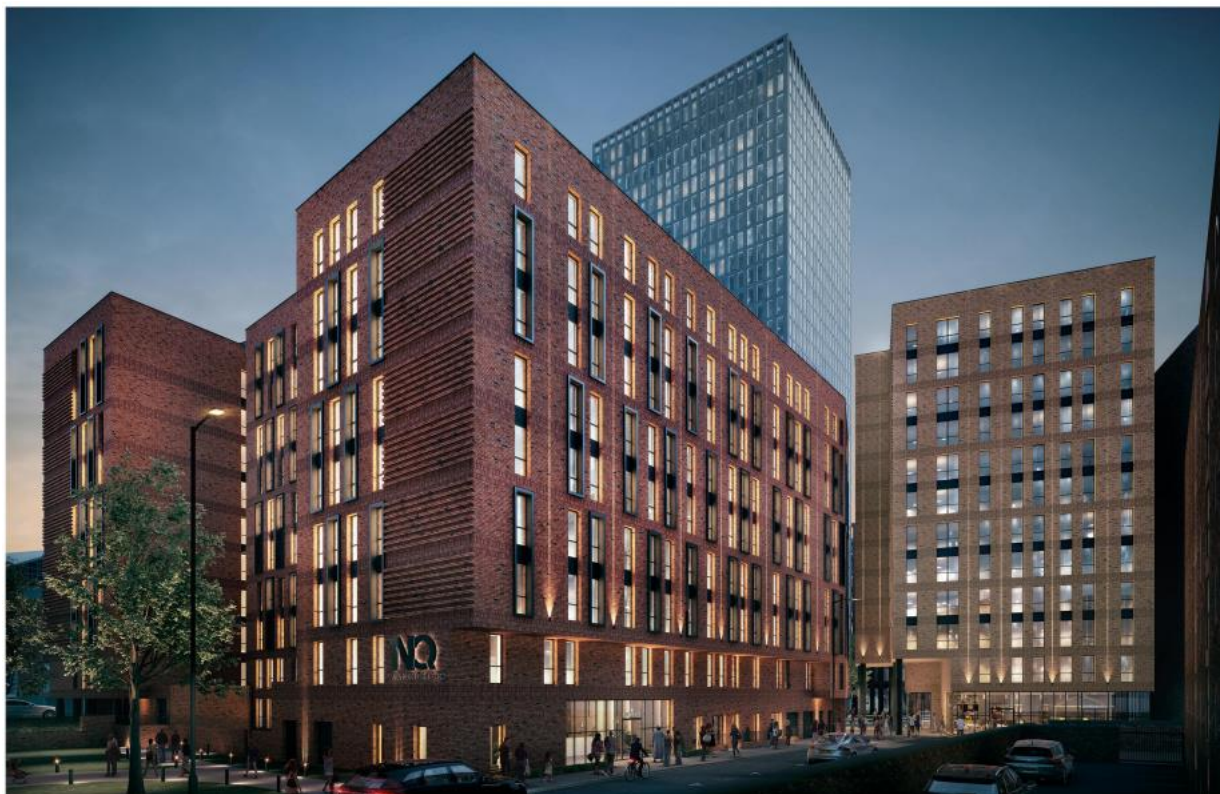




# Tall Building Statement

1 NQ, Tariff Street, Manchester

January 2023

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**Report title:** Tall Building Statement

**Prepared by:** NS/ VR/ NL

**Status:** FINAL

**Draft date:** 17 January 2023

**For and on behalf of Avison Young (UK) Limited**

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# 1. Introduction

1.1 This Tall Building Statement has been prepared by Avison Young in support of a full planning application (ref: 135675/FO/2022), which was submitted by Axis Real Estate and Marco Living Ltd (‘the Applicants’) to Manchester City Council (‘MCC’) in November 2022 for a residential-led mixed-use development at Tariff Street, Manchester.

1.2 The application proposes the demolition of an existing building on site and the erection of two residential apartment buildings, the taller of which is 12 storeys in height. The description of the development included on the application form is as follows:

*“Erection of two residential apartment buildings (Use Class C3) comprising Block 1 -part 9, part 10 and Block 2- 12 storey building (comprising of 267 dwellings in total), with ground floor commercial units (Use Class E), associated residents amenity space, cycle parking, landscaping, access, street loading and other associated works following demolition of the existing building on site.”*

1.3 Full details of the proposed development are described in the Design and Access Statement (DAS) prepared by Leach Rhodes Walker Architects, presented on the application drawings, and as detailed in the Supporting Planning Statement prepared by Avison Young. This document should be read in conjunction with these documents, and others, which also form part of the application.

1.4 This Tall Building Statement has been produced to assess the proposal against Historic England's Advice Note 4 Tall Buildings (2<sup>nd</sup> Ed) published March 2022 (with the 1<sup>st</sup> edition having been published in December 2015), which updates the 'Guidance on Tall Buildings Document' published jointly by English Heritage (now Historic England) and CABI (updated version, July 2007). The Government and Manchester City Council still, however, endorse the CABI / Historic England guidance and its evaluation criteria, and that it is capable of being a material consideration in the determination of planning applications.

1.5 Additionally, the document will assess the proposals in terms of Manchester City Council's tall building planning policy guidance.

## Document Structure

1.6 This document will consider the proposals against the principles of Historic England's Advice Note (2022) and more detailed evaluation criteria in the CABI/ Historic England Guidance (2007), as well as MCC's local planning policies and guidance relating to building height. This Tall Building Statement is structured as follows:

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**Chapter 2-** sets out the planning policy guidance surrounding tall buildings, at both a national and local level;

**Chapter 3-** evidences that a plan-led approach has been taken to the design of 1 NQ;

**Chapter 4-** provides an assessment of the proposal in relationship to its context;

**Chapter 5-** assesses the proposal in terms of the historic context;

**Chapter 6-** offers an assessment of the proposal regarding its relationship to transport infrastructure;

**Chapter 7-** demonstrates the proposal is of a high architectural quality to merit the proposed height;

**Chapter 8-** provides an overview of the schemes sustainable design and construction;

**Chapter 9-** assesses the credibility of the scheme's design;

**Chapter 10-** provides an assessment of the scheme's contribution to public space and facilities;

**Chapter 11-** demonstrates the scheme's positive contribution to permeability;

**Chapter 12-** assesses the schemes provision of a well-designed environment;

**Chapter 13-** specifically assesses this proposal in terms of Manchester City Council's local planning policies and guidance relating to height; and,

**Chapter 14-** offers a summary and conclusion.

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## 2. Tall Buildings Planning Policy Context

- 2.1 This section of the Tall Building Statement outlines the relevant local and national planning guidance relating to tall buildings.

### **Historic England's Advice Note 4 Tall Buildings (2nd Ed) (March 2022)**

- 2.2 Historic England's Advice Note 4 Tall Buildings (2nd Ed) was published in March 2022, this supersedes the 1<sup>st</sup> edition, published in December 2015, which in turn updates the 'Guidance on Tall Buildings Document' published jointly by English Heritage (now Historic England) and CABE (updated version, July 2007).
- 2.3 Historic England's Advice Note (2022) states when planning for tall buildings it is important to avoid or minimise impacts upon the significance of heritage assets. There are some principles to consider that will help do this:
- A plan-led approach to tall buildings to determine their location;
  - An evidence base which explores alternative options for the location and heights of tall buildings;
  - Decision making informed by understanding of place, character and historic significance;
  - Tall buildings proposals which take account of local context and historic character; and
  - Early and effective engagement at plan-making and decision-taking stages including the use of design review panels.
- 2.4 The advice note recognises that *"The development of tall buildings can have positive impacts upon an area, particularly if they are part of a wider regeneration scheme. Equally, there will be sites where the impacts upon the historic environment cannot be overcome or minimised. Such sites may be inherently unsuitable for tall buildings due to the harm they would cause to the significance of heritage assets."*
- 2.5 In terms of development management, the Design Note states planning applications need to be supported by enough information so that the impacts of the development upon the historic environment can be properly understood (NPPF paragraphs 43 and 194) and dealt with speedily.
- 2.6 In addition, the Advice Note emphasises the importance of good design in terms of ensuring a tall building responds positively to the character of the surrounding area and the historic environment to create high quality buildings and places.

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## **CABE and English Heritage (now Historic England) Guidance on Tall Buildings (2007)**

- 2.7 This document sets out how CABE and English Heritage evaluate proposals for tall buildings. It also offers advice on good practice in relation to tall buildings in the planning process.
- 2.8 Both organisations recommend that local planning authorities use it to inform policy making and, if necessary, to evaluate planning applications for tall buildings where the appropriate policies are not yet in place.
- 2.9 This Guidance recognises that in the right place tall buildings can make positive contributions to city life and can be excellent works of architecture. Furthermore, the guidance states that tall buildings can serve as beacons of regeneration and stimulate further investment. However, the Guidance also recognises that by virtue of their size and prominence, tall buildings can also harm the qualities that people value about a place. To account for this, the Guidance provides criteria for evaluating planning applications for tall buildings. The criteria is listed below:
- Relationship to context;
  - Effect on the historic context;
  - Effect on world heritage sites;
  - Relationship to transport infrastructure;
  - Architectural quality of the building;
  - Sustainable design and construction;
  - Credibility of design;
  - Contribution to public space and facilities;
  - The effect on the local environment;
  - Contribution to permeability; and,
  - The provision of a well-designed environment.

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## **MCC's Manchester Core Strategy (2012) Policy EN2**

2.10 In terms of local planning policy, Policy EN2 of the Manchester City Council's adopted Core Strategy (July 2012), states:

2.11 *"Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline. Proposals for tall buildings will be supported where it can be demonstrated that they:*

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

*A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views.*

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

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

*By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.*

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

## **MCC's Residential Quality Guidance (March 2017)**

2.12 Manchester Residential Quality Guidance (March 2017) refers to tall buildings at page 34, stating the following.

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- 2.13 *"There is a need to demonstrate how proposed height and mass would fit within its context, appreciating the need to create a legible urban environment, provide a strong sense of enclosure and, where appropriate in schemes of sufficient scale, introduce landmarks."*

### **The Manchester Guide to Development SPD (2007)**

- 2.14 The Manchester Guide to Development SPD (2007) states the following at Page 6 with regards to tall buildings:
- 2.15 *"It is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones."*
- 2.16 *Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations. In established residential areas, significant variation in height may not be appropriate. Where higher structures are more appropriate, notably in and around the City Centre, they must be informed by all of the principles described in the Guide."*

### 3. Plan-led Approach to Height

- 3.1 As outlined in Chapter 2 of this Tall Building Statement, Historic England's Advice Note (2022) states when planning for tall buildings a plan-led approach should be taken to determining their location.

#### **Piccadilly Basin SRF (2016)**

- 3.2 The Supporting Planning Statement which accompanies this application established that the site is earmarked for development within the Piccadilly Basin SRF (adopted 2016). The SRF suggests the site should accommodate residential-led mixed use development, as proposed within the 1 NQ plans. The Piccadilly Basin SRF outlines that the buildings on site should be between ground +8, ground + 9, and ground + 10 storeys in height.

#### **Assessment**

- 3.3 Block 1 of the 1NQ scheme is proposed to be part ground floor + 8 and part ground floor + 9 storeys in height, with a small inset amenity area at ground floor + 10 storeys. As such, Block 1 is predominantly in accordance with the SRF's recommended height of ground floor + 8 and ground floor + 9 storeys, with the exception of a small, amenity area on the ground + 10<sup>th</sup> floor which is set back from the edges of the building in all directions to limit its visibility from the ground (as shown in the extract below). This small increase in height from the SRF's recommendation allows for a tiered architectural design approach to the top level which adds visual interest to the design.



*Figure showing inset G+10<sup>th</sup> Floor of Block 1*

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- 3.4 Block 2 of the 1NQ scheme is proposed to be ground +11 storeys in height. It is acknowledged that this is one storey higher than the proposed scale included within the Piccadilly Basin SRF. This small deviation in height from Manchester City Council's recommendations for the site is considered appropriate to allow contrast in height between the two 1 NQ blocks and to respond positively to the scale of the surrounding area.
- 3.5 Notably, consent has been granted on the site immediately north of the 1NQ scheme for a residential led mixed use development up to 33 storeys in height (ref: 132489/FO/2021). As such the increase in height from Block 1 to Block 2 of this proposal will allow a slight step-up in height leading towards the neighbouring consented landmark building.
- 3.6 Overall, this scheme is considered to follow a plan-led approach in terms of height, with the scheme proposing only a minimal deviation from the recommendations set out within the Piccadilly Basin SRF. The proposed height predominantly reflects Manchester City Council's intentions for the site and will ensure the site's deliverability.
- 3.7 In accordance with Historic England's 2022 Advise Note, the proposed height of this development is considered to have followed a plan led approach, with the Piccadilly Basin SRF earmarking this specific site for development of very similar scale to the proposals of the current application.

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## 4. Relationship to Context

- 4.1 This chapter assesses the relationship to context. The Historic England Advise Note 2022 states tall buildings should take account of local context, and should be informed by understanding of place and character.

*"The response to local context: understanding local context (including its evolution) is critical to achieving good design. This includes considering how the tall building relates to neighbouring buildings. It is important that the massing and scale of the building is appropriate in relation to its surroundings and responds to context to avoid or minimise harm to the significance of heritage assets. It is helpful to consider the relationship between the top, middle, and bottom sections of a tall building with their surroundings and the potential impact on streetscape, town/cityscape and skyline. Where tall buildings are proposed in regeneration areas, there may be opportunities to improve local character through design."*

- 4.2 In addition, the CABE and English Heritage 2007 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

- 4.3 The site analysis section of the Design and Access Statement submitted in support of this application demonstrates how the architects assessed the current and emerging context surrounding the application site while formulating the proposals.
- 4.4 In terms of surrounding developments, the Design and Access Statement recognises that the site sits amongst several emerging developments including the recently consented Affinity Living 11 to 33-storey residential development (Ref: 132489\_FO\_2021) which is located immediately adjacent to the site to the east. The existing buildings surrounding the site include to the south an 8 to 11 storey residential development and listed building (Former Canal Warehouse) Jackson's Warehouse which is 6 storeys in height; to the east stands listed building Brownsfield Mill at 6 storeys in height; located to the west are several commercial buildings, ranging from 3 to 7 storeys; and to the north there are several residential buildings from 5 to 15 storeys.

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- 4.5 The emerging proposals will contribute to the planned wholesale change to this part of the city centre to deliver the Council's vision for the Piccadilly Basin area, as well as providing a vibrant exciting frontage and residential development off Great Ancoats Street, and the proposal embraces this opportunity.
- 4.6 The Design and Access Statement also offers a commentary on the prominence of the site in terms of street scape, stating the site will be visible fronting onto Port Street and Tariff Street. However, in these streetscenes, the proposed development will mainly be seen obliquely, and thus less prominent in the streetscene, particularly when adjacent development in line with the SRF is completed. The site will be largely screened by existing and new development when looking from Great Ancoats Street.
- 4.7 Block 2 of the proposed development, which is located in the turning point on Tariff Street where the opportunity for the pedestrian connection to Great Ancoats Street occurs, has identified the opportunity for extra height (as set out in the SRF) to assist in directing pedestrians (as a reference point) towards Great Ancoats Street, and in reverse, draw pedestrians through from Great Ancoats Street into Piccadilly Basin.
- 4.8 The proposed scheme will sit within a cluster of new buildings with the taller buildings towards Great Ancoats Street. As the scheme proposals largely follow the SRF vision and heights and deliver the frontages proposed, this scheme will sit very neatly into the existing and emerging context around the site.

### **Context View Analysis**

- 4.9 This Tall Building Statement should be read in conjunction with the Context View Analysis report prepared by Leach Rhodes Walker Architects which is contained within the submitted Design and Access Statement and provides a visualisation of the impact of the proposal on its surroundings, and demonstrates that the Tall Buildings will have a positive relationship with relevant topographical features.
- 4.10 The proposal carefully considers the views towards the site from all directions with particular attention to the listed buildings to the east and south. It considers (and has tested through the long range massing views shown below in this Statement) the approaches to the site from the city centre from the west and Ancoats to the east of the site.
- 4.11 The following photomontages were generated by massing the proposed scheme along with the surveyed site as a 3d model. These views were chosen based on the primary public access routes towards the development. These views were then overlayed with site photos taken at street level to

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simulate a real life perspective of the scheme to the public. The combination of a computer-generated model and site photos provide a realistic view of the development in relation to the existing site. This demonstrates that the design sits sympathetically with the current and future context and creates a dynamic building form on arrival into and out of the city centre.

4.12 The following views show the various viewpoints with the locations to illustrate how the scale and massing and architectural envelope will appear in context. Buildings in blue are proposed SRF buildings / consented schemes that are not yet built, existing buildings are fully taken from the photos and the proposed buildings are seen in colour. A wireline outline of the proposed scheme is shown in green where the scheme is not visible in the views. The following 20 views have been identified and assessed:

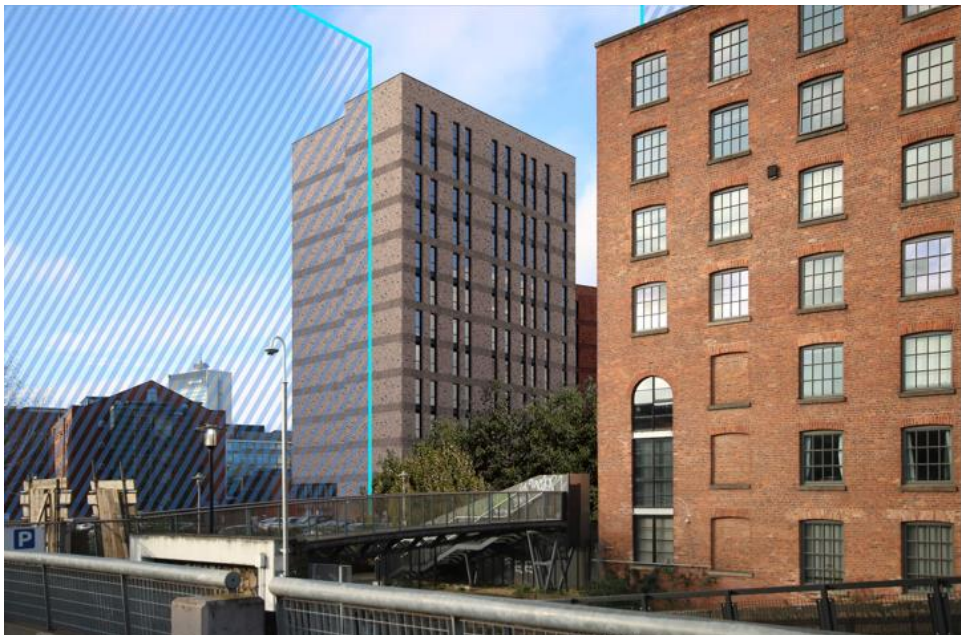
- View 1 – Aldi Car Park
- View 2 – Aldi Car Park Entrance
- View 3 – Brewer Street (South)
- View 4 – Brewer Street (South)
- View 5 – Faraday Street (North)
- View 6 – Faraday Street (North)
- View 7 – Great Ancoats Street and Port Street
- View 8 – Great Ancoats Street (North)
- View 9 – Great Ancoats Street (South)
- View 10 – Newton Street and Hilton Street
- View 11 – Oxid House
- View 12 – Port Street (West)
- View 13 – Port Street (West)
- View 14 – Port Street (West)
- View 15 – Redhill Street (East)

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- View 16 – Redhill Street (East)
  - View 17 – Redhill Street (East)
  - View 18 – Rochdale Canal Towpath
  - View 19 – Stephenson Square
  - View 20 – Tariff Street (West)

## Views 1 - 4

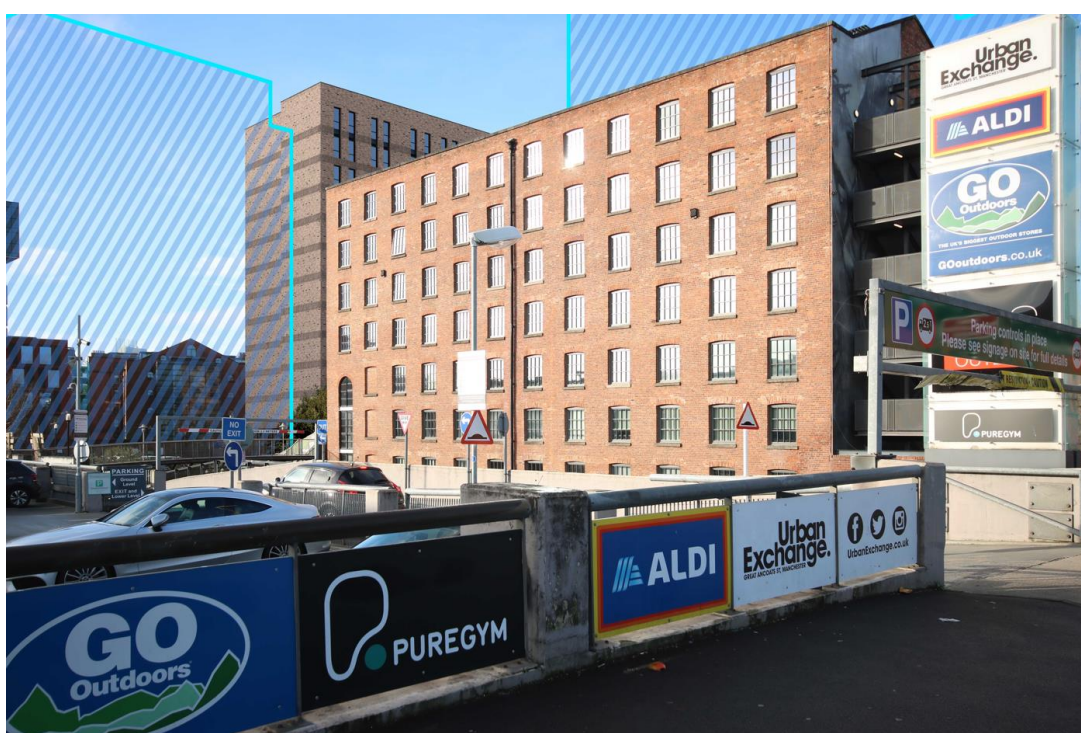


## View 1 - Aldi Car Park



- 4.13 In this view Block 2 of the proposed development would be largely shielded by the proposed 11 storey SRF building in the foreground. The proposed yellow brickwork of the development contrasts with the red brickwork appearance of the existing listed building, Brownsfield Mill, with the bands of red brickwork below the windows reflecting the brickwork of the Mill. The regular fenestration pattern also fits with the design of the nearby Mill. Due to the proposed development sitting behind Rochdale Canal Warehouse, the height and scale of the proposed development sits well within the surrounding townscape. Overall, the proposed development is considered to have a moderate minor beneficial effect on townscape and visual receptors.

## View 2 – Aldi Car Park Entrance

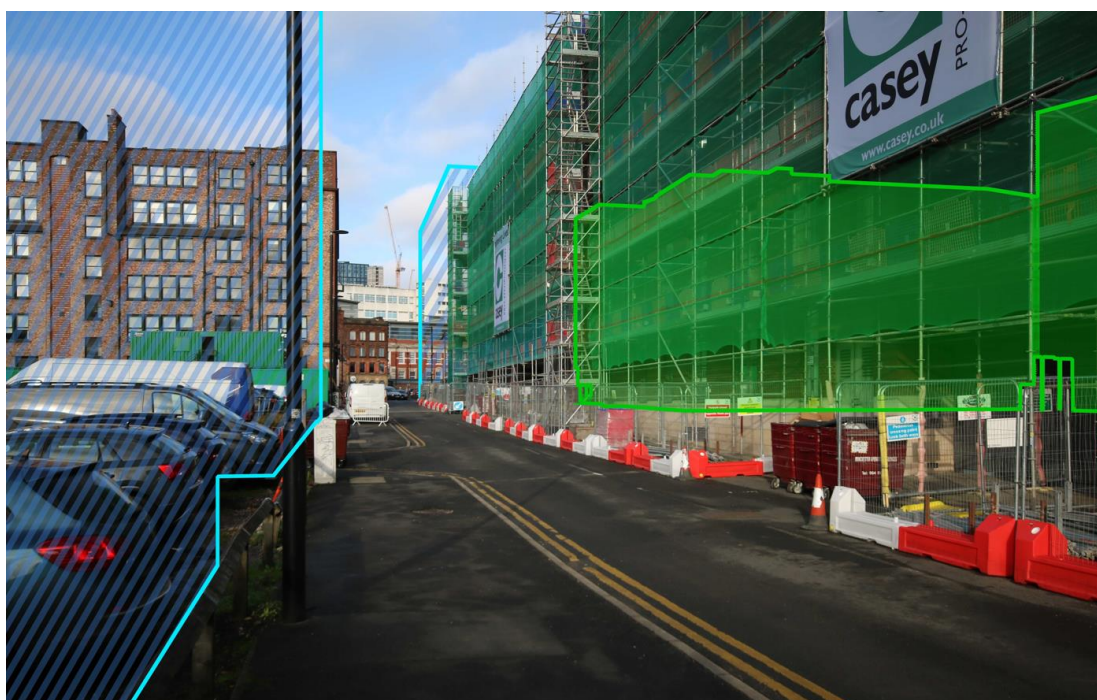


- 4.14 View 2 shows how the Proposed Development would be seen to the southwest of Brownsfield Mill in views from Great Ancoats Street (close to the current Aldi Car Park entrance). The 12 storey Block 2 element of the Proposed Development would be visible beyond the roofline of the Mill building. The use of contemporary yellow brickwork for Block 2, as well as the modern fenestration style, means that whilst broadly corresponding to the character of the surroundings, the Proposed Development would also be clearly distinguishable from the Mill building, and would be legible as a more recent addition to the surroundings.
- 4.15 View 2 also shows how the consented 33 storey tower would also be seen beyond the roofline of Brownfield Mill, introducing a building of substantially greater height to the surroundings. In addition, the SRF includes an 11-storey building to the south-west of Brownsfield Mill which if constructed

would further add to emerging modern surroundings of the Mill as an area primarily comprised of buildings of taller height.

- 4.16 The Proposed Development would introduce new buildings, of greater height than were historically present to the west of Brownsfield Mill. The design of the buildings of the Proposed Development, utilising brick materials and regular fenestration patterns would fit with the general character of the area. The simple roof-form of Block 2 of the Proposed Development means that although it would be seen beyond the roofline of Brownsfield Mill in views from some locations on Great Ancoats Street, it would have a limited effect upon the skyline and would not be excessively prominent. Overall the proposed development is considered to have a moderate minor beneficial effect on townscape and visual receptors.

### **View 3 – Brewer Street South**



- 4.17 View 3 demonstrates that the proposed development will not be visible from this perspective due to the presence of an existing built development. The proposed SRF buildings, one a multi-storey car park at 8 storeys in the forefront of this view, and the other a residential building at a proposed 9 storeys, will create a linear built formation upon Brewer Street, and will have a beneficial impact upon the townscape. In regard to the Proposed Development, there will be no impact on townscape and visual receptors.

### **View 4 – Brewer Street South**



4.18 View 4 shows that the proposed development would be largely screened from view by the glazed staircase addition to the Former Rochdale Canal Warehouse and the a nine storey block proposed by the SRF at the junction of Brewer Street and Tariff Street. The height, scale and massing of the proposed development is such that the setting of the listed building (Fourways House) in relation to the other adjacent historic buildings within the surrounding streetscape would not be affected. The use of brick materials for the Proposed Development will also help to make sure that the new buildings blend with the character of the surrounding area. The ability to understand Fourways House as part of a wider surrounding area of warehouse and industrial buildings would be unaffected and it is concluded that the proposed development would have a minor beneficial impact on townscape and visual receptors.

## Views 5 – 8

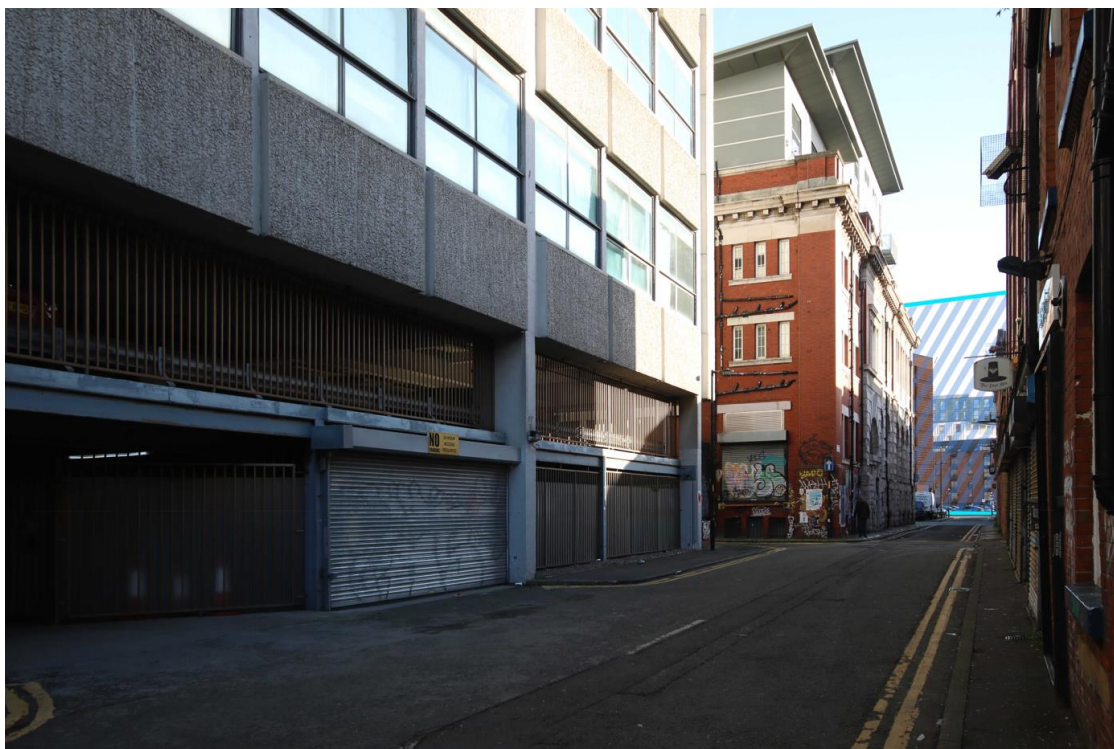


### View 5 – Faraday Street (North)



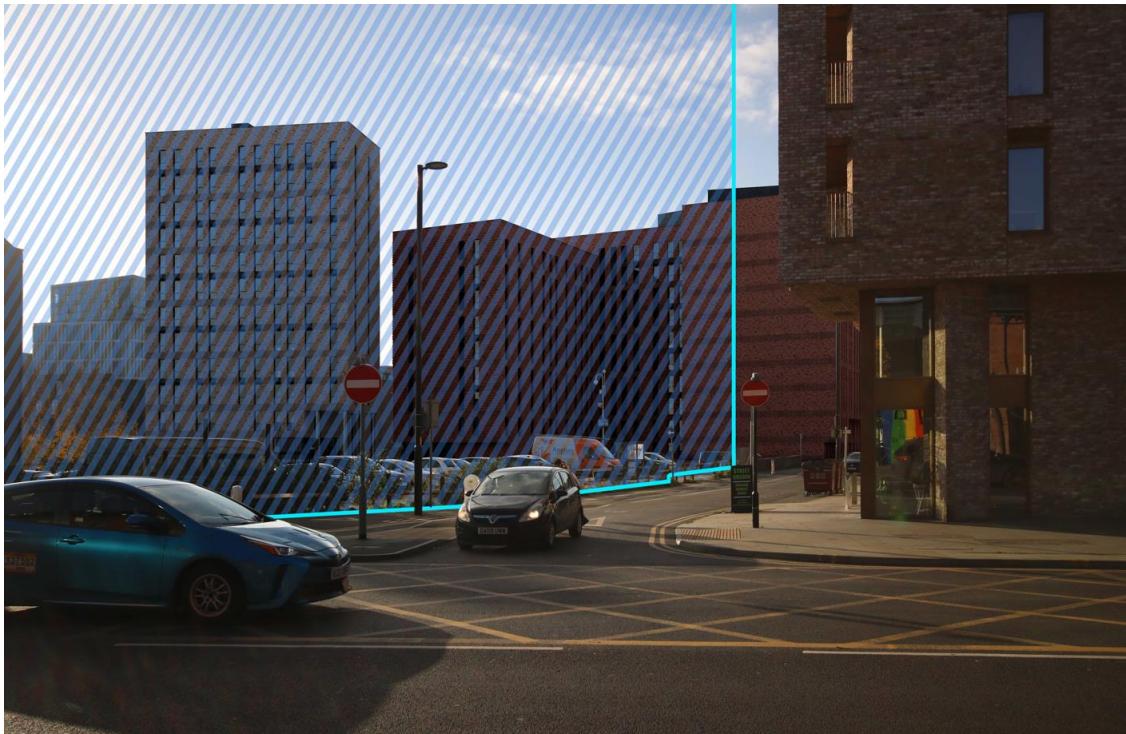
- 4.19 In the above view, the proposed development will be shielded from view by existing built development. The 9 storey SRF building will be visually prominent at the end of Faraday Street, but will have a positive impact on the streetscape in that its height sits comfortably within the existing context. In regard to the proposed development, it will have no impact on townscape and visual receptors from this viewpoint.

### View 6 – Faraday Street (North)



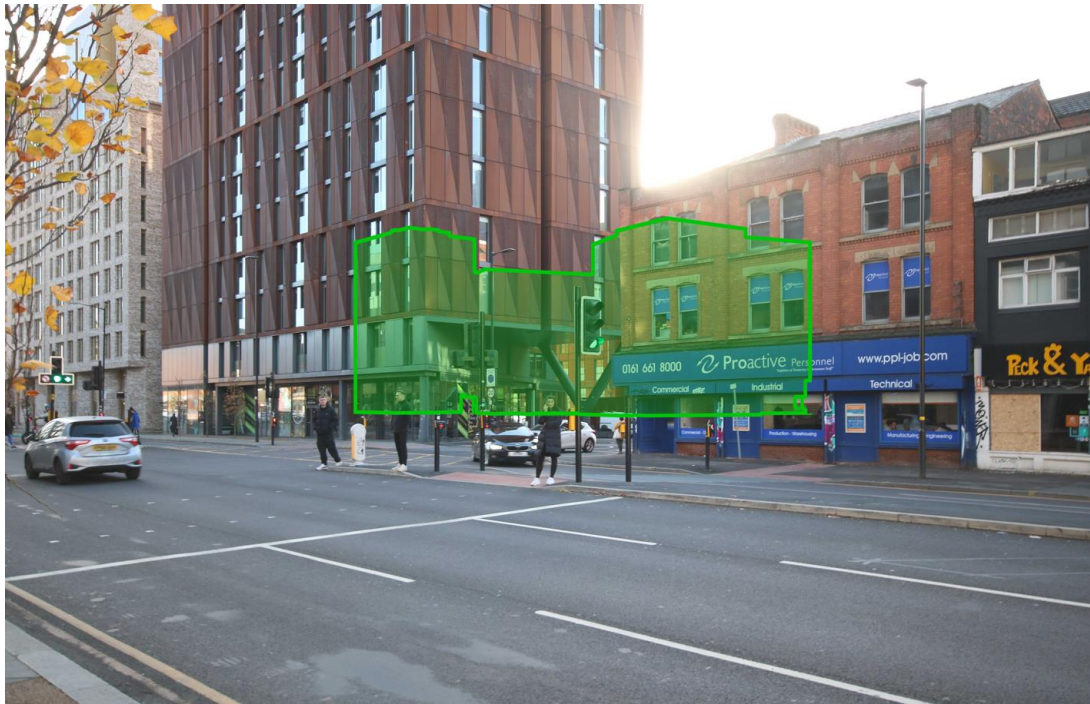
- 4.20 In view 6, the proposed development would be shielded by the 9 storey SRF building, should this be built. Without the SRF building being developed, the proposed development is slightly visible along this perspective of Faraday Street, however the height and scale of the proposed building sits comfortably within the existing context and extends the linear streetscape view of Faraday Street. The redbrick appearance of the proposed development complements the existing built form design. Overall the proposed development is considered to have a minor beneficial effect on townscape and visual receptors.

## **View 7 – Great Ancoats Street and Port Street**



- 4.21 In view 7, the consented 33 storey Affinity Living development would largely shield from view the Proposed Development. The Proposed Development would be partially visible when the 33 storey development is built, but due to its height scale and redbrick appearance, it would be in keeping with the character and context of the area. The redevelopment of the existing site would improve the existing townscape as the current surface car park is visually unappealing. The proposed development is therefore considered to have a moderate beneficial impact on townscape and landscape from this view.

## **View 8 – Great Ancoats Street (North)**



- 4.22 In this view across the main arterial road of Great Ancoats Street, the proposed development is screened by existing built form and is not visible. Therefore, the proposed development is regarding to have no impact on townscape and visual receptors.

## Views 9 – 12



### View 9 – Great Ancoats Street (South)



- 4.23 In view 9 across Great Ancoats Street, only the top storey of block 2 of the Proposed Development is visible above the roofline of the retail park building, as is the top of the proposed 11 storey SRF building. The composition of the proposed SRF building and the proposed 1NQ development creates a stepping up effect in the background of this viewpoint. Overall however, The 33 storey consented Port Street development dominates this viewpoint, making the appearance of the proposed 1NQ development and the 11 storey SRF proposal negligible and minor on the townscape. The proposed development is therefore considered to have a minor beneficial impact on townscape and landscape in this view.

## **View 10 – Newton Street and Hilton Street**



- 4.24 In view 10, the proposed development is not visible due to the presence of existing buildings. The consented 33 storey Port Street scheme is however clearly visible in the background behind Marlsbro House, adding to the townscape visuals. The proposed 1NQ development however is not considered to have any impact on the townscape and landscape from this viewpoint.

## View 11 – Oxid House



- 4.25 In view 11, the proposed development is not visible due to the presence of existing buildings. The consented 33 storey Port Street scheme is clearly visible in the background of this townscape vista, creating a landmark. The proposed 1NQ development however is not considered to have any impact on the townscape and landscape from this viewpoint.

## View 12 – Port Street (West)



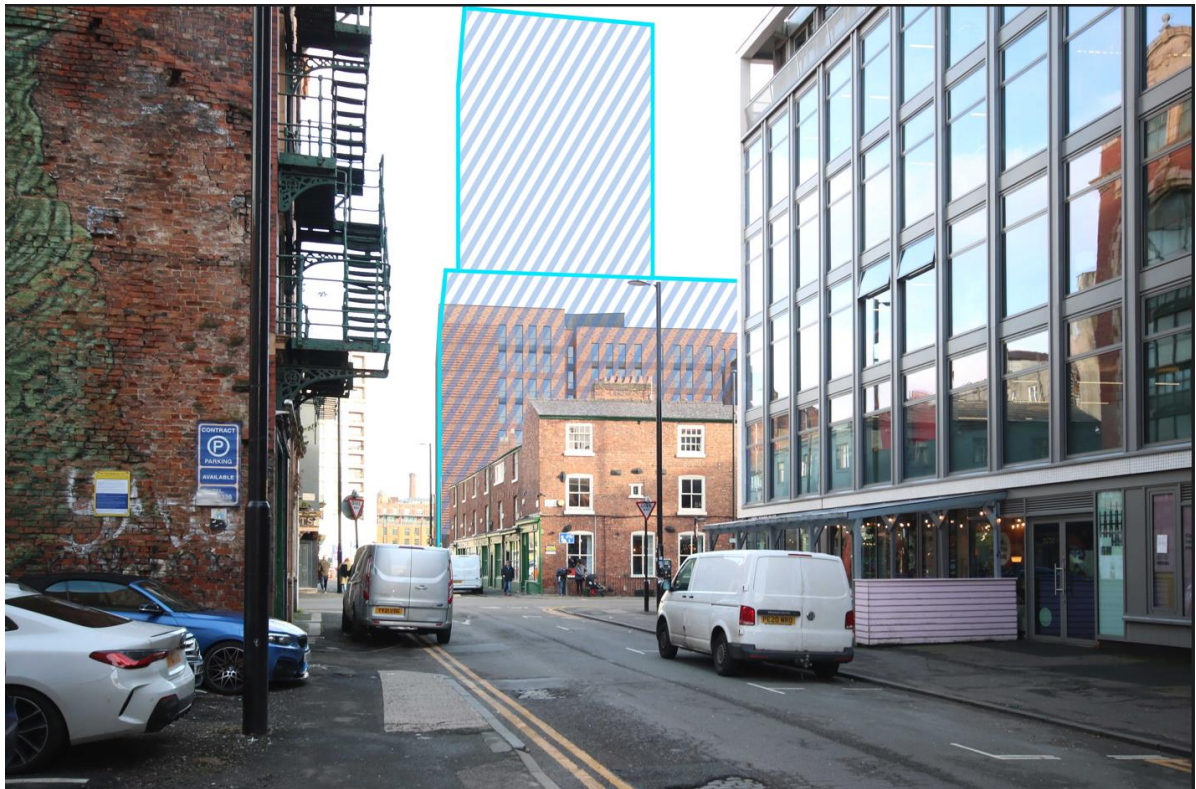
- 4.26 This view shows a model of the proposed development from a location on Port Street at the western side of Bradley House (Grade II listed). This view shows the intended 9 storey block to the south west of the application site (at the junction Brewer Street and Port Street), as agreed in the SRF. In the event that this building is constructed, the view shows that this southwestern nine storey block would screen views to the Proposed Development from this location. View 12 also shows the approved 33 storey proposal to the north east of the Proposed Development, showing that this building, if constructed, would form a new landmark building within the local area and a focal point in the view along Port Street, visible beyond the Proposed Development. The Proposed Development has been designed to be clad in red brick such that although taller than the historic buildings within this area, it would blend with the local character whilst also being legible as a new modern addition to the surroundings. The Proposed Development would not affect the key elements of the setting of Bradley House, Newton Buildings or 35 Dale Street. Their design which gives them prominence and stature at the junctions of Newton Street, Hilton Street, Port Street and Tariff Street would be sustained.

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- 4.27 In the context of the 9 storey SRF building being developed, the Proposed Development is not considered to have any impact on the townscape and landscape from this viewpoint.

## Views 13 – 16



### View 13 – Port Street (West)



- 4.28 View 13 shows a view along Port Street, looking north east towards the Application Site. The views show that the intended nine storey block which is included in the SRF would largely screen views of the Proposed Development when moving along Port Street. Both the intended nine storey block from the SRF and the 10 storey Block 1 of the Proposed Development would be visible beyond the listed dwelling buildings (50-62 Port Street) on Port Street, contrasting with their diminutive domestic heights. Beyond this the consented 33 storey landmark building would also be visible. In the event that all of these proposals were constructed there would be notable change to the surroundings of the listed dwelling buildings on Port Street and Hilton Street, with considerably taller modern buildings seen beyond the diminutive listed buildings. Overall, it is considered that the significance of these listed buildings would not be unacceptably affected by the proposed development, or by the proposed development and the other consented and intended developments within the SRF.
- 4.29 If the proposed development as well as the SRF 9 storey building and the 33 storey building were to be built, these would contribute to the linear visual appeal of Port Street. Overall the Proposed Development is considered to have a minor visual impact on townscape and landscape receptors.

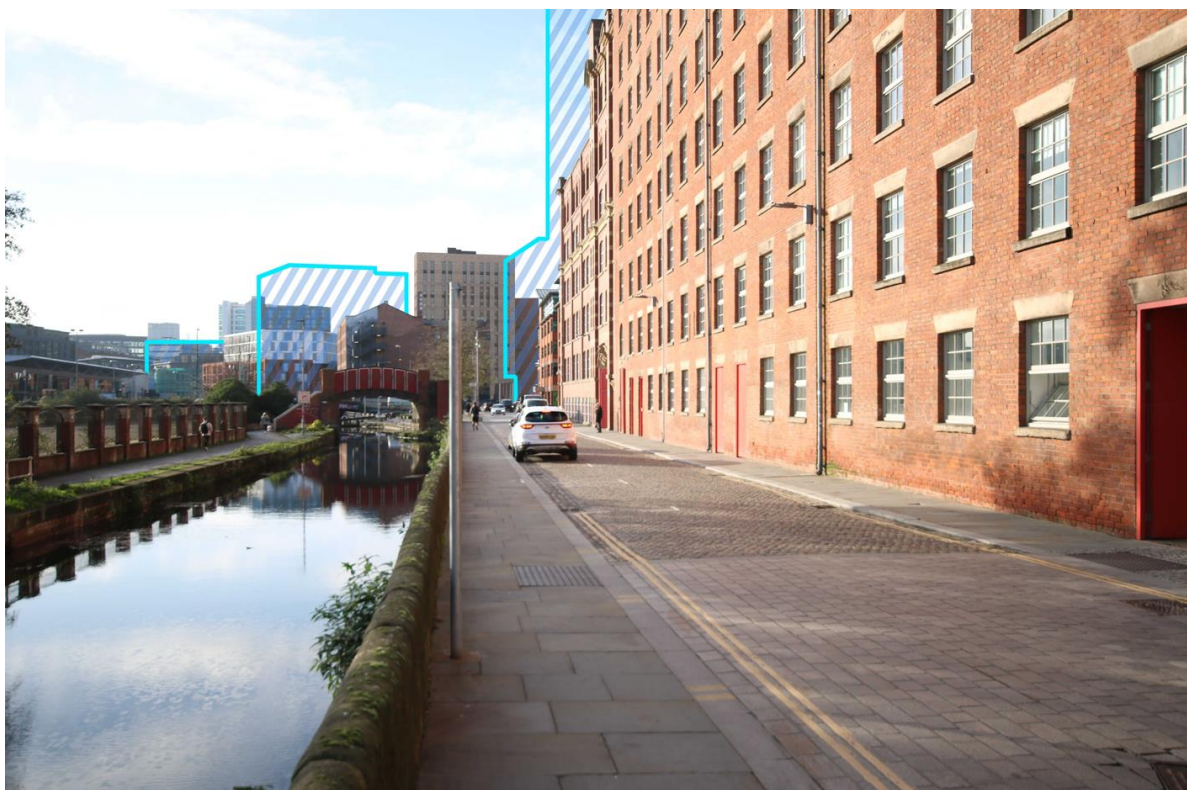
## View 14 - Port Street (West)



- 4.30 View 14 is a closer view of the proposed development along Port Street taken from the west. This shows that the proposed 9 storey SRF development would largely shield the proposed development of 1NQ from views. The proposed development would add to the taller building linear formation along Port

Street. The proposed 33 storey proposed development would sit behind the proposed development, and would be the visually dominant development on the skyline from this view point. The proposed development would have a minor beneficial impact on the townscape from this viewpoint.

## **View 15 – Redhill Street (East)**



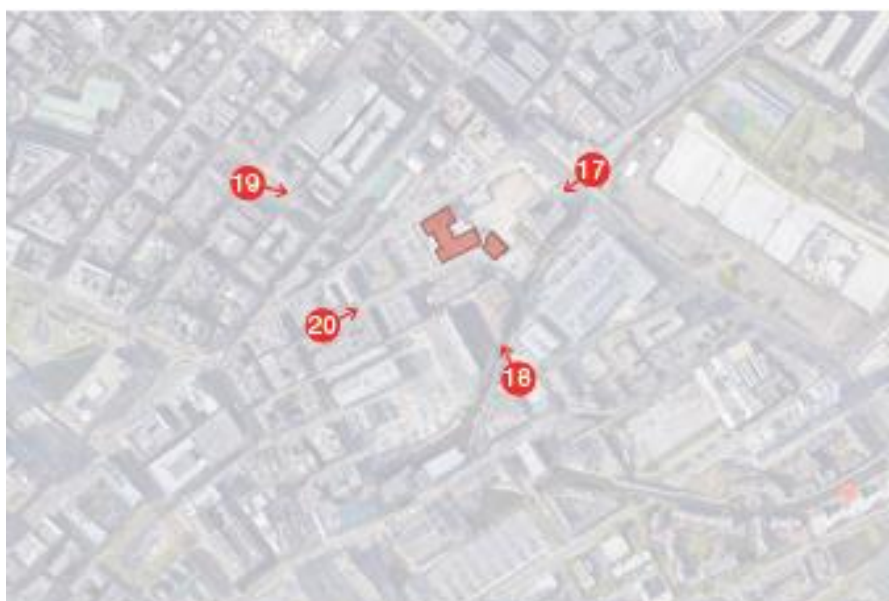
- 4.31 In this view, block 2 of the Proposed Development is visible in this long-range vista along the canal. Block 1 of the proposed development will be screened by the consented 33 storey Port Street development. Along with the proposed SRF buildings, the Proposed 1NQ development sits well within this cluster of modern buildings between 9 and 12 storeys in height, and therefore complements the emerging skyline of this vista. Overall the proposed development is considered to have a minor beneficial effect on the townscape and landscape.

## **View 16 – Redhill Street (East)**

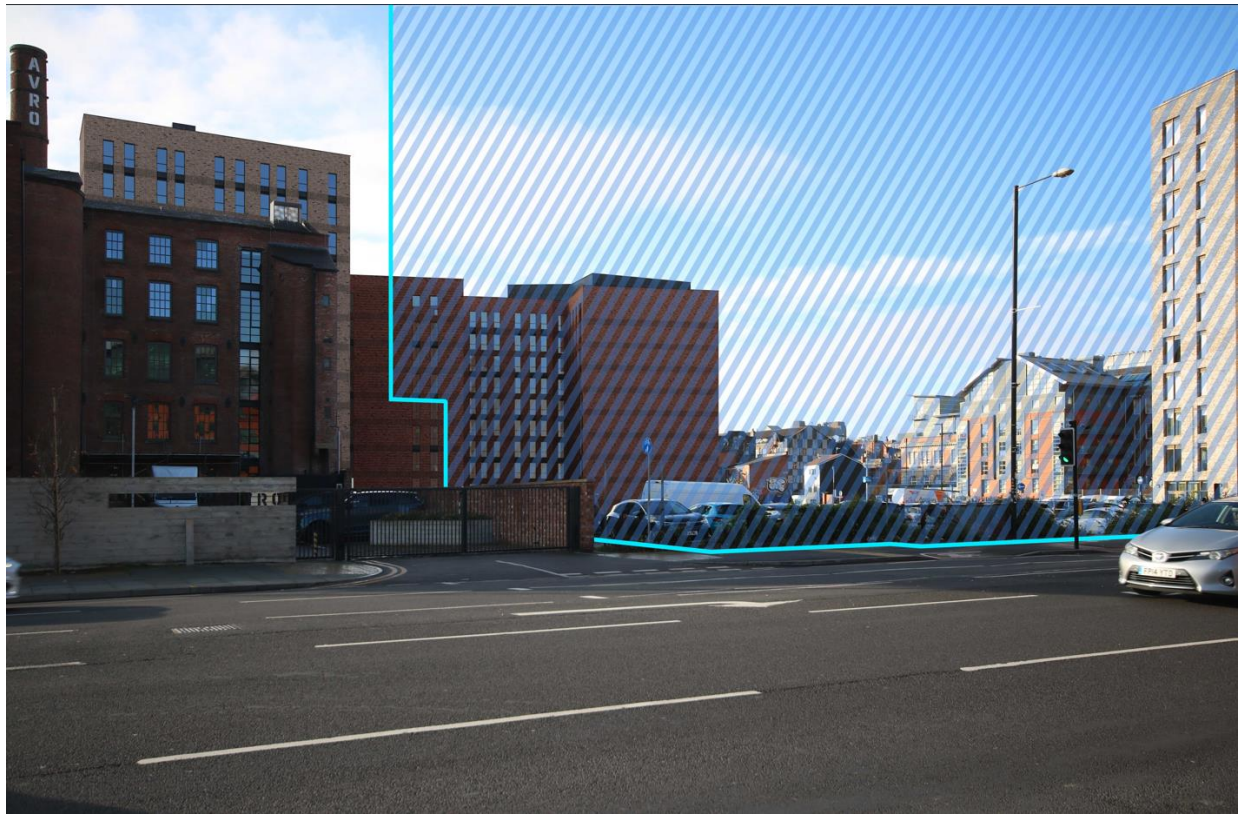


- 4.32 In this view, block 2 of the Proposed Development would be visible from the end of Redhill Street and across Great Ancoats Street. However, in the context of the 33 storey consented Port Street scheme, it would create a stepping up effect to the 11 storey element of the Port Street scheme, up to the landmark 33 storey element. Overall the 33 storey building dominates this view point and therefore the visual impact of the Proposed 1NQ development is negligible in comparison, and minor beneficial in the context of the emerging proposals for the area.

## Views 17 – 20

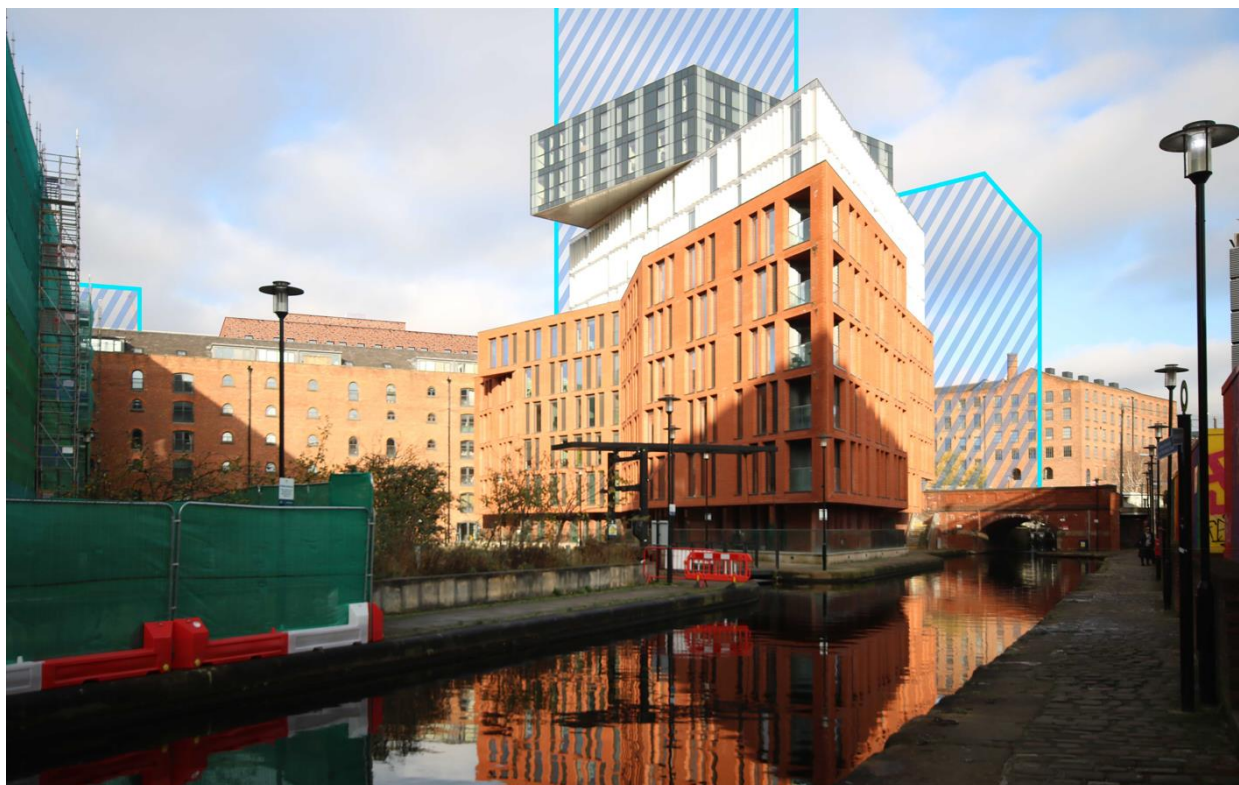


## View 17 – Redhill Street (East)



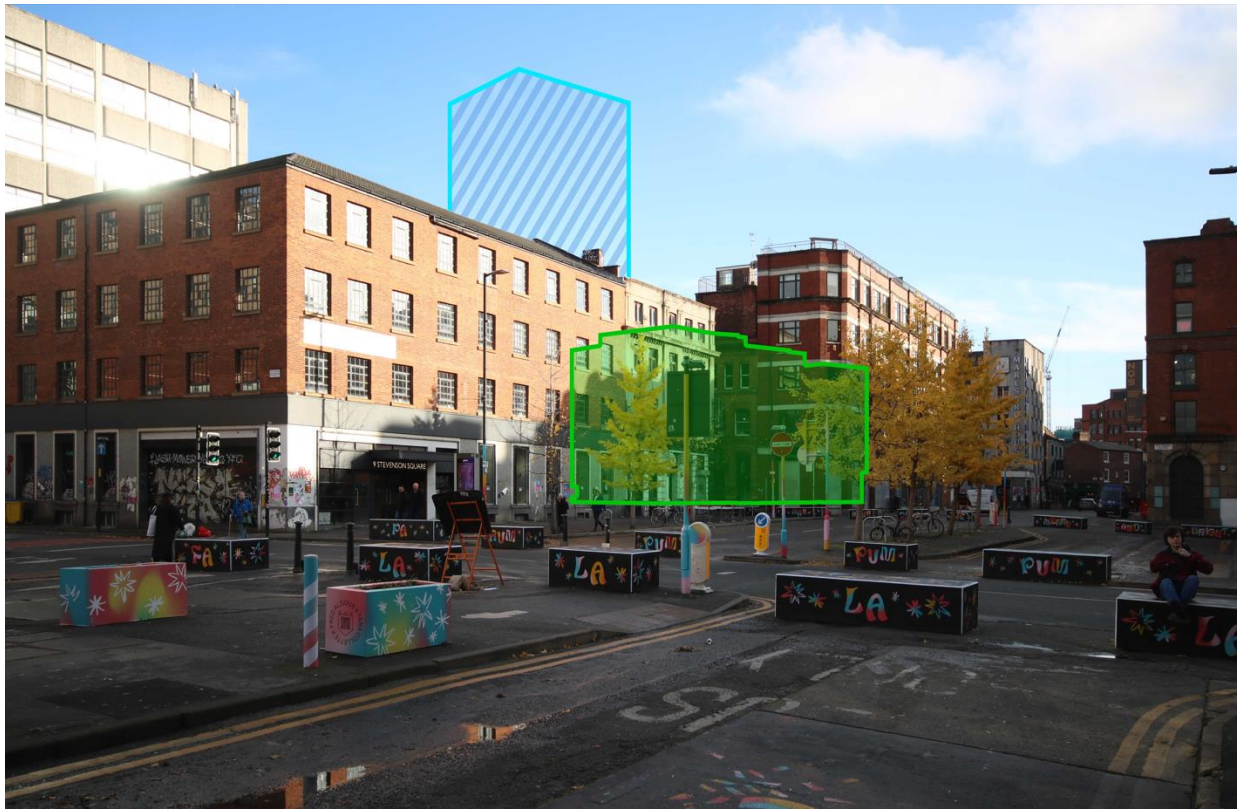
- 4.33 In view 17, block 2 of the Proposed Development is visible across Great Ancoats Street, however its height and scale complements the existing built form of the AVRO building. The appearance of block 2 with a regular pattern of fenestration and flat ridgeline reflects the existing industrial warehouse structures of the area. Block 1 will be largely shielded by the consented 33 storey Port Street scheme, and this proposal will dominate this viewpoint. Overall, the Proposed Development of 1NQ is considered to have a moderate beneficial impact on the townscape and landscape from this perspective.

## View 18 – Rochdale Canal Towpath



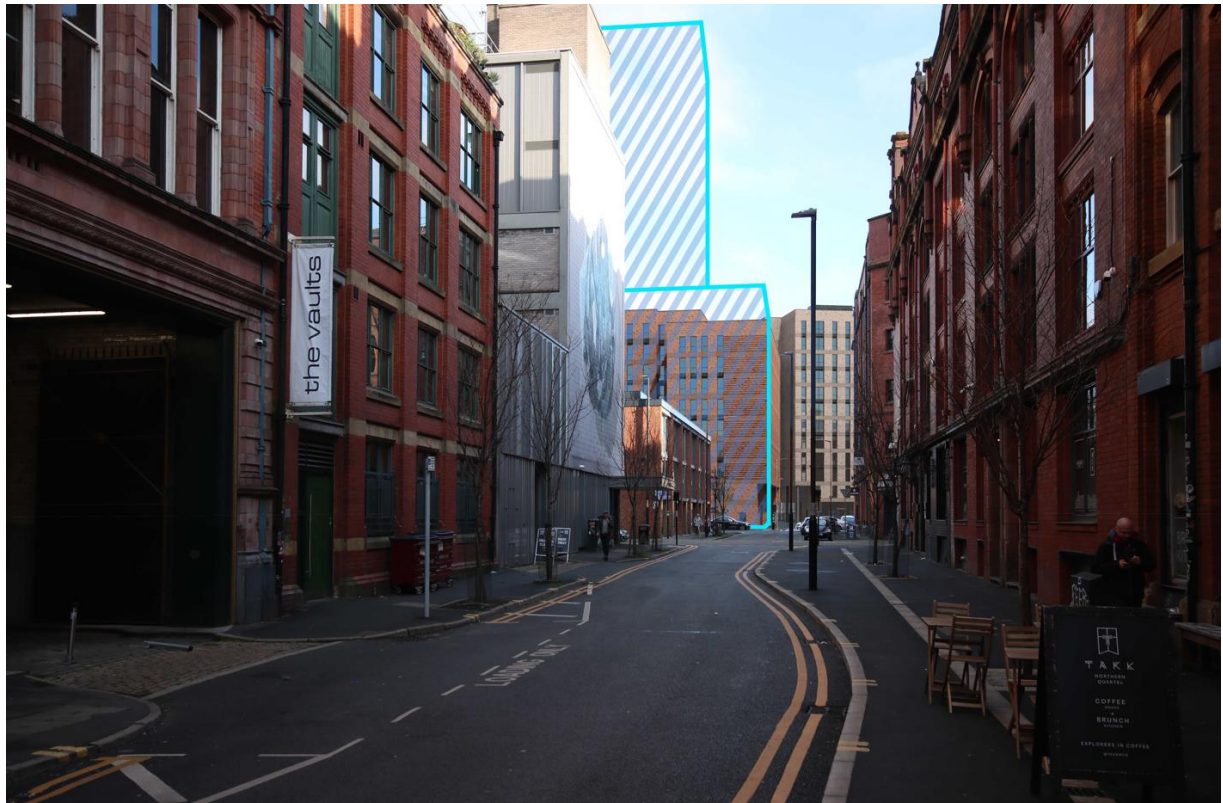
- 4.34 View 18 shows the view from the Rochdale Canal Towpath towards the former Rochdale Canal Warehouse (Jackson's Warehouse). A small part of the uppermost storey of Block 1 of the Proposed Development would be visible beyond the altered roofline of the listed Rochdale Canal Warehouse. The use of red brickwork for Block 1 means that, although seen beyond the altered roofline of the Rochdale Canal Warehouse it would not be a prominent new addition to the skyline, and would blend with the general appearance of the area in this view. The proposed development would therefore have a minor beneficial impact on townscape and visual receptors.

## **View 19 – Stevenson Square**



- 4.35 View 19 demonstrates that the proposed development will not be viewed from Stevenson Square, and therefore it will not affect the ability to understand the significance of the grouping of the buildings within the conservation area as a whole.

## **View 20 – Tariff Street (West)**



- 4.36 View 20 shows a similar view from part way along Tariff Street, close to the rear of 35 Dale Street. The view shows that if constructed, the intended nine storey block to the south-west of the Application Site (at the junction Brewer Street and Port Street), as proposed in the SRF, would largely screen views of the Proposed Development with only part of Block 2 being visible at the right-hand side of the street. Block 1 of the Proposed Development would be visible if this intended block was not constructed. The approved 33 storey block would be visible beyond Block 1 of the Proposed Development. The height and scale of the Proposed Development complements the existing built form context and is considered to be a minor beneficial impact on the townscape and landscape.

## Summary

- 4.37 Overall, the proposed development has been demonstrated to result in some form of beneficial change to the townscape, and as such the proposed development will be acceptable and contribute positively to the surrounding area.

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## 5. Relationship to the Historic Environment

- 5.1 This Chapter assesses the effect on the historic environment of the proposed development. The Historic England Advice Note (2022) requires an assessment of the following:
- 5.2 ***“Heritage:** understanding the significance of the historic environment and the potential impact on this significance”*
- 5.3 In addition, the 2007 CABE and English Heritage Guidance requires an assessment of the following:
- 5.4 *“The effect on the historic context, including the need to ensure that the proposal will preserve and/or enhance historic buildings, sites, landscapes and skylines. Tall building proposals must address their effect on the setting of, and views to and from historic buildings, sites and landscapes over a wide area including:*
- *World Heritage Sites;*
  - *Scheduled Ancient Monuments;*
  - *Listed Buildings;*
  - *Registered Parks and Gardens, and Registered Battlefields;*
  - *Archaeological Remains; and*
  - *Conservation Areas.”*
- 5.5 This application is supported by a comprehensive Heritage Statement prepared by Turley and should be read in conjunction with this Tall Buildings Statement. The Heritage Statement recognises the application site is located close to a number of listed buildings and non-designated heritage assets, including the Grade II\* Listed Brownsfield Mill and former Rochdale Canal Warehouse (Jackson’s Warehouse). Regarding Conservation Areas, the site is immediately east of the boundary of the Stevenson Square Conservation Area, the site is also in close proximity to Ancoats Conservation Area. The effect of the proposed development on these assets has been assessed, and the key views were agreed in advance with Historic England during preapplication discussions.

### Assessment

- 5.6 In terms of the current site’s contribution to the significance of identified heritage assets, the Heritage Statement concludes, the application site, in its current state, is uncharacteristic of the surrounding area and its historic layout and appearance. It contributes to the fragmentation of this area on the edge of the Stevenson Square conservation area and does not contribute to the significance of any of the identified assets.

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- 5.7 The Heritage Statement carries out an in-depth review of the significance of nearby heritage assets and any potential impacts on their significance which would be caused by the 1NQ development.
- 5.8 The assessment establishes there would be no harm to the significance of Bradley House; Newton Buildings; 35 Dale Street; 45,47 and 47a Hilton Street; 50-62 Port Street; Rochdale Canal Lock Number 83; Rochdale Canal Towpath footbridge and Associated Ramps; Rochdale Canal; Rochdale Canal Road Bridge; or Fourways House.
- 5.9 It is concluded that the proposed development would have some positive effects upon the experience of the approach to the Stevenson Square Conservation Area, when approaching along Port Street through the reinstatement of a straight building line to the street, and the use of sensitively chosen red brick building materials for Block 1 of the proposed development.
- 5.10 It has been established that the proposed development would cause a limited degree of harm to Brownsfield Mill and the Former Rochdale Canal Warehouse (Grade II\* listed buildings). This is assessed in combination with other consented developments and intended developments included in the SRF, including the approved 33 storey landmark building (ref: 132489\_FO\_2021). The limited harm is due to the introduction of new buildings diminishing the, to a degree, the impression of scale, stature, prominence and height of the two Grade II\* listed buildings. The level of harm is considered to be 'less than substantial', and as aforementioned has been assessed not only on the basis of the 1NQ scheme but also in terms of surrounding consented schemes and the intentions of the Piccadilly Basin SRF.
- 5.11 It should be noted that the officers report for the neighbouring 33 storey consented development (ref: 132489\_FO\_2021) states *"the benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with the paragraph 201 of the NPPF. Sections 66 and 72 of the Planning Act in relation to having regards to the preservation and enhancement of conservation areas and setting of the adjacent listed buildings are considered to be satisfied."*
- 5.12 As such, given the level of harm was considered acceptable on the neighbouring development which is roughly three times the height of 1 NQ scheme, it is considered that the 1 NQ scheme will have a much lesser an impact on the significance of the nearby Grade II\* listed buildings, and therefore should be considered acceptable in terms of height and scale when assessing the relationship with the Historic Environment. Should further evidence be required in order to balance the level of harm to heritage assets against the benefits of the 1NQ scheme, readers should refer to Chapter 8 of the Supporting Planning Statement prepared by Avison Young which provides a summary of the economic, social, and environmental benefits of the scheme.

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5.13 Overall, this Statement has established that the proposal will have no harm to the significance of the majority of surrounding heritage assets and will have some positive effect on the setting of the Stevenson Square Conservation Area. While the heritage assessment supporting this application has identified a minor negative impact on two nearby listed buildings, it is considered that in terms of the planning balance the many social, economic and environmental benefits of this proposal will outweigh any potential harm.

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## 6. Transport Infrastructure

- 6.1 This Chapter assesses the relationship to transport infrastructure. The 2007 CABE and English Heritage 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".*

- 6.2 This section of the report should be read in conjunction with the submitted Transport Statement and Travel Plan prepared by Vectos, which fully consider the transport implications of the proposals.

### Assessment

#### Accessibility

- 6.3 The site has high levels of accessibility in terms of its location, boasting immediate access to a variety of public and private transport modes. In locational terms, the site is situated within easy walking and cycling distance to a number of key services and facilities within Manchester City Centre.
- 6.4 The site is located in the heart of the city and is well connected to surrounding areas by a comprehensive network of pedestrian routes.
- 6.5 The closest public transport infrastructure to the site are the Jersey Street and Rochdale Canal bus stops, located on Trinity Way approximately 100m east of the development. These bus stops are regularly visited by the following services, 216, 217, 230, 231. These buses provide services to several locations within Manchester City Centre, including Piccadilly Gardens, as well as further afield locations, including Clayton, Droylsden, Ashton-under-Lyne, and Stalybridge. The site is approximately 450m from Manchester Piccadilly Train Station and Tram Interchange.
- 6.6 Being within a mixed-use neighbourhood, the site is within walking distance of a wide range of services and facilities, thus reducing the need to travel. Notably the site is just 100m north west of a retail park with a large Aldi Supermarket, and a gym. There are a many bars, restaurants and cafes in close proximity to the application site.
- 6.7 The proposed development will be supported by excellent amenity offerings and a comprehensive landscaping scheme that will complete an envisaged key pedestrian link between Great Ancoats Street and Tariff Street through this site

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## Transport Assessment

6.8 The planning application is supported by a Transport Statement and a Travel Plan, both prepared by Vectos.

6.9 The Transport Statement concludes the following;

*"It is considered that the proposed development is consistent with MCC and TfGM policy and is appropriately located to operate as a car-free development. It is in a sustainable location and the transport and public realm measures implemented with the development will enhance the sustainable transport outcomes for those accessing the development."*

6.10 As the proposed development is car-free, there will be no car parking provision apart from two accessible bays on Tariff Street to ensure ease of access for all users. Given the absence of car parking provision and the highly sustainable location, the scheme is not forecast to generate any material level of vehicle trips.

6.11 In regard to servicing, a loading bay is proposed on Tariff Street which will be able to accommodate the servicing of large refuse/delivery vehicles to the site.

6.12 Secure cycle parking will be provided as part of the proposed development, with the provision of one cycle space per apartment

6.13 A Travel Plan has been prepared to build upon the site's sustainable travel credentials in order to provide a clear strategy towards the use of sustainable modes amongst future residents and other site users.

## Summary

6.14 The site is in a highly sustainable and accessible location. It has excellent accessibility for pedestrians and cyclists and has exceptional connections to public transport which supports a reduced reliance on private motor vehicles. Furthermore, the Transport Statement has concluded that the development would not have an adverse impact on the surrounding highway network. Overall, the relationship of the highway infrastructure and the quality of the links between transport and the Site is acceptable.

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## 7. High Architectural Quality

- 7.1 This chapter considers the architectural quality of the proposed development in terms of its form, massing, proportion and silhouette, materials and its relationship to other structures.
- 7.2 The Historic England Advice Note 2022 recognises the importance in high quality design when assessing the acceptability of a scheme's height. The Advice Note states:

*"Good design can ensure that tall buildings respond positively to the character of the surrounding area and the historic environment and can be used creatively to achieve sustainable outcomes. The NPPF gives 'significant weight' to design for proposals which promote high levels of sustainability or raise the standard of design more generally in an area 'so long as they fit with the overall form and layout of their surroundings' (NPPF, paragraph 134)."*

- 7.3 Additionally, the 2007 CABE and English Heritage 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

- 7.4 The Design and Access Statement prepared by Leech Rhodes Walker provides full details of the proposed development and its context, the approach to architecture and the quality of the new buildings. The design has evolved through consultation with MCC, Historic England and a public consultation. A summary of the architectural approach is provided below.
- 7.5 The proposed development has been purposefully designed to create a first class residential development which will attract new residents to this location and the Applicants have sought a contextual approach to the architecture that relates to the surrounding context. The site will be completely re-imagined through the new homes which have been designed to a very high standard to ensure that they provide an exciting and innovative design that aids in the revitalisation of this area.
- 7.6 As the scheme consists of two buildings, one more linear in nature and the other more vertical, and the context buildings surrounding the site do vary in colour, it is proposed to create two contextually relevant buildings with high quality facing brickwork, but in two different colours.

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- 7.7 As previously mentioned in this Statement, the chosen heights of the development are broadly compliant with the height principles set out in the Piccadilly Basin SRF. The height of the proposed development in the context of the surrounding area, reads as mid-height ‘stepping up’ buildings from the shorter 6 and 7 storey buildings to the south and west of the site, through to the recently consented Affinity Living 33 storey building to the east of the site.
- 7.8 In terms of design specifics, it is suggested that the larger of the two blocks that fronts Tariff Street and Port Street and faces Brownsfield Mill will be in a red brown brickwork, whilst the taller block, which sits at the end of the vista drawing pedestrians through from Ancoats marks the entry to the route to Ancoats from Tariff Street, should be in a more contemporary brick and thus marking this connection more clearly. In this way the red brick building which has more outward frontage is more in keeping with the red brick context and the taller termination block, stands out more, marking this new pedestrian connection.
- 7.9 The design of the windows of the proposed development have been chosen to carefully layer the design broken up with smaller single taller windows, that reflect more traditional window openings. To reduce the apparent scale, the windows are grouped together into two storey elements, which make for a more elegant vertical form and make the number of storeys read less. These are marked by brickwork bands at every other floor that run continuously between the groups but also by intermediate bands that break up the brickwork between.
- 7.10 The uppermost storey facing Tariff Street has single height tall windows, and in this way the facades are treated with a base two storey treatment, a middle with the two storey height windows, and the top with a single window. The taller slim block framing the route runs the two storey windows all the way up to emphasis the height and vertical nature in this location. The amenity at roof level is treated with grey metal panels to give a lightweight appearance to the top of the building.
- 7.11 The base of the building has greater glazed areas where there is an active frontage, particularly to the Tariff Street entrances and to the amenity provision. The design for each block is defined by a two-storey podium facing the streets and then a regular pattern above. The material at podium level is the same as the upper levels.

## Summary

- 7.12 Overall, the proposed development has been designed with a top and bottom concept of high architectural quality, and due consideration has been given to the use of materials to ensure that the proposal responds positively to the surrounding and emerging context. The Design and Access Statement prepared by Leach Rhodes Walker, fully explains the architectural and design details.

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## 8. Sustainable Design and Construction

- 8.1 This Chapter assesses the considered of sustainable design and construction of the building. The CABE and English Heritage 2007 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

- 8.2 The application is accompanied by an Environmental Standards Statement prepared by Element Sustainability, which provides a summary of the sustainability credentials associated with the proposed development, together with the measures that would be taken in order to minimise energy consumption.
- 8.3 The site is well located in relation to a range of sustainable modes of transport. The proposed development would adopt sustainable methods of design and construction and would incorporate energy saving strategies to limit the use of energy.
- 8.4 The Energy Strategy establishes that full compliance with the key criteria of the councils Core Strategy, its saved policies and accompanying supplementary planning documents have been achieved by aligning the proposed energy strategy with the principles of the energy hierarchy, whilst also responding positively to the council's declaration of a Climate Emergency.
- 8.5 The focus will be on reducing the demand for energy by limiting heat gains and losses through the building fabric which includes an enhanced material specification, well beyond the regulatory requirement. The apartments will integrate highly efficient mechanical and electrical systems, including electric panel heaters for space heating, low energy lighting and mechanical ventilation heat recovery. The development will benefit from an all-electric energy strategy that is 100% efficient at the point of consumption. Based on the proposed specification, the residential apartments will secure a 65% carbon dioxide emissions reduction, relative to the current Part L Approved Document Volume 1 (2021) requirements, thereby exceeding the requirements of MCC's Core Strategy Policy EN6.

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## Summary

- 8.6 Overall, the sustainable design and construction of the proposed development aims to minimise energy use and reduce carbon emissions over the lifetime of this tall building. Therefore, the buildings height should be positively considered in terms of its sustainable design and construction.

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## 9. Credibility of Design

- 9.1 This Chapter assesses the credibility of design (technically and financially). The CABE and English Heritage (2007) 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

- 9.2 The principle of a residential-led development at the site is supported by a suite of planning policies at a local and national level. The application site sits within the defined City Centre and Regional Centre where the focus is for high density development and, more specifically, it is located in key location on just 120m from Manchester's Ring Road (Great Ancoat's Street) and within close proximity to the City's main transport hubs.

#### Use

- 9.3 The principle of mixed-use development at the site is supported planning policies. Specifically, the proposed development would contribute positively towards meeting the objectives of Policy CC3 and Policy CC7. Policy CC3 states that the City Centre will see the most intensive development of housing in the City. The policy goes on to state that residential development in the City Centre will comprise apartment schemes and the Council will encourage accommodation of a high quality which is large enough to suit a range of occupants.
- 9.4 Policy CC7 acknowledges that the City Centre presents the most viable opportunity for mixed use development, and in general mixed-use developments will be promoted as a means of using land as efficiently as possible. Active ground floor uses will be appropriate in locations which have an established public function or as part of a development which will create such an environment.

#### Developer Commitment

The proposals have been prepared by an experienced applicant and design team familiar with the issues associated with developing high-quality buildings in city centre locations, in this part of

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Manchester in particular, and with the commitment and funding to deliver a project of high quality, which is demonstrated elsewhere in the submission.

### **Expertise of the Consultant Team**

9.5 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 like that proposed.

9.6 The experienced design team includes the following:

- Client- AXIS-RE and Marco Living Ltd;
- Architects- Leach Rhodes Walker;
- Planning Consultants- Avison Young;
- Landscape Architects- TPM Landscape;
- Noise Consultants- Fisher Acoustic;
- Air Quality Consultants- Redmore Environmental;
- Transport Consultants- Vectos;
- Ecological Consultants- Tyrer Ecological;
- Sustainability and Energy Consultants- Element Sustainability;
- Ground Conditions and Drainage Consultants- Fairhurst LLP;
- Daylight/ Sunlight Consultants and Wind Consultants- GIA;
- Heritage Consultants- Turley;
- Viability Consultants-n Rodger Hannah;
- Archaeological Consultants- Salford Archaeology; and,
- Broadband and Signal Impact Consultants- G-Tech Surveys.

9.7 The scheme designs have been subject to review and consultation meetings with Manchester City Council as well as various stakeholders, including local councillors and Historic England. Furthermore,

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a public consultation event was undertaken prior to the submission of the application. The extent of the pre application work has ensured a high-quality design and standard of architectural quality, all of which is detailed in the submitted Supporting Planning Statement.

## **Summary**

- 9.8 In summary, the proposed development will result in a credible technical and financial design influenced by extensive meetings prior to the applications submission, detailed designs and executed by an experienced consultant team.

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## 10. Contribution to Public Space and Facilities

- 10.1 This Chapter assesses the contribution to public space and facilities. The CABE and English Heritage (2007) 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

- 10.2 The Design and Access Statement prepared by Leach Rhodes Walker provides full details of the proposed development and its context, the contribution to the surrounding public realm and the ground floor uses. A summary is provided below.
- 10.3 The ground floor commercial units provide active frontages facing Tariff Street and the approved adjacent Affinity Living development to the east, this will increase permeability between the two sites, and the surrounding Piccadilly Basin. The Commercial Units will make 1NQ a destination, increasing footfall and vitality in this part of Manchester City Centre.
- 10.4 The proposed landscaping scheme comprises the following three aspects of public realm:
- 10.5 **Tariff Street Link Passage** – There is a link between buildings connecting Tariff Street to the proposed development sites to the north and onto Great Ancoats Street. This is level with the street and connects the proposed public open space areas of the development to the north with Tariff Street. The connections also provides links to path networks which will ultimately allow connections to Great Ancoats Street, Port Street and other development areas.
- 10.6 **Tariff Street Frontage** – The street along Tariff Street is currently tarmac and concrete with a generally degraded appearance but with some remnant granite cobble areas of roadway. This space will form the direct frontage to both proposed buildings.
- 10.7 **Port Street Frontage** – The current street is currently tarmac with areas of concrete paviors and natural stone paving towards Great Ancoats. This area will form the direct frontage to the proposed building along the length of Port Street and its return along a proposed link route through to Tariff Street.

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## Summary

- 10.8 Overall, the development will greatly enhance the street scene by providing high quality buildings set within new public realm and active frontages to the ground floor commercial uses. The development will interact with and contribute positively to its surroundings at street level; it should contribute to safety, diversity, vitality, social engagement and 'sense of place'. Therefore, the proposed height of the building should be positively considered in terms of its contribution to public space and facilities.

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## 11. Contribution to Permeability

- 11.1 This Chapter assesses the contribution to permeability of the site and the wider area. The Guidance requires an assessment of the following:
- 11.2 ***"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

- 11.3 The site is situated in a highly sustainable and accessible location. It has excellent accessibility for pedestrians and cyclists and has exceptional connections to public transport which supports a reduced reliance on private motor vehicles. The wider area, including the Northern Quarter provides uses which would complement the active ground floor uses proposed.
- 11.4 The proposed development will reinforce the historic urban grain and use design to benefit the wider area. Specifically, the design will enhance the sites permeability by providing a link passage connecting Tariff Street to the proposed development sites to the east and onto Great Ancoats Street. This is level with the street and connects the proposed public open space areas of the developments to the north with Tariff St. The connections also provide links to path networks which will ultimately allow connections to Great Ancoats St, Port St and other development areas.
- 11.5 Accessibility will also be enhanced by improving connections with adjacent streets, and level access is provided throughout the publicly accessible ground floor areas to allow ease of movement. The development will improve the legibility of the wider townscape by reflecting the transition in scale and density of buildings.

### Summary

- 11.6 In summary, the proposed development has been designed to provide access to key pedestrian routes around the site. The proposed development will also contribute to the delivery of public realm, landscaping and physical upgrades to provide a safe and inviting frontage to Tariff Street and Port Street. The development will make an important contribution to the permeability of the site and the wider area.

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## 12. Well-designed Environment

- 12.1 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

- 12.2 The proposed development has been designed for mixed use development to ensure that the development relates to the surrounding context whilst provide a well-designed environment for future occupiers.
- 12.3 The Manchester Residential Quality Guidance provides local level guidance of the design of new residential buildings in Manchester. It requires the space standards of new dwellings to comply with National Described Space Standards as a minimum and reflects the Manchester Residential Quality Guidance standards. These standards have been met and will contribute to a high quality of life of those who live within the buildings.
- 12.4 The design also offers private amenity space and urban green infrastructure features through the provision of private courtyards and a roof terraces for residents. The proposals will also optimise active frontages around the site to engender and develop an integrated and active community, as well as increasing natural surveillance over the surrounding streets.
- 12.5 The design has evolved in response to consultation with Manchester City Council and various statutory and non-statutory consultees. The external appearance reflects the need to strike the right balance between the site's strategic location within the City Centre, whilst also needing to relate and respond appropriately to the nearby heritage assets and the architectural vocabulary of the neighbourhood.

### Summary

- 12.6 In summary, the proposed development has formed part of an extensive design process to create an overall high-quality development with a well-designed environment that will contribute to the quality of life of those who use the buildings.

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## 13. Assessment Against MCC Core Strategy (2012)

- 13.1 As stated in Chapter 2 of this Statement, Policy EN2 of Manchester City Council's Core Strategy (2012) provides local guidance relating to tall buildings. This Policy includes a list of criteria for which must be met in order for the local planning authority to support a proposal for a tall building.
- 13.2 This section of the Tall Building Statement provides an assessment of the 1NQ scheme, against the criteria included within Policy EN2.

### Assessment

- 13.3 The first requirement for an application for a tall building to be supported by Manchester City Council is the proposal being "of excellent design quality". Chapter 7 of this Tall Building Statement demonstrates that the proposal has been carefully designed to create a first-class residential development which responds positively to its surroundings.
- 13.4 The second requirement of Policy EN2 is that tall buildings should be "appropriately located". As established within Chapter 6 of the Supporting Planning Statement, the site comprises a highly sustainable location within close proximity of existing transport infrastructure. Being within a mixed-use neighbourhood, the site is within walking distance of a wide range of services and facilities, thus reducing the need to travel. Notably the site is just 100m north west of a retail park with a large Aldi Supermarket, and a gym. There are a many bars, restaurants and cafes in close proximity to the application site. This site is therefore an appropriate locations for taller and higher density development as it is sustainably located to reduce the need to travel. Furthermore, the principal of residential-led development on the site is supported by the Piccadilly Basin SRF.
- 13.5 The third requirement for an application for a tall building to be supported is that it should "contribute positively to sustainability". This proposal is supported by an Environmental Standards Statement, produced by Element Sustainability which evidences that the proposal includes a range of sustainable design features. The proposals reviewed within this statement for the Tariff Street (1NQ) residential scheme will therefore deliver a highly energy efficient and sustainable development, and should be considered to accord with the sustainability element of the criteria for tall buildings to be supported by MCC. Also as previously mentioned, the site is extremely well located to a range of sustainable modes of transport.
- 13.6 Policy EN2 also requires proposals for tall buildings to contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance. As outlined within the DAS and Supporting Planning Statement, the height of this proposal is considered

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appropriate given its proximity to the adjacent recently consented 33-storey landmark building (ref: 132489\_FO\_2021). The proposed development height at 9 to 12 storeys reads as mid-height 'stepping up' buildings from the shorter 6 and 7 storey buildings to the south and west of the site, through to the Affinity Living 33 storey building to the east of the site. Additionally, Block 2 of the 1 NQ scheme has been designed to contrast Block 1, this is intended to highlight the new street level pedestrian connections to Great Ancoats Street, in order to assist with wayfinding. The proposal overall will create a high quality destination, which ties in well with its surroundings.

- 13.7 The final requirement in terms of MCC's support for tall buildings is that such development should "bring significant regeneration benefits". Overall, the redevelopment of the site for a residential development will thus ensure that a large and vacant area of previously developed land is brought back into use. The redevelopment of the site would therefore constitute the effective use of land, making an important and positive contribution to the regeneration of Piccadilly Basin, whilst significantly enhancing the wider streetscape and visual appearance.
- 13.8 As demonstrated above, the proposal therefore meets the five requirements included within Policy EN2 of the Manchester Core Strategy. Therefore, the proposal aligns with local planning policy with regards to tall buildings, as such its proposed height should be positively considered.

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## 14. Conclusions

- 14.1 This Tall Building Statement has been prepared in support of a full planning application for a residential-led mixed use development at Tariff Street, Manchester.
- 14.2 The application proposes the demolition of an existing building on site and the erection of two residential apartment buildings with ground floor commercial uses. Block 1 is proposed to be part 9, part 10 storey building and block 2 a 12 storey building (comprising of 267 dwellings in total).
- 14.3 This statement has assessed the new build proposals against principles of Historic England's Advice Note 4: Tall Buildings (2022), CABE and English Heritage Guidance on Tall Buildings Document (2007) and Policy EN2 of Manchester City Council's Core Strategy (2012).
- 14.4 It has been demonstrated that the proposal represents plan-led development as it is a very minimal increase on the suggested height as set out within the Piccadilly Basin SRF (2016).
- 14.5 Additionally, it has been demonstrated that the proposed development has been formulated to respond positively to the character of the existing and emerging surrounding area. The development will revitalise the site, and transform a currently underutilised surface level car park to create a high quality residential led development, which is considered wholly appropriate in terms of height when considering the surrounding context.
- 14.6 In terms of the impact on nearby heritage assets, this Statement has established that the proposal will have no harm to the significance of the majority of surrounding heritage assets and will have some positive effect on the setting of the Stevenson Square Conservation Area. While the heritage assessment supporting this application has identified a minor negative impact on two nearby listed buildings, it is considered that in terms of the planning balance the many social, economic and environmental benefits of this proposal will outweigh any potential harm.
- 14.7 The scheme's high quality architectural design also provides justification for its proposed height. The height of the first-class residential scheme should be positively considered as it complements its surroundings in terms of form, lighting and material, while adding visual interest in the form of its innovative design features.
- 14.8 Furthermore, the scheme has been assessed in terms of the additional criteria included within the CABE and English Heritage (2007) Tall Buildings Guidance, and has been shown to be wholly acceptable in terms of:
- Transport infrastructure;

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- Sustainable design and construction;
  - Credibility of design;
  - Contribution to public space and facilities;
  - Contribution to permeability; and,
  - Creation of a well-designed environment.

14.9 Finally, in terms of an assessment of the 1NQ scheme against the criteria included within Manchester City Council's Core Strategy Policy EN2, the proposal has been evidenced to meet the 5 requirements for the local planning authority to support this planning application.

14.10 Overall, the height of this scheme has been considered in accordance with relevant local and national planning policy and guidance, and it has been demonstrated that the proposed height should be considered acceptable in planning terms.



# Contact details

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