proposed development therefore accords with Policies EN 4 and EN 6 of the Core Strategy by providing carbon savings and will assist in meeting the targets of the Manchester Climate Change Framework and the 'Planning for a Low Carbon Future' development principle of the Northern Gateway SRF. The sustainable design and construction of the proposed development aims to minimise energy use and reduce carbon emissions over the lifetime of development.

7. Credibility of Design

- 7.1 This Chapter assesses the credibility of design (technically and financially). The Guidance requires an assessment of the following:

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

Assessment

Location

- 7.2 The principle of residential-led development at the site is supported by a suite of planning policies and strategic frameworks. Specifically, the Northern Gateway SRF identifies the site for residential-led development as part of the Northern Gateway which will deliver approximately 15,000 new homes on 155 hectares of land over a 15-20 year period. The site is located within the proposed Red Bank neighbourhood in the SRF. Red Bank's relationship with the City Centre and key transport nodes sets the context for higher density urban form with the opportunity for landmark tall buildings to the south of the site, closest to the city centre with a lower density to the north. The Development Plan and the SRF fully support the development and regeneration of the application site.

Use

- 7.3 The proposed development is for up to 3,250 residential dwellings, up to 6,300 sqm non-residential Use Classes E, F and Suit Generis floor space, up to 3,250 sqm amenity clubhouse, up to 3,250 sqm health centre, and up to 2,750 sqm primary school.
- 7.4 The proposed development will provide a series of new public and private open spaces, with a selection of squares, gardens and attractive pedestrian routes.

Commitment of Developer

- 7.5 FEC is a leading property company which specialises in property development, hospitality and commercial ventures across mainland China, Hong Kong, Singapore, Malaysia, Australia, New Zealand and the United Kingdom. Listed on the Hong Kong stock exchange since 1972, the company brings over forty years' experience operating in Asia Pacific region.

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- 7.6 FEC has brought its expertise to the UK to create vibrant places for people to live, work and play, and opened its UK head office in London in 2011 and a regional office in Manchester in 2016. FEC has several mixed-use and residential developments in the pipeline including Alpha Square in Canary Wharf, Hornsey Town Hall in Crouch End, Meadowside and New Cross Central in Manchester and will play a key role in the regeneration of Manchester's Northern Gateway as Manchester City Council (MCC)'s Joint Venture Partner.
- 7.7 FEC were selected as MCC's delivery and investment Partner in 2017 to work together to deliver the regeneration of the Northern Gateway; a site totalling 390 acres to the north of the city centre. As part of the Joint Venture, FEC and MCC have worked closely with local stakeholders to establish a Vision and Masterplan for the Northern Gateway which is set out in the Northern Gateway SRF. FEC have also invested £21.9 million in the acquisition of additional strategic land holdings (including the application site) and the partners have jointly funded an application to Government for Housing Infrastructure Funding (HIF). In March 2020 the project was awarded £51.6m from the HIF programme to unlock development within the Redbank and New Town neighbourhoods.
- 7.8 FEC's commitment is demonstrated through their track record of delivering high quality developments in Manchester. FEC completed their first residential schemes in Manchester at the £235 million MeadowSide Development (LPA Ref: 116366/FO/2017) in 2021. MeadowSide created 756 homes and is part of the N.O.M.A regeneration scheme. Further to the MeadowSide development, FEC have also secured planning consent for four other developments in Manchester including:
- Victoria Riverside: LPA ref: 126944/FO/2020 - Erection of a residential-led mixed use development comprising 3 no. towers (37, 26 and 18 storeys) and podium levels (6 storey) to form 634 residential apartments and townhouse accommodation (Use Class C3) together with commercial accommodation (1222 sqm) (Use Classes A1,A2,A3,A4,A5,B1, D1 and D2)); with associated residential amenity areas, refuse storage, plant (including substation), car parking, cycle storage, landscaping and new public realm including the re-instatement of Bromley Street and other associated works. Works on site to build this development are underway.
 - Collyhurst Phase 1: LPA Ref: 129393/VO/2021 - Erection of 168, three and four storey dwellinghouses (Use Class C3a) and two, five and six storey apartment buildings to form 76 residential apartments (Use Class C3a) with associated ground floor flexible commercial unit (162 sqm) (Use Class E); and the creation of a new public park; all with associated car and parking, refuse storage, landscaping, public realm and other associated works and infrastructure following demolition of 29 existing residential dwellinghouses, the Collyhurst Village Store and associated car parking. Works on site to build this development are underway.

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- South Collyhurst: LPA Ref: 130514/VO/2021 - Erection of 14 three storey dwellinghouses (Use Class C3a) and a four storey building comprising 16 residential apartments (Use Class C3a); highways improvements, including the formation of a new road, extension of Kingsfold Avenue including the formation of on-street car parking spaces, formation of new pavements and re-surfacing of existing roads; and associated car parking; cycle and refuse storage; landscaping; public realm; and infrastructure.
 - New Cross Central: LPA Ref: 12488/FO/2019 – Erection of a 6-9 storey residential building (Use Class C3) comprising 80 no. dwellings including 9 no. townhouses and 71 no. apartments with residents lounge, refuse, plant, new substation, cycle storage, an internal landscaped courtyard and improvements to the adjacent footways on Marshall Street, Chadderton Street, Addington Street and Cross Keys Street and other associated works following removal of existing car park.

Expertise of the Consultant Team

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

7.10 The experienced design team includes the following:

- Master planning: Maccleanor Lavington;
- Public Realm Design: Schulze and Grassov
- Planning: Avison Young;
- Consultation: Counter Context;
- Landscape and TVIA: Op-en;
- Environmental Impact: Avison Young;
- Heritage and Archaeology: WSP;
- Transport: WSP;
- Daylight and Sunlight: WSP
- Fire Strategy: Hoare Lea;
- Flood Risk and Drainage: WSP

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- Crime Impact: Greater Manchester Police
 - Energy: WSP
 - Ground Conditions: WSP;
 - Air Quality and Dust: WSP;
 - Noise and Vibration: WSP;
 - Ecology and BNG: WSP;
 - Wind Microclimate: WSP; and,
 - Socioeconomics and Health: WSP.

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

7.12 Full details of the pre-application engagement undertaken are detailed within the Statement of Community Involvement prepared by Counter Context Ltd; the DAS prepared by Maccleanor Lavington; and the Supporting Planning Statement prepared by Avison Young. The extent of the pre application work and design evolution has ensured a high-quality design and standard of architectural quality.

Summary

7.13 In summary, the proposed development will result in a high quality and credible technical and financial design influenced by an extensive pre-application process (included a series of meetings with MCC), detailed designs and executed by an experienced consultant team to be implemented by a committed developer.

8. Contribution to Public Spaces and Facilities

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

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

Assessment

- 8.2 The DAS prepared by Maccreanor Lavington and Shulze & Grasso to support this application fully explains in detail the contribution to public spaces and facilities that the proposed development will make.
- 8.3 The proposed development will provide a series of new public and private open spaces, with a selection of squares, gardens and attractive pedestrian routes. The focus is on adding new green links through the area. The focus is using 'Wild Urbanism' and Biophilic design to connect green spaces.

Red Bank

- 8.4 Red Bank Viaduct responds to its cultural position between active and historic railway lines, arches and smaller scale hard spaces of discovery. The landscape character informs a logical and well connected hard landscape extension to the fringe of Manchester.

New Town

- 8.5 New Town is the binding tissue connecting Manchester City Centre with City River Park. The landscape character blends the hard urban city extension with more wild elements which become naturally softer as the landscape tiers down to the river's edge.

Plateau

- 8.6 The Plateau is a raised area to the north of the site. The southern ridge has commanding views into City River Park below and across Manchester City skyline in the distance. The landscape character captures the wildness of the green and blue and brings nature to the front door. Softer landscape elements anchor the residential architecture into the park landscape

Summary

- 8.7 Overall, the proposed development includes a range of public realm and landscaping features which will enhance the 'sense of place' at the site's location through a range of features. The use of this site will provide future opportunity to connect with the railway arches and the River Irk and will make a significant contribution to the place-making of the neighbourhood. The proposed development provides high quality public, semi-private and private external amenity space which is appropriate to the site's location and context.

9. Effects on Local Environment and Amenity

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

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

Assessment

Daylight, Sunlight and Overshadowing

- 9.2 A Daylight and Sunlight Assessment has been prepared by WSP to accompany the planning application which is contained in Chapter 14 of the ES. The Daylight and Sunlight Report establishes the likely significant effects of the proposed development upon the amount of daylight and sunlight received by properties adjacent to the site.
- 9.3 The results of the assessment indicated that the level of daylight and sunlight to existing surrounding properties and open spaces remains largely within the recommended criteria with 69% of the properties retaining suitable levels of daylight, 86% retaining suitable levels on sunlight and 92% of open spaces retaining suitable levels of overshadowing. The loss of light reported in each category is predominantly within the Minor Magnitude of Effect from the baseline. Paragraph 14.66 of the Daylight and Sunlight Assessment contained in Chapter 14 of the ES states:

*"14.66 Access to daylight and sunlight in windows and open spaces can be optimised by reducing obstruction to natural light through design, building form, and also by the size of massing. Since the parameter-based approach is a worst-case scenario and allows some flexibility in the definition of the final massing, it will be possible to undertake further detailed studies at the detailed design stage to address the level of daylight and sunlight access to existing surrounding properties. It is important to highlight that given the context of a highly urbanised environment and that the area is characterised by a dense nature of development with tightly packed streets and buildings close to each other, this would have an inevitable effect on the availability of daylight and sunlight. It is therefore considered that the likely impacts arising from the Proposed Development would not be unusual and would be acceptable in the context of a **very urban location** such as this".*

- 9.4 Overall, the Sunlight and Daylight Assessment concludes that the proposed development, considered in the context of the NPPF and the Manchester Core Strategy, generally demonstrates high levels of

compliance with the BRE Guidelines for an urban location and that the effects are **negligible and are therefore not significant**.

Noise and Vibration

- 9.5 A Noise and Vibration Impact Assessment has been carried out to assess the likely impacts associated with the construction and operation of the proposed development as well as assessing the suitability of the site for residential development. The assessment has been undertaken by WSP and is contained within Chapter 13 of the ES.
- 9.6 The Noise Assessment concludes that **no significant noise impacts** are anticipated to arise due to the proposed development, both during construction and once the residential and commercial units are occupied once best practice mitigation measures are implemented.

Wind Microclimate

- 9.7 A Wind Microclimate Assessment has been carried out by WSP which is contained in Chapter 15 of the ES. The assessment of this current outline application found a few exceedances of the pedestrian safety criteria occur at localised areas around Plots RB01, RB10, RB12b and RB17. However, with the introduction of the illustrative landscaping strategy and wind mitigation measures, these exceedances are fully mitigated.
- 9.8 It should be noted that the illustrative landscaping scheme and wind mitigation measures assessed were intended to demonstrate a viable option in terms of alleviating exceedances of the pedestrian safety and comfort criteria. It is likely that the final landscaping and wind mitigation scheme will be different from the one assessed, and its effectiveness will be verified as part of further assessments when the relevant plots of the current Outline Application are brought forward for detailed applications.

Summary

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

10. Contribution to Permeability of the Site and the Wider Area

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

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

Assessment

- 10.2 The site is situated in a highly sustainable and accessible location. It has excellent accessibility for pedestrians and cyclists and has excellent connections to public transport which supports a reduced reliance on private motor vehicles. Whilst the area currently contains a mix of uses it is changing rapidly as new developments come forward and will continue to evolve in the coming years in line with the principles of the Northern Gateway SRF, with a particular emphasis on place-making and improving connectivity and permeability. The wider Northern Gateway area has recently been awarded £51.6m of funding from the Government's HIF programme to unlock further development. As such, there will be significant ongoing regeneration in the area in the future, including extensive infrastructure improvements and the first phase of the City River Park.
- 10.3 The Northern Gateway SRF states that Red Bank should be a residential-led mixed-use neighbourhood. Commercial and community facilities should support the houses and apartments. Mixed use spaces with active frontages will be encouraged, particularly in the vicinity of the new public realm and footpaths, this will assist with wayfinding and connections within the site.
- 10.4 The proposals have been designed to respond positively to and increase permeability with the wider area. This is reflected in the higher density development proposed at the south of the site (New Town and Red Bank Viaduct Character Areas), to respond to the adjacent city centre, and lower density family housing to the north which responds to the context of St Catherine's Woods and the Irk Valley (Red Bank Plateau Character Area).
- 10.5 New Town will link the City Centre with the park. The plans intend for the future Dantzic Street to be a vibrant local high street with shops, hairdressers, parcel offices and health services, complemented with a jaw-dropping view of the River Irk and its steep valley. Directly linking Central Manchester on one side and Collyhurst on the other, it will become a busy active travel route with a truly metropolitan feel.

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- 10.6 A landmark tower of approximately 55 storeys will mark the transition from the city centre to the City River Park and St Catherine's Wood. The park will provide views of the river and sitting and playing space, while the Travis Island Wetlands will offer habitats and flood resilience storage. The area under the railway viaduct will be improved to connect Red Bank and Manchester.
- 10.7 Travis Island Wetlands is a tiered landscape that makes the most of the River Irk's natural assets and allows people to engage with the habitat and the river's edge. The wetlands will be enclosed by tall buildings with RB16 and RB17 forming a single urban block featuring bars, cafés, restaurants, or workspaces that animate the space throughout the day and evening. RB17 will be a tower of up to 37 storeys marking the entrance to St Catherine's Wood from Dantzic Street. A two-storey plinth will provide a strong edge to the Wetlands, reflecting the architectural character of the New Town with high-quality materials such as brick, Portland stone, and terracotta.
- 10.8 Red Bank Viaduct is inspired by its industrial heritage and features a thriving business hub at Brewery Square, as well as new restaurants and bars. The neighbourhood also offers re-widened banks of the River Irk and terraced Red Bank Terraces that link it to Plateau and Cheetham Hill.
- 10.9 Red Bank Square, located in Red Bank Viaduct, is a new public space connecting Plateau Avenue to Creamline Junction and the Climate Loop. It features terraces with wild planting and an accessible route for bikes, as well as sloped walks and level landings for all. The Square leads to Union Square and the Union Waterfront. The surrounding Red Bank Viaduct neighbourhood has a character inspired by its industrial past, with simple, robust building geometry and warehouse-style façades featuring detailed elements along key routes.
- 10.10 Brewery Square, also located in Red Bank Viaduct comprises a unique new space located between converging viaducts, railway lines, and the River Irk. It has a flexible character that considers its unique existing context and heritage assets, and can host year-round social and dining events. The disused viaduct overlooking the square is a heritage asset that can be transformed into an elevated destination space with commercial spaces, including bars, restaurants, leisure, and retail boutiques, in its arches. The arches also provide a permeable edge to Brewery Square.
- 10.11 As for Red Bank Plateau, this is a residential neighbourhood with frequent front doors, playgrounds, a 1FE primary school, and green public spaces throughout. The buildings are lower than those in other neighbourhoods, with an 8-storey datum punctuated by taller elements of up to 14 storeys, and one tower of up to 24 storeys at Red Bank Square. The Plateau has a close relationship with nature, featuring a park-side elevated Ridge View Promenade and tree-filled Green Fingers with communal gardens facing the park.

10.12 The scheme accounts for a range of footpaths, cycle routes, and appropriately located vehicle routes to increase permeability with the surrounding area. The scheme has been designed to respond positively to the natural environment, surrounding context and emerging proposals as part of the wider Northern Gateway SRF to offer a high level of permeability both within the site itself and between the site and its surroundings,

Summary

10.13 In summary, the proposed development incorporates extensive landscaping and public realm improvements within and around the site and ties into wider key destinations and routes. The scheme accounts for high quality public, and active frontages, as well as extensive internal and external connections, particularly for pedestrians and cyclists, this will create attractive, safe and accessible spaces. The scheme responds positively to its existing and emerging context, including the City Centre, St Catherine's Woods and the Irk Valley, improving the legibility of the city and the wider townscape

11. The Provision of a Well-Designed Environment

11.1 This Chapter assesses the provision of a well-designed environment. The Guidance requires an assessment of the following:

"The provision of a well-designed environment, both internal and external, that contributes to the quality of life of those who use the buildings, including function, fitness for purpose and amenity."

Assessment

11.2 The Manchester Residential Quality Guidance (MRQG), which was published in draft in Autumn 2016 and adopted by the City Council's Executive in December 2017, provides local level guidance of the design of new residential buildings in Manchester.

11.3 The MRQG sets out the following nine components that 'combine to deliver high quality residential development, through safe, inviting and sustainable neighbourhoods where people want to live' and developers are expected to refer to the guidance throughout the planning and development process and any new development should comply with it unless otherwise justified that it will not:

- Make it Happen – ensuring that proposals are delivered as designed, well-constructed and sustainably built;
- Make it a Home – providing sufficient space, natural light and storage to allow people to settle down and flourish;
- Make it Future Proof – anticipate the impacts and effects of climate change that can make residential design more efficient;
- Make it Practical – dealing with the clutter of life;
- Make it Manchester – understanding the characters and qualities of various parts of the city;
- Make it bring people together – encouraging a sense of community and neighbourliness;
- Make it animate streets and spaces – the interrelationship between buildings, streets and spaces in making a place feel safe and inviting;
- Make it easy to get around – ensuring that development is accessible, well-connected and easy to get around;

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- Make it work with the landscape – enhancing and improving the connection with landscape and nature.

11.4 Summaries of how the proposed development complies with the principles of the MRQG are set out below. It should be noted that as the current scheme is being applied for in outline, any future detailed applications at the site will remain aligned with the principles of the MRQG:

Make it Manchester

11.5 The proposed development creates an appropriate and high quality response to the aspirations set out in the Northern Gateway SRF to promote a landmark development that announces Victoria North as a new destination area in the city of Manchester.

Make it Bring People Together

11.6 The scheme defines a number of character areas to promote a well-connected, active development. The scheme has been designed to create opportunities for interactions between future occupiers, and visitors. This is particularly visible through the design of high quality public realm, active ground floor frontages, and the provision of community facilities.

Make it Animate Street and Spaces

11.7 The site falls within an area that is earmarked to undergo a radical transformation as one of the newer districts in the City. As the gateway site to Victoria North, a key driver for the scheme has been to ensure the development of a thriving new neighbourhood.

Make it Easy to Get Around

11.8 The site has excellent links to local transport routes. It is a short walk from Victoria Station and a similar distance from a future transport hub earmarked within the Northern Gateway SRF. Secure, internal cycle stores encourage the use of cycling and utilise the local cycling network envisaged as part of the Northern Gateway SRF.

11.9 The proposed layout and massing of the buildings would be designed in a way to support wayfinding both into and within the site. All public spaces and at least 10% of all residential dwellings will be designed to be DDA compliant.

Make it Work with the Landscape

11.10 Integral to the success of the proposals is the relationship between the built form and the public realm within which it sits. The Red Bank Neighbourhood proposals create a positive association with the

landscape ensuring that users have access to high quality external spaces within which they can socialise, exercise and relax. Ground level public realm addresses both private and shared access arrangements, establishing pedestrian priority streets and routes.

Make it Practical

- 11.11 Ensuring the scheme is practical has been a key principle to how the scheme has developed. All plots are easily accessible and the residential dwellings proposed are to be supported by high quality social infrastructure, such as a health centre, a primary school and commercial space. As such the development will be highly practical, having been designed to support occupiers day to day needs.

Make it Future Proof

- 11.12 The final materials are to be established at later stage when applications containing the detail are made. However, the Applicant is committed to providing a robust palette of materials, which will remain durable throughout the lifetime of the development.
- 11.13 The proposed housing mix of 25 % 1-bedroom properties, 63% 2-bedroom properties, and 12% 3-bedroom properties accord with MCC's intention of encouraging family housing. The provision of three-bedroom family housing will encourage uptake of homes by more stable, long-term residents, in contrast to the occupiers of one-bedroom apartments who tend to move house after a shorter period of time. This will encourage the creation of a long-term community at Red Bank Neighbourhood.

Make it Happen

- 11.14 The design team have utilised their extensive knowledge of relevant residential projects to incorporate key design principles from the outset on construction and buildability. As addressed in the Credibility of Design section of this report, the proposals are being brought forward by a committed developer and experienced team of technical consultants who have a shared vision of bringing this scheme through from an outline application to future detailed proposal, and subsequently seeing the proposed development become reality.

Summary

- 11.15 In summary, the proposed development has formed part of an extensive design process to create well-designed buildings and public, semi-private and private external spaces that will contribute to the quality of life of those who use the buildings and surrounding area in accordance with the principles of the MRQG.

12. Manchester City Council Core Strategy

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

Policy EN 2

- 12.2 Policy EN 2 of the adopted Core Strategy (July 2012) states:

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

- Proposals for tall buildings will be supported where it can be demonstrated that they:*
- Are of excellent design quality;*
- Are appropriately located;*
- Contribute positively to sustainability;*
- Contribute positively to place making, for example as a landmark by terminating a view, or by signposting a facility of significance; and,*
- Will bring significant regeneration benefits."*

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

Assessment

- 12.4 It has been demonstrated through this Tall Buildings Statement and accompanying planning application documents and plans that the proposed development is of a high-quality design. The scheme proposals have been developed through a detailed, iterative design process and respond positively to the site's location within the Lower Irk Valley.
- 12.5 The following table provides a further assessment as to how the outline proposals accord with each criteria contained within Policy EN2 of the Core Strategy.

EN2 Criteria	Assessment
Excellent design quality	The proposal comprises a high-quality development, and all units will be designed in accordance with Manchester City Council's Residential Design Guide and Space Standards. While further details of the design are to be addressed in later applications which will propose the detail, it should be noted that the Applicant is committed to delivering a scheme of excellent design quality.
Appropriately located	As demonstrated within Chapter 4 of the Planning Statement, the Site comprises a highly sustainable location within walking distance of Manchester City Centre and its associated amenities, services and facilities. The Site is in close proximity to Victoria Station. Furthermore, as part of an emerging regeneration framework, the Site will be in proximity to new services and facilities developed as part of this application and surrounding future planning applications. The Site is therefore an appropriate location for a tall building.
Contribute positively to sustainability	The application is supported by an Environment Statement which contains a Chapter relating to Climate Change, and a freestanding Environmental Standards Statement. These documents in combination demonstrate that a range of positive and proportionate steps to achieving sustainable outcomes across the Proposed Development lifecycle have been considered and will continue to be pursued. The scheme is therefore demonstrated to contribute positively to sustainability and responded well, and consistently, to local policy and strategy commitments to sustainable development.
Contribute positively to placemaking	As part of the Reb Bank neighbourhood the proposal will contribute positively towards placemaking. The proposal will result in a thriving community, with the proposed variety in

	building heights acting to create landmarks and assist with wayfinding. The proposed development will create a strong sense of place supported by a high-quality public realm.
Will bring about significant regeneration benefits	As part of the Victoria North initiative (formerly referred to as 'Northern Gateway'), this scheme will contribute towards one of the largest regeneration projects in the north. This application specifically will regenerate an underutilised site, recognised on MCC's brownfield land register to create a high quality neighbourhood.

Summary

- 12.6 The above table demonstrates the proposal is wholly in accordance with all criteria contained within Policy EN 2 of the Manchester Core Strategy and as such the proposed maximum building heights contained within the Parameter Plan should be considered fully acceptable by Manchester City Council.

13. Summary and Conclusions

13.1 This Tall Buildings Statement accompanies a planning application made by FEC for:

'Part full planning application proposing the demolition of existing buildings and structures and part outline planning application (with all matters reserved) for the erection of a phased residential led mixed use development across severable plots comprising residential (Use Classes C3 and C2); non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); residents amenity space including within clubhouse buildings; health centre (Use Class E); land for a primary school (Use Class F); the final surface finish of the highway and footpath consented under HIF permission ref: 133143/VO/2022; creation of new public realm and associated landscaping, car parking provision, cycle storage, and other associated works.'

13.2 This statement has assessed the proposals against the principles of Historic England's Advice Note 4 2nd Edition (2022) and the more detailed evaluation criteria set out in the 'Guidance on Tall Buildings' document prepared by English Heritage and CABE (updated version July 2007) and Policy EN2 of the Manchester City Council Core Strategy which specifically relates to the assessment of proposals for tall buildings.

13.3 In summary, a total of 17 viewpoints were agreed to assess the potential visual impact of the proposed development and it has been demonstrated that the development will present a carefully considered, new build development design which protects and in many cases enhances key views and complements the character, quality and local distinctiveness of the area. The proposed development will contribute positively to the city skyline and its form will not be dominant but consistent with the wider context, in particular the wider regeneration that is planned for the Red Bank and New Town neighbourhoods as part of the Northern Gateway.

13.4 The site is located in an area which supports the proposed residential-led mixed use development and encourages the regeneration of the area. The site is located at a key entrance point to the Red Bank and New Town neighbourhoods and is pivotal in setting the precedent for the quality of future developments in the wider area. The scheme proposals will act as a catalyst for the future regeneration of this part of the city which is being unlocked through Government funding from the HIF Programme.

13.5 The proposed development enhances a 'sense of place' at the site location and proposes extensive improvements to the public realm surrounding the site, increasing permeability with both the City Centre and the Lower Irk Valley and beyond. The inclusion of well-designed and managed external amenity space will enhance the quality of life of residents as well as increase security in the area. The outline proposals have been developed in line with the principles of the MRQG including meeting

nationally described space standards, these requirements will remain adhered to as part of any subsequent detailed applications.

- 13.6 The proposed development will result in a high quality and credible design influenced by an extensive pre-application process and executed by an experienced consultant team and developer committed to high-quality place-making. The proposals make use of an under-utilised site which benefits from exceptional connections to public transport and is in close proximity to a significant range of shops, services and facilities in Manchester City Centre.
- 13.7 Overall, the proposed development represents a high-quality sustainable form of residential-led mixed use development which will deliver important regeneration benefits. The scheme proposals accord with the adopted Development Plan, notably Policy EN 2 of the adopted Core Strategy, English Heritage / CABE criteria, the principles of Advice Note 4 and the guidance contained within the Northern Gateway Strategic Regeneration Framework.

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