

NT02-04 NEW TOWN, VICTORIA NORTH

FULL PLANNING APPLICATION

Tall Building Statement

April 2023



Far East
Consortium



Tall Building Statement

NT02- NT04 New Town, Victoria North, Manchester

Full Planning Application for Residential-led Mixed Use Development

April 2023

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Status: Final

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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 south of Dantzic Street/ Dalton Street and to the north of the railway line (hereafter referred to as 'NT02-NT04' or 'Application 5') at Red Bank, Victoria North, Manchester ('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:
- 'Full planning application proposing the demolition of existing buildings and structures and erection of a phased residential led mixed use development comprising residential (use class C3 and C2), flexible non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); residential amenity space including within a clubhouse building, with associated car and cycle parking, hard and soft landscaping, improvement works to Dantzic Street, and associated engineering works' ("Proposed Development").*
- 1.4 Full detail of the site context, an overview of the development proposals and a detailed assessment of the Proposed Development 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 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 Hawkins Brown, Maccreanor Lavington, Schulze + Grassov and Op-en presented on the application drawings 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 Commission for Architecture and the Built Environment ('CABE') (updated version, July 2007). The Government and MCC 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 (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 Environmental Statement ('ES') which accompanies the planning application, 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.
- 1.10 In response to point (c), the proposals have been considered as part of a comprehensive Environment Statement which includes 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; and, daylight, sunlight and overshadowing; and, wind microclimate.

1.11 This document considers the proposals against the principles of Historic England's Advice Note 4 2nd Edition (2022) and the more detailed evaluation criteria in the CABE / Historic England Guidance on Tall Buildings (2007) (also referred to as the 'Guidance') 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 MCC's adopted Core Strategy (July 2012) with regards to tall buildings.

2. Relationship to Context

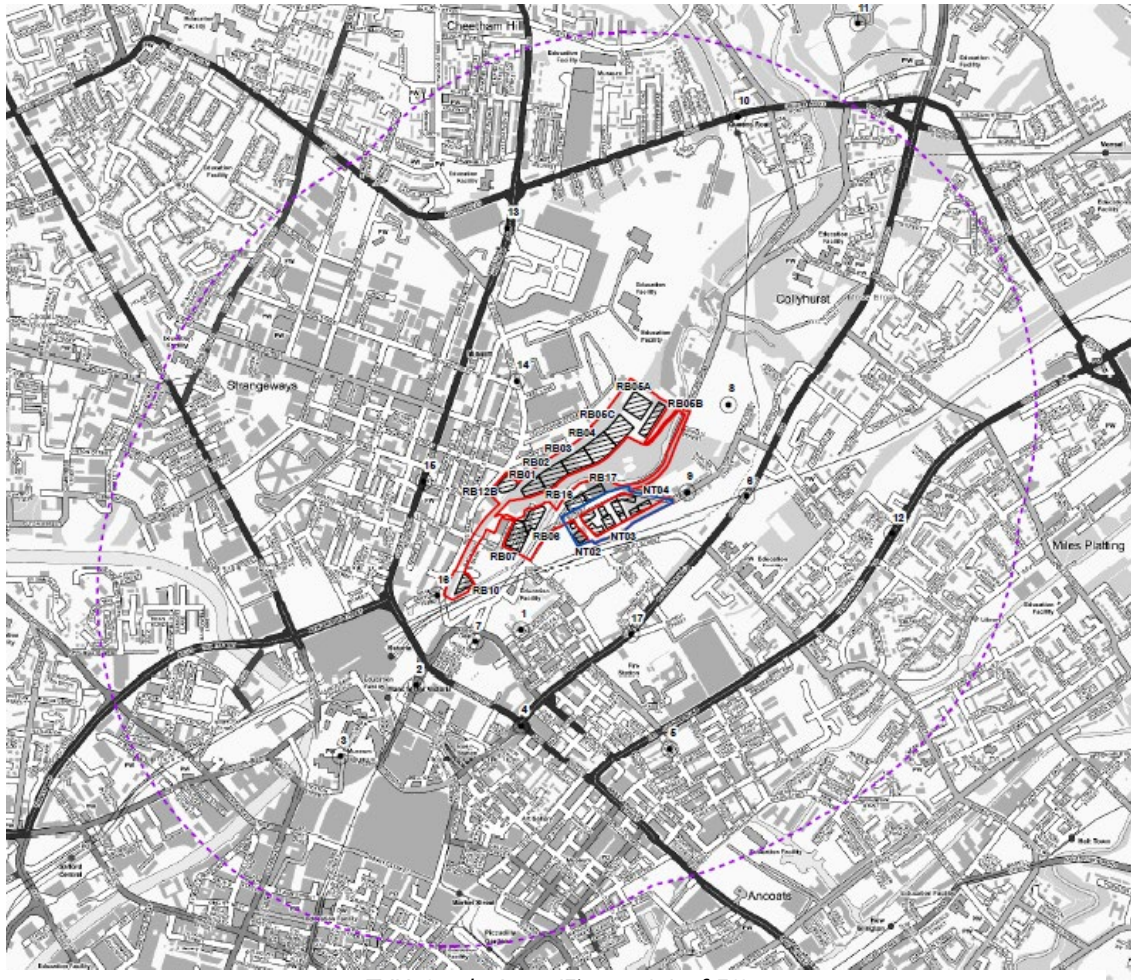
- 2.1 This section assesses the relationship to context. The Guidance requires an assessment of the following:

"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 Hawkins Brown, Maccleanor Lavington, Schulze+Grassov and Op-en provides a detailed assessment of the Site and how the Proposed Development fits within the wider context. In addition, a Townscape and Visual Impact Assessment ('TVIA') has been prepared by Open 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
 - Viewpoint 5: Ancoats

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- 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



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 Proposed Development once completed and operational 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 Proposed Development in isolation (Application 5) is then provided in the second paragraph for each view and is sourced from Table 6.28 of the TVIA. The third paragraph after the photomontages for each viewpoint considers the cumulative townscape and visual effect of the NT02-NT04 application (Application 5) in conjunction with other committed development and is sourced from Table 6.30 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

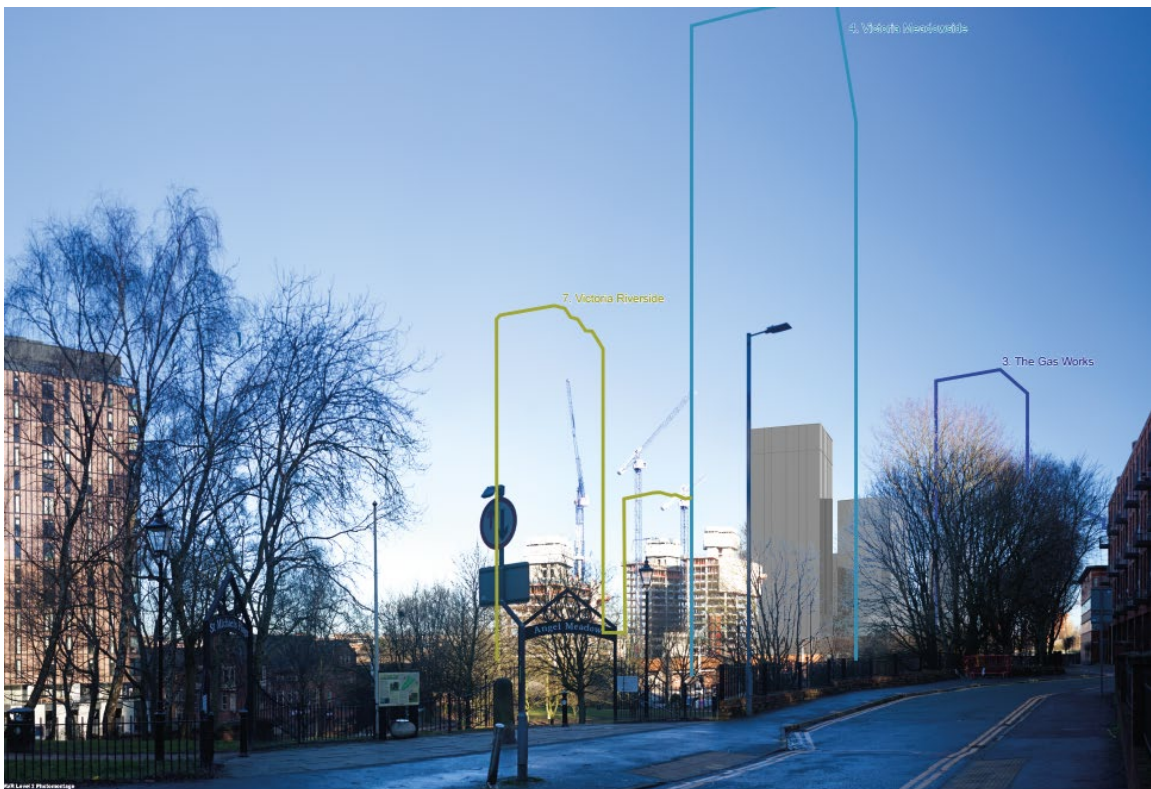
- 2.8 The viewpoint is located on Old Mount Street, to the south-east of the park itself, but is considered to be representative of views experienced from within the park. This is the closest urban greenspace to the Site. The park is generally surrounded by residential development, particularly along 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 (NT02-04)



Viewpoint 1 – cumulative

- 2.9 The 'Visual Assessment: Completed and Operational Development (Application 5)' table (Table 6.28) 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 (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 scale and massing of buildings within the Proposed Development and the increased visual enclosure created by their introduction into the view.

- 2.10 The contribution of the Proposed Development to the cumulative effect on the view is assessed as not significant (moderate/minor), neutral and long-term in duration. This is due to the cumulative magnitude of change resulting from the contribution of Application 5 to the cumulative schemes being assessed as low, primarily because the majority of the Application 5 buildings will be located behind the cumulative schemes and will not be visible, and because the visible buildings will be viewed in the context of a more developed foreground, in which further tall buildings will be introduced.

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 (NT02-04)



Viewpoint 2 – cumulative

- 2.12 The 'Visual Assessment: Completed and Operational Development (Application 5)' table (Table 6.28) of the TVIA Chapter of the ES finds that the effect of the Proposed Development is assessed as **not significant (no effect), neutral and long-term** on the view experienced from this viewpoint.

Application 5 would not be visible from this viewpoint, due to screening by existing built form to the north-east of the viewpoint. There would therefore be zero change associated with Application 5.

- 2.13 The contribution of the proposed development to the cumulative effect of the view is assessed as not significant (no effect), neutral and long-term in duration. This is due to Application 5 not being visible from this viewpoint as it is screened by an existing building.

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 (NT02-04)



Viewpoint 3 - cumulative

- 2.15 The 'Visual Assessment: Completed and Operational Development (Application 5)' table (Table 6.28) of the TVIA Chapter of the ES finds that the effect of the Proposed Development on the view is assessed as **not significant (no effect), neutral and long-term** on the view experienced from this viewpoint. Application 5 would not be visible from this viewpoint, due to screening by existing built form and vegetation to the north-east of the viewpoint. There would therefore be zero change associated with Application 5.
- 2.16 The contribution of the Proposed Development to the cumulative effect on the view is assessed as not significant (no effect), neutral and long-term in duration. This is due to Application 5 not being visible from the viewpoint as it is screened by an existing building.

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 (NT02-04)



Viewpoint 4 - cumulative

- 2.18 The 'Visual Assessment: Completed and Operational Development (Application 5)' table (Table 6.28) 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 considered to be **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 the Proposed Development will be visible, due to the majority of it being screened behind existing built form along Rochdale Road.
- 2.19 The contribution of the cumulative effects on the townscape character of Smithfield Conservation Area is considered to be not significant (no effect), neutral and long-term in duration. This is due to cumulative schemes being likely to completely screen all of the Application 5 buildings.

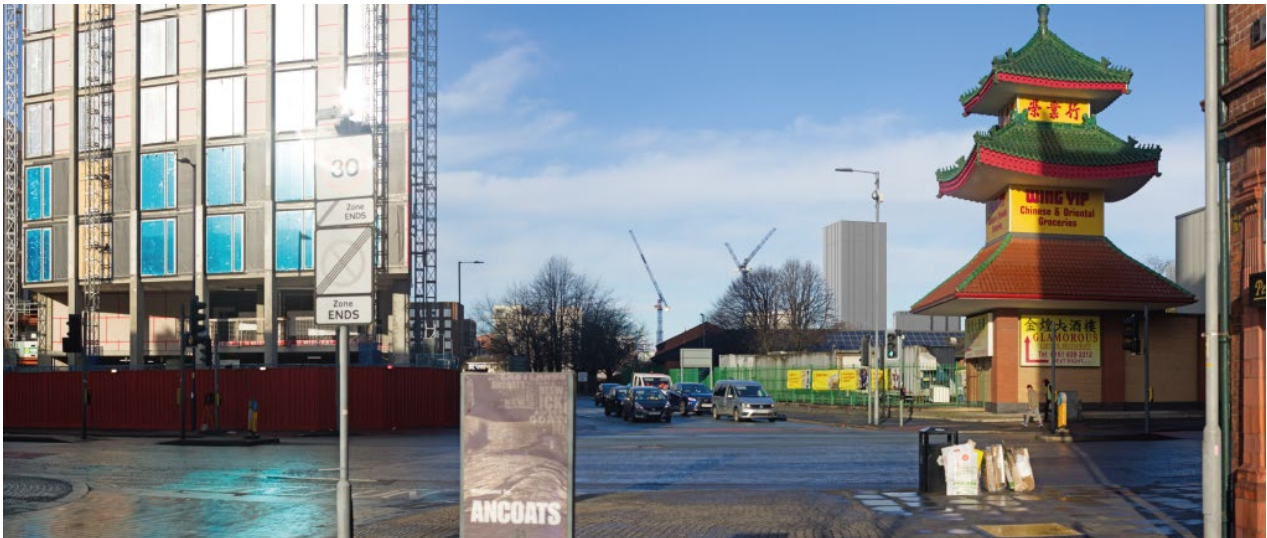
Viewpoint 5: Ancoats

- 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

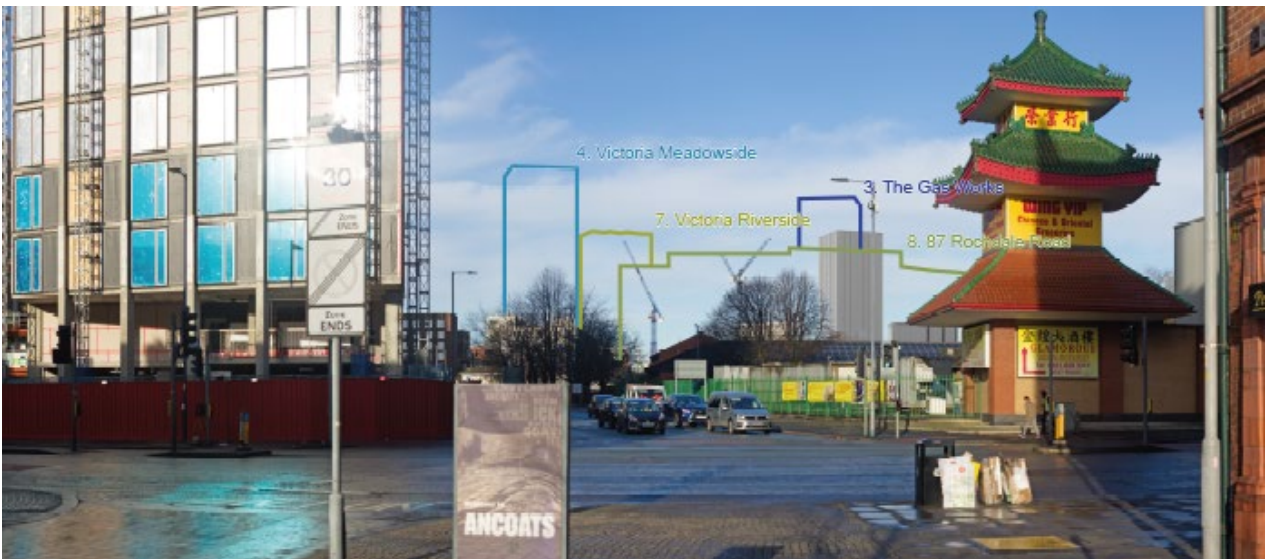
Irk Valley are visible on the skyline to the north, in the same sector of the view in which the Site is located.



Viewpoint 5 – existing



Viewpoint 5 - proposed massing (NT02-04)



Viewpoint 5 – cumulative

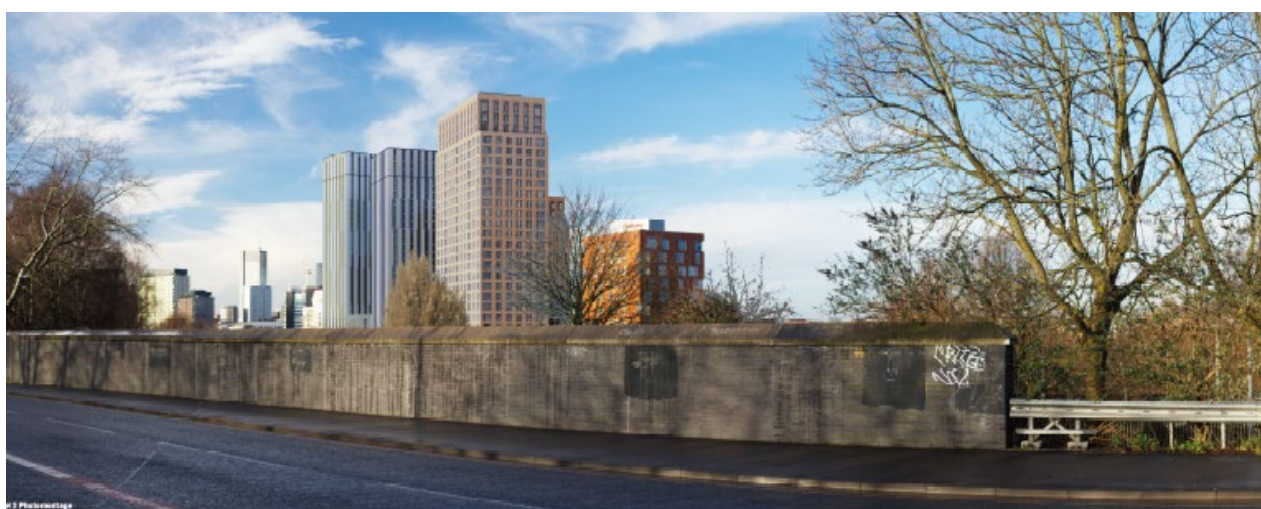
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- 2.21 The 'Visual Assessment: Completed and Operational Development (Application 5)' table (Table 6.28) of the TVIA Chapter of the ES finds that the Proposed Development is considered to result in **not significant (moderate / minor), beneficial and long-term effects** 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. Only a proportion of the buildings within the Proposed Development Site will be visible, and the lower parts of these buildings and the wider Site will not be visible in the view. The introduction of the upper parts of several buildings is likely to improve the visual context to the north of Oldham Road.
- 2.22 The contribution of the Proposed Development to the cumulative effect on the view is assessed as not significant (minor), neutral and long-term in duration. This is due to cumulative schemes being likely to largely screen views of buildings within Application 5.

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 (NT02-04)



Viewpoint 6 - cumulative

2.24 The 'Visual Assessment: Completed and Operational Development (Application 5)' table (Table 6.28) of the TVIA Chapter of the ES finds that the Proposed Development is considered to result in **significant (moderate), beneficial and long-term effects** on views from Rochdale Road approaching the city centre. The view from this viewpoint is of medium sensitivity, and does not include highly valued

townscape. However, the view is likely to be subject to a medium magnitude of change due to the position of the Proposed Development in the foreground, and its vertical scale. The full extent of Proposed Development will be appreciated in this view, with all four towers visible to the south-west. 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 Proposed Development to the cumulative effect is assessed as significant (moderate), beneficial and long-term in duration on the view experienced from this viewpoint. The view is only of medium sensitivity and does not include highly valued townscape but is likely to be subject to a medium level of cumulative change due to the position of Application 5 in the foreground, and its vertical and horizontal spread in the view in addition to the cumulative schemes. In the context of cumulative schemes, it will appear visually more cohesive and connected with the taller building scale of the emerging city centre.

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 (NT02-04)

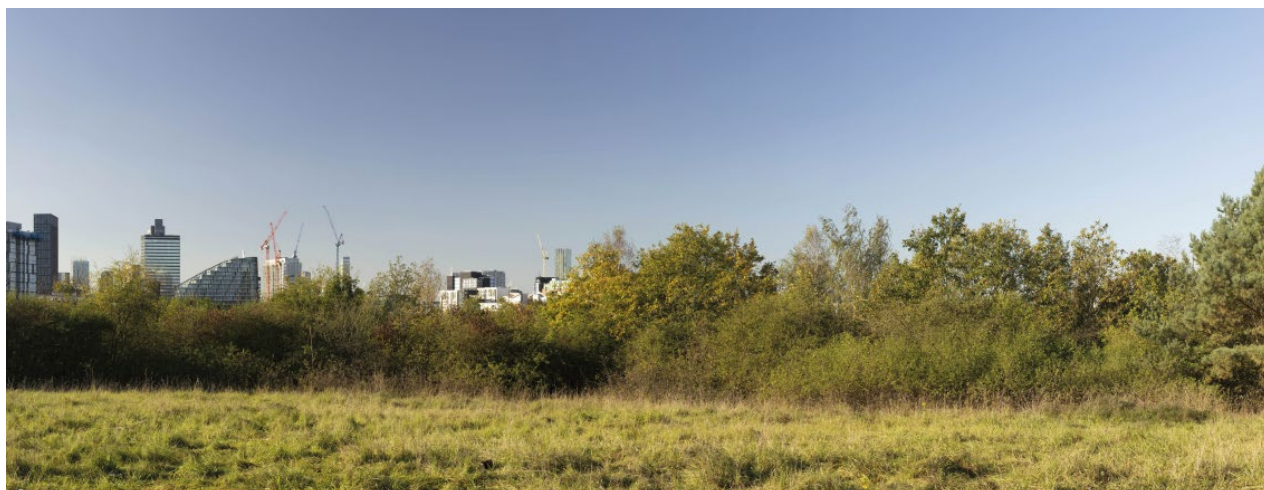


Viewpoint 7 - cumulative

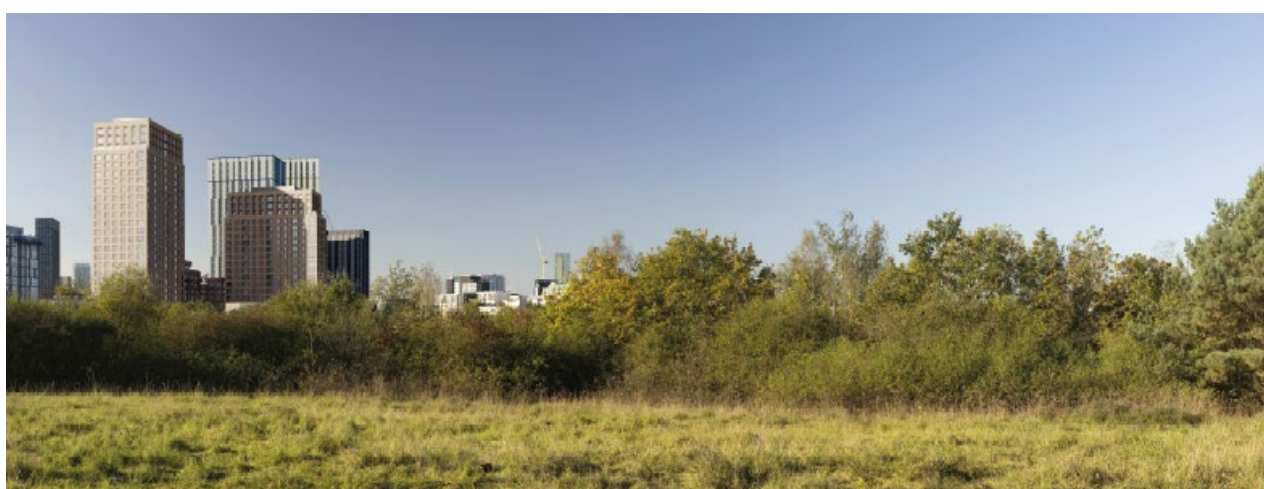
- 2.27 The Visual Assessment: Completed and Operational Development (Application 5)' table (Table 6.28) of the TVIA Chapter of the ES finds that the Proposed Development is assessed as **not significant (no effect), neutral and long-term** on the view experienced from this viewpoint. Application 5 would not be visible from this viewpoint, due to screening by existing built form at Meadowside (4) to the north of the viewpoint. There would therefore be zero change associated with Application 5.
- 2.28 The contribution of the Proposed Development to the cumulative effect on the view, is assessed as not significant (no effect), neutral and long-term in duration. This is due to Application 5 not being visible from this viewpoint as it will be screened by existing buildings.

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 (NT02-04)



Viewpoint 8 - cumulative

- 2.30 The Visual Assessment: Completed and Operational Development (Application 5)' table (Table 6.28) of the TVIA Chapter of the ES finds that the Proposed Development is considered to result in **significant (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 medium magnitude of change due to the position of the Proposed Development in the foreground, and its vertical scale in the view. The introduction of the Proposed Development into the view to the south-west 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 Proposed Development to the cumulative effects is considered to result in significant (moderate), beneficial and long-term effects on views from this informal greenspace. The view is only of medium sensitivity and does not include highly valued townscape but is likely to be subject to a medium level of cumulative change due to the position of Application 4 in the foreground, and its vertical scale in the view, as well as its horizontal spread alongside the cumulative schemes. In the context of cumulative schemes, it will appear visually more cohesive and connected with the taller building scale of the emerging city centre.

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 (NT02-04)



Viewpoint 9 - cumulative

2.33 The Visual Assessment: Completed and Operational Development (Application 5)' table (Table 6.28) 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 experienced mainly by local residents and road users from Dalton Road. The view is 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 vertical scale and position of buildings within the Proposed Development, primarily the close proximity Tower 5. 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 Proposed Development to the cumulative effects is considered to result in a significant (major/moderate), beneficial 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 cumulative change due to the vertical scale and position of buildings within Application 5 in addition to the cumulative schemes, primarily the close proximity Tower 5.

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 (NT02-04)



Viewpoint 10 - cumulative

- 2.36 The 'Visual Assessment: Completed and Operational Development (Application 5)' table (Table 6.28) 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 a low 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 Application 5 to the cumulative effect on the view is assessed as not significant (moderate/minor), beneficial and long-term in duration. The view is only of low sensitivity and does not include highly valued townscape but is likely to be subject to a medium level of cumulative change due to the position of Application 5 to the fore of the cumulative schemes, and its vertical scale in the view. In the context of cumulative schemes, it will appear visually more cohesive and connected with the taller building scale of the emerging city centre.

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 (NT02-04)



Viewpoint 11 - cumulative

- 2.39 The 'Visual Assessment: Completed and Operational Development (Application 5)' table (Table 6.28) 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 buildings due to the intervening woodland around Queens Park. The upper elements of the taller buildings within the NT02 and NT03 elements of the Proposed Development 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 Proposed Development to the cumulative effects will result in a not significant (moderate / minor), beneficial and long-term effect on views from Queens Park. The view is only of medium sensitivity and does not include highly valued townscape but is likely to be subject to a low level of cumulative change due to its distance and intervening woodland, such that it is primarily the upper elements of the higher plots that add to view. In the context of cumulative schemes, these will appear visually more cohesive and connected with the taller building scale of the emerging city centre.

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 (NT02-04)



Viewpoint 12 - cumulative

- 2.42 The Visual Assessment: Completed and Operational Development (Application 5)' table (Table 6.28) 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 Proposed Development will introduce new taller buildings in the backdrop to the smaller scale residential context, a relatively limited proportion of buildings within the Proposed Development will be visible behind intervening residential areas, where recent changes have also taken place.

The contribution of the Proposed Development on cumulative effects on the view will result in a not significant (minor), beneficial and long-term effect on views experienced from Oldham Road within Miles Platting. The view is only of low sensitivity and does not include highly valued townscape and is likely to be subject to a low level of cumulative change due to the position of Application 5 in the backdrop and its integration with the cumulative schemes that will establish a taller building scale of the emerging city centre.

Viewpoint 13: Manchester Fort

- 2.43 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 (NT02-04)



Viewpoint 13 - cumulative

- 2.44 The Visual Assessment: Completed and Operational Development (Application 5)' table (Table 6.28) of the TVIA Chapter of the ES finds that the Proposed Development will result in **not significant (minor), neutral and long-term effects** on views from Manchester Fort. Although the upper elements of several taller buildings will be visible beyond retail units within Manchester Fort, the majority of buildings within the Proposed Development will be screened from view. The views towards the Proposed Development will only be experienced by receptors of low 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.
- 2.45 The contribution of the Proposed Development to the cumulative effect on the view will result in not significant (minor), beneficial and long-term effects on views from Manchester Fort. This is due to the upper elements of two buildings within Application 5 are likely to form new landmarks in the backdrop to the setting of the Fort in combination with these cumulative schemes, and increase the influence of the 'city centre' taller buildings within its backdrop (which are currently a relatively distant part of the skyline). The cumulative magnitude of change resulting from the contribution of Application 5 to the cumulative schemes is assessed as low, due to the relatively small amount of Application 5 visible, which

is largely screened by the foreground townscape, and its integration with the cumulative schemes as part of the backdrop.

Viewpoint 14: North Street

- 2.46 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 (NT02-04)



Viewpoint 14 - cumulative

- 2.47 The 'Visual Assessment: Completed and Operational Development (Application 5)' table (Table 6.28) of the TVIA Chapter of the ES finds that, despite the medium magnitude of change to the view resulting from the Proposed Development in the backdrop behind the trading estates and commercial units, the effect arising from the Proposed Development is considered to be **not significant (moderate / minor), beneficial and long-term in duration**. Changes associated with the Proposed Development 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. Buildings within the Proposed Development are likely to improve the visual context to the south-east of North Street.
- 2.48 The contribution of the Proposed Development to the cumulative effects on this view is considered to be not significant (moderate / minor), beneficial and long-term in duration. On balance these moderate effects are assessed as not significant due to the low sensitivity townscape, despite the high level of cumulative change in the backdrop arising from the contribution of Application 5 to the cumulative schemes.

Viewpoint 15: St Chad's Street

- 2.49 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 (NT02-04)



Viewpoint 15 - cumulative

- 2.50 The Visual Assessment: Completed and Operational Development (Application 5)' table (Table 6.28) of the TVIA Chapter of the ES finds that the Proposed Development will result in **not significant (minor), neutral and long-term effects** on the view from this viewpoint. Changes associated with the Proposed Development 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. Buildings within the Proposed Development are likely to improve the visual context to the south-east of St Chad's Street.
- 2.51 The contribution of the Proposed Development to the cumulative effects will result in not significant (minor), beneficial and long-term effects on the view from this viewpoint. This is due to the buildings within Application 5 being likely to form new landmarks in the backdrop to the existing low-rise industrial units in combination with these cumulative schemes, and increase the influence of the 'city centre' taller buildings within this backdrop. The cumulative magnitude of change resulting from the contribution of Application 5 to the cumulative schemes is assessed as low, due to the relatively small amount of Application 5 visible, which is largely screened by the foreground townscape, and its integration with the cumulative schemes as part of the backdrop.

Viewpoint 16: Red Bank

- 2.52 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 (NT02-04)



Viewpoint 16 - cumulative

2.53 The 'Visual Assessment: Completed and Operational Development (Application 5)' table (Table 6.28) of the TVIA Chapter of the ES finds that the Proposed Development is assessed as **not significant (no**

effect), neutral and long-term on the view experienced from this viewpoint. Application 5 would not be visible from this viewpoint, due to screening by the built form of the viaduct to the north-east of the viewpoint. There would therefore be zero change associated with Application 5.

- 2.54 The contribution of the Proposed Development on the cumulative effect on views is assessed as being not significant (no effect), neutral and long-term in duration. Application 5 would not be visible from this view point therefore the cumulative magnitude of change resulting from the contribution of Application 5 to the cumulative schemes is assessed as zero.

Viewpoint 17: Rochdale Road

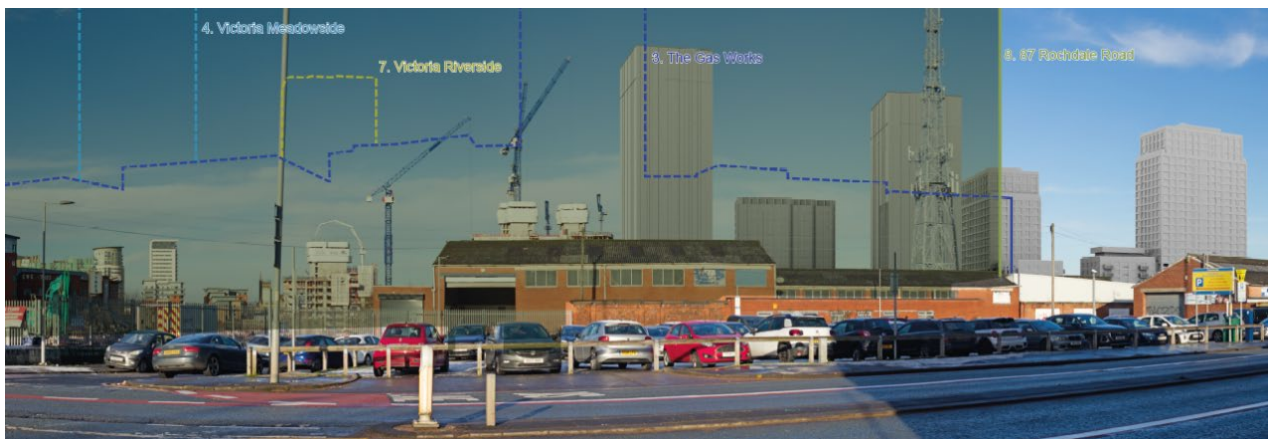
- 2.55 The viewpoint is located on Rochdale Road, at the junction with Sudell Street and opposite Clive Street. Rochdale Road stretches from south-west to north-east to the north-west of the viewpoint. Views to the north-west are relatively long-distance beyond Rochdale Road, towards industrial development 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 (NT02-04)



Viewpoint 17 - cumulative

- 2.56 The Visual Assessment: Completed and Operational Development (Application 5)' table (Table 6.28) of the TVIA Chapter of the ES finds that the Proposed Development is considered to result in **significant (moderate), beneficial and long-term effects** on views from the 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 Proposed Development 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.
- 2.57 The contribution of the Proposed Development to the cumulative effect on views is considered to result in not significant (no effect), neutral, and long-term effects on views from the closest parts of Rochdale Road. This is as the majority of Application 5 buildings being located behind the cumulative scheme, although there will be views available towards buildings at the north-eastern end of the Site, including Towers 4 and 5 within NT04. Buildings within Application 5 will be seen at greater distance from the viewpoint than 87 Rochdale Road (8) and will appear smaller in vertical scale. All other cumulative schemes such as the Gas Works (3), Meadowside (4) and Victoria Riverside (7) will be behind 87 Rochdale Road (8) and therefore not visible. 87 Rochdale Road (8) will contribute most to the cumulative

effect, with the cumulative magnitude of change resulting from the contribution of Application 5 assessed as low.

Cumulative Effects with the Northern Gateway SRF

- 2.58 The TVIA also provides an assessment of the visual effects that will arise as a result of the contribution of the full NT02-NT04 application (the Proposed Development) 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.
- 2.59 During operation of the Proposed Development, visual effects will arise as a result of the contribution of the Proposed Development and the SRF with committed schemes, with effects on visual receptors/views occurring particularly within the new Red Bank neighbourhood and within the wider Victoria North SRF area, where the completion of new neighbourhoods will have a significant and transformative effect on views at the local level, as well as having less significant, yet notable effects extending Manchester's city centre skyline in the backdrop to views from the wider study area outside the North Victoria SRF.
- 2.60 The contribution of the Proposed Development 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 Meadow Parks (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 Proposed Development 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 Application 5 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 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).

Summary

- 2.62 Overall, Proposed Development is considered to result in beneficial to neutral significant effects on the visual and townscape resource of the Study Area from the closest proximity areas only. This is largely as a result of the scale of the Proposed Development in the view, its position in the foreground, and its role in appearing to extend the taller scale of the city centre out towards the Lower Irk Valley. These effects will reduce when the application is considered alongside cumulative schemes, as it will be more in keeping with the emerging pattern of development to the north of the city centre. The high design quality of the buildings and their response to the surrounding townscape context is likely to result in beneficial effects on the visual amenity and character of the Lower Irk Valley.

3. Effect on 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 Proposed Development. Due to the built up nature of the area, and the lack of intervisibility between them and the Proposed Development , 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).

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 Proposed 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.
- 4.1 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 being Peary Street bus stops, located on the A664, which are approximately 240m south east of the Site and provides services north bound to Bury, Rochdale, Oldham, Middleton and Higher Crumpsall, and southbound to various stops within the City Centre, including Piccadilly Gardens, Shudehill and Manchester Royal Infirmary.
- 4.2 Furthermore, being located within the boundary of an endorsed SRF, new services and facilities will be brought forward as part of this full 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 T1 and SP1 of the Manchester Core Strategy.

- 4.3 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

- 4.4 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.
- 4.5 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.
- 4.6 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.

Travel Plan

- 4.7 A Framework Travel Plan ('FrTP') 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.

-
- 4.8 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

- 4.9 The full application proposes the following car and cycle parking provision:
- 10% car parking for residents of the development totalling 155 on site and off site car parking spaces comprising:
 - 7% car parking for residents of the development on site and within the podiums and on Dulwich Street totalling 106 car parking spaces. Of these 106 car parking spaces, 10 are accessible which equates to 6.5% of the overall car parking proposed by the proposed development (155 car parking spaces)
 - 3% car parking for residents of the development of site in a location within the outline planning application area to be identified totalling 52 car parking spaces. It is proposed that the location, design and specification of this off site car parking area will be secured by condition.
 - 13 car parking spaces, including accessible spaces, on site are proposed at Dulwich Street, Dantzie Street and Dalton Street for visitors and users of the non-residential uses proposed by the development.
 - A minimum of 1,551 secure, covered cycle spaces are proposed for residents across the NT02-NT04 development. This comprises a 1:1 provision. An additional 86 visitor cycle spaces will be provided within the public realm to support the ground floor commercial units and the clubhouse.

Summary

- 4.10 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, which together with additional measures proposed within the submitted Framework Travel Plan will support a reduced reliance on private motor vehicles.

- 4.11 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 buildings. 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 Hawkins Brown, Maccreanor Lavington, Schulze+Grassov and Op-en to support the planning application fully explains the detail of the architectural proposal, however a summary is provided in the following paragraphs.
- 5.3 The design for NT02-4 will relate to the wider vision for Red Bank with particular reference to the key strategy of the masterplan to create neighbourhoods with distinct areas of character differentiated by density and height, uses, building typology and dwelling mix. The buildings have been positioned to define the public realm.
- 5.4 Within NT02 and NT03 development plots, the mid-rise chevron building has been positioned to define the corner of Dantzic Street and Dulwich Street, fronting Viaduct Lane. Two 'tower and tail' buildings have been positioned to define Travis Square and Dantzic Street. Tower Two has been located to create meaningful frontages and maximise views to St Catherine's Wood across Travis Island, and to define the corner to Dulwich Street. The breaks in the building's layout provide south-west sun access to the courtyard, and allows landscape to spill into public realm.
- 5.5 Within NT04, the layout comprises three buildings which are arranged on the plot to form a courtyard block. Breaks in the block are located to maximise sunlight access and views, and ecological connections between the courtyard and the surrounding public realm. The plot design will also relate to the use's framework of the masterplan and be reflected in the frontage types of the buildings which includes commercial uses / frontages to Dantzic Street with the remainder being residential active frontages.
- 5.6 The DAS demonstrated that the proposals have been designed to offer a high quality living environment which will greatly enhance the currently dilapidated appearance of the Site. The proposal will be supported by an extensive landscaping scheme which will create street and public realm that will

contribute towards the character of the area. The internal arrangement of the proposal has been designed to maximise active frontages.

- 5.7 The plans are considered to maximise the Site's potential and bring about maximum regeneration benefits.

Summary

- 5.8 In conclusion, the proposed buildings are of excellent architectural quality, the plans submitted as part of this detailed planning application demonstrate their design has been carefully considered in terms of scale, form, massing, proportion and silhouette, facing materials and relationship to other structures.

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 EN4 and EN6. It is also emphasised in Strategic Objective S06 (Environment) which seeks to: *"Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors."*
- 6.3 The Manchester Climate Change Framework 2020-25, the city's high-level strategy for tackling climate change, was published in February 2020. It sets out how Manchester will 'play its full part in limiting the impacts of climate change' with the overarching aim for Manchester to play its full part in limiting the impacts of climate change and create a healthy, green, socially just city where everyone can thrive.
- 6.4 In addition, one of the key design and development principles of the Northern Gateway SRF (2019) is 'Planning for a Low Carbon Future'. The planning of the wider Northern Gateway 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 Proposed Development 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 Proposed Development is in a highly sustainable location with excellent access to public transport for residents and visitors. The Proposed Development will provide 10% parking provision across the residential development, and 16 spaces for the non-residential development. 100% cycle parking provision is also to be provided for the residential units. The Travel Plan, submitted in support of this planning application, also promotes the use of sustainable modes of transport and discourages the use of the single occupancy private car.
- 6.7 The 100% cycle parking provision will encourage cycling as a mode of transport 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. A diverse range of robust species have been selected that will be enduring 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 Proposed Development 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. The ESS establishes that in terms of the required building emission targets in line with Part L of the Building Regulations (2010), the proposals identify a 40-55% improvement on U-values and a 62% improvement on air permeability. This is a significantly greater improvement than the required 15%, in accordance with Policy EN 6.

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 Proposed 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 EN4 and EN6 of the Core Strategy 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 the Proposed 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 Victoria North 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 New Town neighbourhood in the SRF. New Town'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 comprises 1,551 residential dwellings, a 2,145 sqm 'clubhouse' comprising a mix of residential amenity and commercial uses, and an additional 2,147 sqm of non-residential commercial, social and community floor space.
- 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.

- 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 Victoria North; 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 Victoria North 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.

- 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:

- Architects: Hawkins Brown and Maccreanor Lavington
- Public Realm Design: Schulze + Grasso and Op-en
- Planning: Avison Young;
- Consultation: Counter Context
- Environmental Impact: Avison Young;
- TVIA- Op-en
- Heritage: WSP;
- Transport: WSP;
- Daylight and Sunlight: WSP

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- Fire Strategy: Hoare Lea;
 - Flood Risk and Drainage: WSP
 - 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 Consultation Statement prepared by Counter Context Ltd; the DAS prepared by Maccreanor 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 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 using 'Wild Urbanism' and Biophilic design to connect green spaces.
- 8.3 The Design and Access Statement sets out the concept of Wild Urbanism: a vision of merging nature and city life, bringing the Irk Valley into the city and bringing urban elements to the valley. This approach will highlight the Site's ecological qualities and diverse mix of uses and capitalise on the unique topography, to create a memorable place to live, work, and visit.
- 8.4 The design of the streetscape and courtyard for the NT02-04 development plots embraces this vision through the application of biophilic design principles, reinforcing connections between communities, the built environment and urban nature.
- 8.5 The ambition is to maximise green connections through both public realm and architectural interventions. New Town is a key connection between the River Irk valley and Angel Meadow Park. The streets and courtyards will act as green stepping stones, connecting St. Catherine's Wood to Victoria North and Angel Meadow Park beyond. The natural forms and structure of the woodland will be expressed through the landscape and planting design.
- 8.6 Travis Square provides an opportunity to create lush green environment, running north- south between Dantzic Street and Dulwich Street, comprised of woodland and woodland edge planting typologies. While not accessible to people, the square will bring significant biodiversity enhancements to the Site.
- 8.7 The courtyards of the NT02, NT03 and NT04 plots will offer the tranquillity and enclosure of woodland glades. Breaks in the building form will create framed views out to the surrounding streetscape, river

valley and St Catherine's Wood and provide intriguing glimpses of nature and courtyard life as people pass along the surrounding streets.

- 8.8 The Proposed Development will also see the introduction of 'Launch Pads' within NT02, 3 and 4. Launch Pads are a new street typology that secure active space within the public realm. By reducing the number of on street car parking spaces, there exists more space for public life. Launch Pads are approximately 25m², similar to that of two car parking spaces. They are activated through either commercial, recreational or ecological uses.
- 8.9 These will be split between Dulwich West and South; Dulwich West hosts commercial orientated launch pads that will serve as a public facing spill out zone for the adjacent commercial tenants and provide space for pop up events and markets. Dulwich Street South is populated with residential orientated launch pads which relate better to the residential architecture.

Summary

- 8.10 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 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 Sunlight and Daylight Assessment concludes that the proposed development, considered in the context of the National Planning Policy Framework (2021) 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

- 9.4 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.
- 9.5 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.

Television Reception

- 9.6 A Television and Radio Reception Survey has been prepared by G-Tech Survey to accompany the planning application. It assesses the possible effects on the local reception of television and radio broadcast services from the Proposed Development.

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- 9.7 The report concludes that the Proposed Development is unlikely to cause any interference to the reception of any television or radio broadcast platform. As no interference is expected, no mitigation measures are required to restore the reception of any broadcast service.

Wind Microclimate

- 9.8 A Wind Microclimate Assessment has been carried out by WSP which is contained in Chapter 15 of the ES. The Wind Microclimate Assessment has found that with the introduction of the proposed landscaping strategy and with the wind mitigation elements within the context of 'all scenarios' the Proposed Development will not result in any exceedances of pedestrian safety criteria. Additionally, almost all the exceedances of the pedestrian wind comfort criteria have also been alleviated. Therefore demonstrating that the Proposed Development is considered acceptable in terms of wind microclimate impacts.

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, noise and vibration and TV and radio reception.

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

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

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

Assessment

- 10.2 The Site is situated in a highly sustainable and accessible location. It has excellent accessibility for pedestrians and cyclists and has excellent connections to public transport which supports a reduced reliance on private motor vehicles. 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 Proposed Development has been designed to respond positively to and increase permeability with the wider area. 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.
- 10.4 The Proposed Development accounts for a range of footpaths, cycle routes, and appropriately located vehicle routes to increase permeability with the surrounding area. The Proposed Development 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.
- 10.5 Permeability, and connection to the landscape, is considered one of the key design principles for the Proposed Development. The Proposed Development aims to create the optimal balance between street definition and permeability. The buildings create definition to, and overlook the public realm. Breaks in

the plots tie into the wider landscape structure stretching up the river valley, and provide views in and out of the landscaped courtyards in the interior of the blocks.

- 10.6 The team studied a range of contemporary precedent schemes of similar densities to that proposed at Red Bank and found that the ratio of permeability to overall plot perimeters fall typically into the range of 5% to 15%. There were typically one or two breaks in an urban block.
- 10.7 Plot NT04, for example, has a permeability factor of approximately 21%, which while exceeding those of comparable projects creates the more generous opening to Dalton Street providing a visual and green connection between the courtyard, dwellings and St Catherine's wood.
- 10.8 Further examples of permeability within this application comprise the new accessible route at Dulwich Street and improvements to Dantzic Street which include cycle lanes.

Summary

- 10.9 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 Proposed Development 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 Proposed Development 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 on 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 The following paragraphs summarise how the Proposed Development complies 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 Proposed Development 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 realms, 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 Proposed Development 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 Internally the Proposed Development offers a network of accessible routes, including Dulwich Street which is a new route connecting Dalton Street through to Dantzic Street between plots NT02 and NT03 at an accessible gradient.

11.10 The proposed layout and massing of the buildings have been designed in a way to support wayfinding both into and within the Site. All public spaces will be designed to be DDA compliant.

Make it Work with the Landscape

- 11.11 The design process for the public realm on Red Bank has prioritized accessibility and inclusivity for all. The design follows guidelines and acts such as the Equality Act 2010 and Building Regulations 2010, and aims to meet the needs of people with sensory, mobility, and other impairments, as well as families, the elderly, and those who have limited understanding of written English.

Make it Practical

- 11.12 Ensuring the Proposed Development is practical has been a key principle guiding how it has been developed. All plots are easily accessible and the residential dwellings proposed are to be supported by high quality social infrastructure through the provision of flexible commercial ground floor space, which could be occupied by a corner shop or café. As such the Proposed Development will be highly practical, having been designed to support occupiers day to day needs.

Make it Future Proof

- 11.13 In accordance with the vision set out within the Northern Gateway SRF the Proposed Development will offer higher density residential homes, in the form of apartments, maisonettes and townhouses duplexes. The breakdown of dwelling sizes is proposed to serve an identified need based upon the existing and projected population, comparable developments, and to support the provision of family housing.
- 11.14 To ensure that a mixed community is delivered at the Red Bank neighbourhood, the 3 character areas proposed will have different housing densities and residential accommodation reflecting their location within the neighbourhood. Higher density development and taller buildings are proposed and concentrated closer to the City Centre and along the operational railway line, to emphasise the arrival of Victoria North and to provide a substantial quantum of accommodation close to the city centre and strategic transport nodes. As the Site is located in close proximity to the City Centre and front's Dantzic Street and bounds the railway line, it falls part of the New Town character area which seeks to deliver high density development made up of a greater proportion of 1 and 2 bedroom properties.
- 11.15 In response, the Proposed Development proposes the following housing mix:
- 642 1 bedroom properties (41%)
 - 828 2 bedroom properties (54%)

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- 81 3 bedroom properties (5%)

Make it Happen

- 11.16 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 and subsequently seeing the proposed development become reality.

Summary

- 11.17 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 EN2

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

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

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

- 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 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 proposals accord with each criteria contained within Policy EN2 of the Core Strategy.

EN2 Criteria	Assessment
Excellent design quality	The Proposed Development comprises a high-quality development, with all units being designed in accordance with Manchester City Council's Residential Design Guide and Space Standards.
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 (Northern Gateway SRF 2019), 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 Proposed Development 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 New Town neighbourhood the Proposed Development will contribute positively towards placemaking. It 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'), the Proposed Development 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 that the Proposed Development is wholly in accordance with all criteria contained within Policy EN2 of the Manchester Core Strategy and as such the proposed maximum building heights contained within the Parameter Plan should be considered fully acceptable by MCC.

13. Summary and Conclusions

13.1 This Tall Building Statement accompanies a full application made by FEC for:

'Full planning application proposing the demolition of existing buildings and structures and erection of a phased residential led mixed use development comprising residential (use class C3 and C2), flexible non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); residential amenity space including within a clubhouse building, with associated car and cycle parking, hard and soft landscaping, improvement works to Dantzic Street, and associated engineering works' (i.e. the Proposed Development).

13.2 This statement has assessed the Proposed Development 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 Proposed 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 Victoria North.

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 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 Proposed Development has also been developed in line with the principles of the MRQG including meeting nationally described space standards.

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- 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 proposals accord with the adopted Development Plan, notably policy EN2 of the adopted Core Strategy, English Heritage / CABI criteria, the principles of Advice Note 4 and the guidance contained within the Northern Gateway Strategic Regeneration Framework.

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