



Supporting Planning Statement

1 NQ, Tariff Street, Manchester

November 2022

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For and on behalf of Avison Young (UK) Limited

1. Introduction

1.1 This Supporting Planning Statement ('SPS') has been prepared by Avison Young on behalf of our client Axis Real Estate and Marco Living Ltd ('the Applicants'), in support of an application for full planning permission submitted to Manchester City Council ('MCC') for a high quality residential development at Tariff Street, Manchester ('the site'), as shown on Location Plan at **Appendix I**.

1.2 The application proposes the following description of development.

"Full planning permission for the demolition of an existing building on site and the erection of two residential apartment buildings (Use Class C3) including a part 9, part 10 (with set back amenity level) and a separate stand-alone 12 storey building (comprising of 267 dwellings in total), with ground floor commercial units (Use Class E), associated resident's amenity space, cycle parking, landscaping, access, street loading and other associated works"

1.3 The proposed development is described fully in the Design and Access Statement prepared by Leach Rhodes Walker Architects and presented on the submitted application drawings. The application proposals have been developed in consultation with MCC Officers, other key stakeholders and the local community.

1.4 This SPS assesses the development proposals against relevant planning considerations, including national and local planning policy and other material considerations. It provides the planning justification for why the proposal represents policy compliant sustainable development and should be approved.

1.5 The application is accompanied by a suite of documents, the scope of which has been prior agreed with MCC Officers, through pre-application discussions. A schedule of submission documents which accompany the submission can be found at **Appendix II**.

Structure of this SPS

1.6 This SPS is intended to address the relevant planning considerations and the case for development on the site. It considers the proposals in light of national and local planning policy and is structured as follows:

- **Chapter 2-** describes the site and surrounding area, including any known environmental constraints and planning history;
- **Chapter 3-** describes the proposed development;

- **Chapter 4-** sets out a Statement of Community Involvement;
- **Chapter 5-** sets out the relevant planning policy framework and any material considerations;
- **Chapter 6-** appraises the development proposals against the statutory Development Plan and other material considerations;
- **Chapter 7-** provides a summary of environmental considerations;
- **Chapter 8-** summarises the scheme benefits; and,
- **Chapter 9-** sets out a summary and conclusions.

1.7 This proposal has been assessed as falling outside of the remit of the Environmental Impact Assessment Regulations. It is not considered likely to have a significant effect on the environment and therefore is not required to be supported by an Environmental Impact Assessment.

2. Site and Surroundings

- 2.1 This chapter discusses the site's location, characteristics of the surrounding area, its sustainability, and statutory designations.

The Site

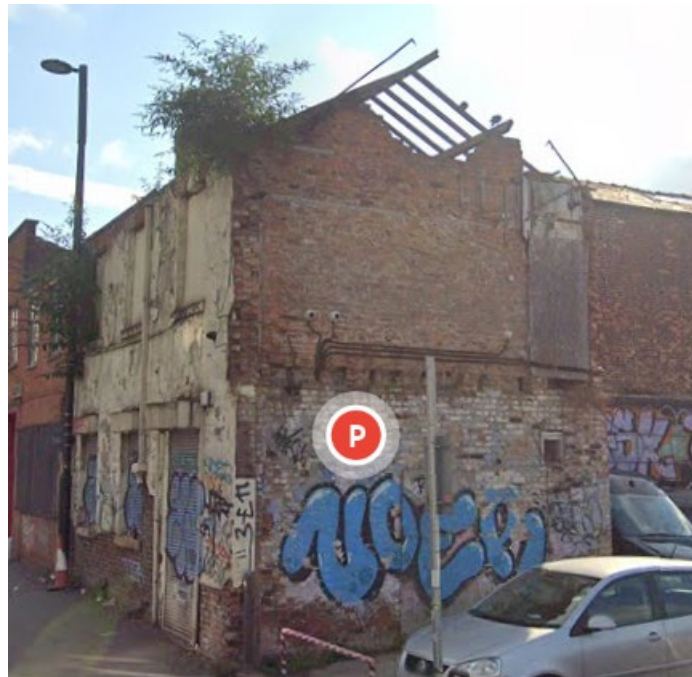
- 2.2 The site extends to approximately 0.31 ha (0.766 acres) and is located within the administrative boundary of Manchester City Council ('MCC'). A copy of the Site Location Plan is contained within **Appendix I** and an aerial view of the site has been provided below.



Aerial view of the site (red line indicating site boundary)

- 2.3 The site is located between Tariff Street and Port Street, which comprises a mixed-use area within Manchester City Centre. The site is located within the area covered by the adopted Piccadilly Basin Strategic Regeneration Framework (SRF) which identifies the area as an opportunity to create a best-in-class City Centre neighbourhood community. In relation to this site in particular, the SRF advocates the redevelopment to provide a new residential scheme between GF +8 and GF +9 storeys.
- 2.4 The site is irregular in shape and currently comprises a surface level car park. There is an existing two storey derelict building located in the north east corner of the site. The existing building has been subject to apparent fire damage and vandalization. The building is disused and in poor condition, as such it is having a detrimental impact on both the appearance and functionality of this prominent, city centre site. The images below show the existing buildings on site.

Images illustrating the existing building on site



Surrounding Area and Accessibility

- 2.5 The site is bound by Tariff Street to the south, Port Street to the north, and surface level car parks to the east and west. The surrounding area is of mixed use with residential buildings, offices, shops and hospitality premises all in close proximity to the site. As aforementioned, the site is located within the area covered by the adopted Piccadilly Basin Strategic Regeneration Framework (SRF) which identifies the area as an opportunity to create a best-in-class City Centre neighbourhood community with a vibrant mix of office, residential, retail and leisure accommodation.
- 2.6 The existing surrounding buildings range in height between 2 and 14 storeys. Notably, consent has recently been granted on an adjacent site for a 33-storey development.
- 2.7 The site comprises a highly sustainable location within close proximity of existing transport infrastructure. 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.
- 2.8 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.

Statutory Designations

2.9 **Flood Risk-** Based on the Environment Agency's Flood Risk Map for Planning, the entirety of the site is located within Flood Zone 1 where a low probability of flooding is anticipated.

2.10 **Heritage-** According to Historic England there are no listed buildings within the site, however, there are a number of listed buildings within close proximity to the site, these include:

- Grade II* Listed Brownsfield Mill (List UID: 1207994)- 50m east of the site; and,
- Grade II* Listed Former Rochdale Canal Warehouse (List UID: 1254689)- 20m south of the site;

According to Manchester City Council, the site is 30m east of Stevenson Square Conservation Area and 130m west of the Ancoats Conservation Area.

2.11 **Trees-** There are no trees within the site, as such Tree Preservation Orders will not be a consideration.

Planning History

2.12 According to Manchester City Council's online planning application search facility the site has not been subject to any approved applications over the last thirty years.

2.13 A small section in the east of the site, was subject to an application which was refused in 1993 (ref: 043345/DT/CMDC/93) for the mixed use redevelopment of the land for office/ leisure/ retail/ student accommodation.

2.14 Notably, the adjacent site to the south east gained consent in October 2022 (ref: 132489/FO/2021) for a part-33, part-11, part 9 part 7 storey residential building above semi-basement level, with associated residents' amenity space including gym (Use Class C3) (comprising 481 dwellings), commercial space (Use Class E), basement car parking (47 spaces), cycle parking (481 spaces) landscaping, and other associated works.

Summary

2.15 To conclude the site represents a brownfield development opportunity located in a highly sustainable, mixed use area which is well-served by public transport and within walking distance of a wide range of services and facilities.

3. Proposed Development

- 3.1 This section of the SPS provides a summary of the proposed development. A Design and Access Statement prepared by Leach Rhodes Walker Architects has been provided in support of this application and provides a detailed description of the proposals. This should be read in conjunction with this Statement.

Description of Development

- 3.2 The planning application seeks full planning permission to redevelop the site and provide a new, high-quality residential development. The full description of the development is:

“Full planning permission for the demolition of an existing building on site and the erection of two residential apartment buildings (Use Class C3) including a part 9, part 10 (with set back amenity level) and a separate stand-alone 12 storey building (comprising of 267 dwellings in total), with ground floor commercial units (Use Class E), associated resident’s amenity space, cycle parking, landscaping, access, street loading and other associated works”

Overview of Development

- 3.3 The proposals are discussed in more details throughout this section; however, a brief overview of the key proposals has been provided below:

- Demolition of existing building on site;
- Regeneration of a brownfield site;
- Erection of two blocks of high quality apartments, one providing 211 homes and the other providing 56 homes in line with the broad parameters of the SRF;
- Policy compliant mix of 1, 2 and 3 bedroom homes; and,
- New and improved hard and soft landscaping, parking and access.

The Applicants

- 3.4 AXIS-RE has a strong reputation for delivering high quality real estate. As a company they take pride in their developments and the legacy they leave behind. AXIS-RE recognise the importance of giving full consideration to the impact of their projects on all stakeholders– be that residents, businesses, visitors, the wider community, or the environment.

- 3.5 AXIS-RE have a long and strong track record in developing high quality, sustainable, market-leading properties across the majority of commercial and residential sectors. Their focus is on identifying strategic land, brownfield land sites and existing buildings that offer clear development opportunities. AXIS-RE pride themselves on using their local knowledge, local network and local connections to build up a strategy to help assess and support the potential to unlock development.
- 3.6 Marco Living are a long term investor and landowner of the Norther Quarter having traded in the area for over 5 decades (since 1968). Their aim is to reinvigorate a brownfield site providing much needed homes on an underutilised part of Manchester City Centre to the benefit of the northern Quarter and its residents.

Proposed Use and Quantum of Development

- 3.7 The proposal subject to this planning application is for the demolition of the existing building on site, to allow for the erection of a new, high quality residential development with associated infrastructure which will sit appropriately in the surrounding context. The site will fall within use class C3, with two ground floor retail units (use class E).
- 3.8 The residential development will be delivered through the provision of two residential apartment blocks which will provide a total of 267 high-quality dwellings. One block will be up to ground floor + 9 storeys in height, and the other will be ground floor + 11 storeys in height.
- 3.9 The proposed development has evolved in consultation with Manchester City Council, the local public and key stakeholders and seeks to be appropriate in its setting through its siting, massing and appearance that take cues from the surrounding area and in accordance with the overriding principles of the SRF.
- 3.10 An accommodation schedule has been provided below which sets out the housing mix proposed.

Accommodation Schedule

Block 1 Summary

	1 Bed	2 Bed	3 Bed	Total
Total	58	140	13	211
Ratio	27%	66%	6%	

Block 2 Summary

	1 Bed	2 Bed	3 Bed	Total
Total	19	36	1	56
Ratio	34%	64%	2%	

- 3.11 This mix has been proposed in order to create a sustainable and stable population within Manchester with a focus on housing which is sustainable for families, whilst considering the demand in the area. The overall provision of one-bedroom units is equivalent to 29% of the dwellings, which accords with the Council's target for a maximum of 33% of residential developments to comprise one-bedroom units.
- 3.12 It should be noted that all units are of a size which complies with a Nationally Described Space Standards and the Manchester Space Standards as detailed within Manchester City Council's Residential Quality Guidance (2018). Additionally, 10% of the units are M4(2) compliant.

Commercial Units

- 3.13 Each block contains one commercial unit on the ground floor. The commercial units are 95m² and 92m² creating a total of 187m² commercial space across the scheme. The commercial units are applied for under Use Class E to allow for a flexibility in the future occupiers. The units provide active frontages facing Tariff Street and the approved adjacent 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.

Scale and Layout

- 3.14 Of the two proposed residential blocks, Block 1, to the west of the site, will have the larger footprint. The development will have a primary frontage onto Tariff Street and a secondary frontage onto Port Street, with active frontages facing the neighbouring development to the east and associated landscaping. Similarly, Block 2 will have a primary frontage onto Tariff Street with a secondary frontage facing the neighbouring development to the east.

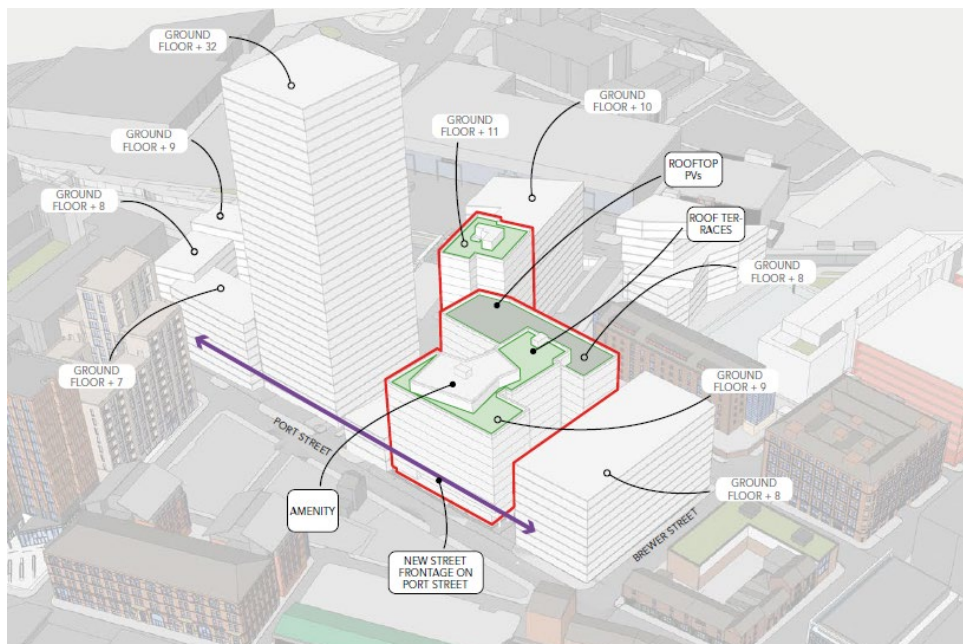
- 3.15 Entrances into both blocks are highly visible and the proposal incorporates amenity provision at ground and at roof level. The block layouts enable the pedestrian connection between Ancoats and Tariff Street, through attractive landscaped space. The proposed landscaping will allow for a cohesive pedestrian connection in public realm from the application site directly to Great Ancoats Street.
- 3.16 With regards to height, Block 1 is proposed to be up to GF +9 storeys in height, whilst Block 2, to the east, is proposed to be up to GF +11storeys in height, both with a set back amenity level. This is considered to be in keeping with the general character of the area, as well as aligning with the Council's aspirations for this site, as set out in the Piccadilly Basin SRF (2016).



Layout Plan

- 3.17 The scale and layout of the proposed buildings on site have been considered fully with regard to the local and emerging context, with regard to key views, neighbouring properties and incorporation of landscaping. The proposal carefully considers the views towards the site from all directions with particular attention to the listed buildings to the east and south. The development has also been designed and orientated to allow for maximum privacy for future occupiers, minimise impact in surrounding residential buildings and offer an active frontage in terms of streetscape.

- 3.18 The orientation of the scheme has also been developed in line with sustainability principles with the layout of each unit, both internally and externally, having been considered thoroughly to allow for maximum energy efficiency and energy reduction. The proposed scale in comparison to existing and future neighbouring developments can be seen below.



Proposed scale of development

Appearance

- 3.19 The architectural design utilises robust and sympathetic materials relevant to the context of the site, and the historic buildings nearby. The proposed buildings will employ elegant and refined brick detailing with deep reveals and textured brickwork to create modern but interesting architecture. The two buildings will utilise different bricks to define the two separate blocks. Large full height windows will maximise natural light to living and bedroom spaces.
- 3.20 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 new vista drawing pedestrians through from Great Ancoats Street to Tariff Street will be in a more contemporary brick and thus marking this connection more clearly. In this way Block One as a red brick building with more outward frontage is more in keeping with the red brick context of the listed building opposite and Block 2 as a standalone building is differentiated to mark the new pedestrian connection.
- 3.21 The heights of the blocks are as set out in the SRF, however to carefully layer the design this will be broken up with a series of windows, which reflect more traditional window openings.

- 3.22 These windows are clustered generally and provide one tall window per bedrooms and typically two or 3 windows for a living room (dependent on whether it sits on a corner).
- 3.23 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.
- 3.24 The amenity floor at roof level is treated with grey metal panels to give a lightweight appearance to the top of the building.
- 3.25 This simple elegant style, mixed with the deeper reveals, brickwork detailing and aluminium framing around selected openings, creates an interesting and modern twist on traditional brickwork openings creating an individual solution for the site that respects and relates to its context.



Illustrative CGI of proposed scheme

Access and Parking

- 3.26 The development will be 'car-free' to reflect its position within Manchester City Centre's Northern Quarter. The site's location within the Northern Quarter will provide future residents access to a wide range of amenities, employment and leisure opportunities within a short distance enabling residents to adopt a lifestyle away from private car travel.

- 3.27 The principle of car-free residential development within Manchester City Centre is well established and includes a number of existing developments within close proximity to the site in the Northern Quarter and Ancoats.
- 3.28 Manchester City Council has taken a progressive approach by recognising in their Residential Quality Guidance that “the emerging build to rent sector is very much targeted at a younger demographic attracted to the city centre lifestyle and who have a higher potential and tendency to view car ownership as more of a constraint than a requirement”.
- 3.29 A central feature of the Greater Manchester Transport Strategy 2040 includes the ‘Right Mix Vision’ which aims to drastically reduce car travel and is closely related to the regions Net Zero Carbon strategy. This car-free development will align with these strategies by providing a highly sustainable community with ease of access to the City Centre.
- 3.30 Should the need arise for a resident or visitor to use a car, there are a wide range of off-street parking facilities within a short distance of the site. This includes a multi-storey car park on Tariff Street and other facilities located in the Northern Quarter and Ancoats. As mentioned in the submitted Transport Statement, there are over 2,000 publicly available car parking spaces within a short walking distance from the site. There are also Enterprise Car Club bays located on Tariff Street that will be available to future residents.
- 3.31 Two disabled car parking bays will be provided on Tariff Street as part of the proposed development.
- 3.32 The development will provide a secure cycle parking provision with one cycle space per apartment. This level of provision will ensure that future residents are able to take advantage of Manchester’s existing and emerging cycle network.

Servicing

- 3.33 The domestic refuse stores (two in Block 1 and one in Block 2) are located on the ground floor, which will be fully managed. Refuse and general servicing will take place along Port Street and Tariff Street, a layby is proposed on Tariff Street for deliveries and servicing. There are two separate refuse stores in Block 1 to minimise residents’ route from the upper floors and to avoid spillage in the corridors and communal areas.
- 3.34 Servicing doors to ancillary uses inside the building will have a secure personnel access key / access control and all will be accessed from around the perimeter via secure doors not accessible to residents.

- 3.35 In terms of residents' refuse strategy, residents will use the lifts or stairs in each block to take refuse from their own apartments, down to the ground floor and to dispose of their waste into the communal refuse stores located near the lifts. These have been positioned to allow residents for easy access on exit from the building.
- 3.36 Residents will be able to place different waste streams in the different bins provided for general waste, cardboard and recycling and also household green waste. The bin stores are located adjacent to the lifts and stairs for easy access for the residents en-route exit to the reception / lobby area on Port Street and Tariff Street.
- 3.37 On refuse collection day, the refuse operatives will either collect the bins from each store, and empty them into the refuse vehicle, or management will wheel the bins through the external double doors and drag the bins to an area of hard landscaping outside Port Street or Tariff Street. The refuse stores will be monitored to ensure the bins do not get too full and any spillages that occur in transit can be cleaned by management.
- 3.38 Separate refuse will be required the retail units once the tenant is known.

3.39 **Landscaping**

- 3.40 The scheme is supported by a high-quality landscaping proposal, as detailed further within the Design and Access Statement and the submitted Landscape Proposals document. The landscaping comprises of 5 key areas out lined below.



Landscape proposals

- 3.41 **1- Central Courtyard** – The central courtyard space sits adjacent to a retained building on Port Street with a level change from Port Street down towards the lower levels of the wider site and connections with Tariff Street. The proposed buildings allow for a stand off from the existing building and stepped access down into this lower courtyard space. Apartment overlook this area and open out onto it. The courtyard will be private space.
- 3.42 **2- Western Courtyard** – This small courtyard space sits at the western end of the proposed building and will be set below the level of the street. Access is via steps from the street and internally the courtyard will be available to access from lower level apartments. The courtyard will be private space
- 3.43 **3- 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.
- 3.44 **4- 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.
- 3.45 **5- 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.

Summary

- 3.46 The full planning application proposes the development of a high-quality residential scheme. The housing development will comprise 267 apartments across two blocks. The proposal is supported by associated infrastructure and landscaping which will overhaul the existing site. The scheme therefore represents a comprehensive and high-quality development undertaken in line with best practice guidance and policy.

4. Statement of Community Involvement

4.1 This section provides an overview of the pre-application consultation process with the Planning Officers at MCC, other statutory bodies and the local community prior to the submission of the planning application. This section aims to:

- Provide an overview of national and local policy that is relevant to pre-application community engagement in Manchester;
- Summarise the public consultation for the proposed development undertaken; and
- Outline the comments received during the pre-application consultation and how these have informed the final proposals.

Planning Policy and Legislative Guidance

4.2 This sub-section provides an overview of local and national planning policy which promotes community involvement in the preparation of planning applications. In particular, the following policy guidance is considered:

- 'Statement of Community Involvement', Manchester City Council (adopted June 2018);
- The Localism Act, House of Commons (November 2011); and
- The National Planning Policy Framework (NPPF) (July 2021).

Manchester Statement of Community Involvement

4.3 MCC's Statement of Community Involvement ('SCI') was adopted in June 2018, the purpose of this document is to let residents, businesses, the voluntary sector and other stakeholders in the area know how they can get involved in planning activity.

4.4 Section 9 of MCC's SCI regards commenting on planning applications. This Section states that for significant development proposals MCC encourages developers to consult with the community before they submit a planning application. The decision on whether a proposal will need more in-depth consultation will be based on its nature or scale and will be made by MCC planning officers in conjunction with regeneration teams, ward co-ordinators and local community groups where appropriate. Developers should be mindful that the Council will need to satisfy its public sector equality duty when making planning decisions, so as well as consulting with the public, MCC will encourage developers to consult with various parties, which could include equalities groups, as well as with specific

infrastructure and service providers who can advise developers on any need for increased provision of services etc. This will be done on a case by case basis depending on the nature of the application.

4.5 The SCI states pre-application consultation is beneficial to both the community and the developer as it allows the developer to design a proposal which takes on board the opinions of the community. This will mean that there are likely to be fewer objections once an application is submitted.

4.6 It is suggested that pre-application discussions with the Council can help to determine the scope of consultation needed. The following methods of consultation are listed within the SCI to be used when appropriate:

- Letters sent to residents and businesses in nearby streets telling them what is proposed, how they can get more information and how they can give the developer their views;
- Public exhibition in an accessible location close to the development (e.g. library or supermarket) which tells the public about what is happening and gives them an opportunity to make comments;
- A website set up by the developer;
- Leaflets distributed to nearby streets and placed in facilities near the proposed developments which have a tear off slip for comments; and,
- Social media used by the developer to advertise the development and associated consultation events.

4.7 Representations received will be considered and will be summarised in the officer's report when making decision on applications.

4.8 Appendix 1 of MCC's SCI contains guidance on developer-led early engagement. The Appendix states early engagement has significant benefits to improve both the efficiency and the effectiveness of the planning system for all parties, including the potential outcome for the community. Developers are, therefore, encouraged to engage with stakeholders, including local communities, at an early stage in the production of masterplans, planning frameworks or before submitting a planning application. This guidance includes best practice principles and a good practice case study for community involvement.

4.9 The best practise principles include the following points:

- Consideration of how best to identify all stakeholders;

- Utilising ward member's knowledge of local community groups;
- Using a range of consultation methods;
- Ensuring consultation venues and documents are accessible; and,
- Providing information to stakeholders about timescales.

The Localism Act

- 4.10 In November 2011 the Localism Act received Royal Assent. This is the Government's method of devolving greater powers to Councils and neighbourhoods in order to give local communities more control over planning decisions. It is a material consideration in the determination of this application.
- 4.11 Paragraph 122 of the Localism Act introduces a new requirement for developers to consult local communities on a wider range of developments before submitting planning applications. Developers must consider any responses received before proposals are finalised and show how they have been taken into account when submitting applications. It is hoped that this will give local people a chance to comment when there is still genuine scope to make changes to any draft proposals.

National Planning Policy Framework (2021)

- 4.12 In July 2021, the Government published the most recent iteration of the National Planning Policy Framework ('NPPF'). This document aims to simplify the planning system in the UK by reducing over 1,000 pages of national policy and guidance into just over 50 pages. It is this newfound accessibility which aims "to put unprecedented power in the hands of communities" directly affected by development.
- 4.13 NPPF Paragraph 39 states how early engagement can "improve the efficiency and effectiveness of the planning application system for all parties" therefore leading to "better coordination between public and private resources and improved outcomes for the community".
- 4.14 Paragraph 40 further states that whilst a Local Planning Authority (LPA) cannot require that a developer engages with them before submitting a planning application, they should nevertheless encourage take-up of any pre-application services they do offer. Furthermore, and where deemed to be beneficial, the LPA should "encourage any Applicants who are not already required to do so by law to engage with the local community before submitting their applications". This is to ensure that any potential issues are resolved as early in the planning process as possible.

Pre-Application Engagement

4.15 The approach to community and stakeholder involvement undertaken by the Applicants has been comprehensive and fully aligns with the consultation requirements set out in MCC's SCI, and it is proportionate to the scale and nature of the proposed development. Furthermore, the community consultation exercise fully accords with the requirements of the NPPF and Localism Act.

4.16 In summary the key consultation activity has included the following:

- Consultation with MCC planning officers
- A letter to Local Councillors inviting them to a pre-meet before the in-person public consultation event
- Consultation with Historic England
- Consultation with the public, including a leaflet, consultation website and an in-person consultation event

4.17 Further detail on each aspect of the consultation is outlined below.

Consultation with MCC Planning Officers

4.18 Engagement with MCC Planning Officers has been undertaken via two formal meetings on the 15th November 2021 and 30th September 2022.

4.19 The key areas of discussion included:

- Proposed scale, massing and layout, including the need to comply with the broad principles the heights outlined in the Piccadilly Basin SRF;
- Relationship with proposed Affinity Living development adjacent to the site;
- Relationship to other development opportunities identified in the SRF with Planning Officers being comfortable the site in question could come forward as a standalone planning application;
- The importance of the continuity and public realm space between the Affinity Living scheme to the east through to this site;
- 10% of the apartments will be M4(2): Accessible and Adaptable Dwellings;
- Materials and architectural appearance;
- Accessible parking; and,
- Key views and relationship with existing buildings and heritage assets.

Consultation with Local Councillors

4.20 A letter and a copy of the public consultation leaflet was sent via email to both Piccadilly and Ancoats and Beswick Ward Councillors, outlining the proposed development and inviting them to a pre-meet to discuss the proposals before the in-person public consultation event. The letter also asked Members to get in touch, should they wish to discuss the proposals in a separate meeting, either in person or virtually. A copy of the letter sent to Councillors on 12th October 2022 can be seen under **Appendix III**. The following Councillors were sent the letter:

- Councillor Adele Douglas
- Councillor Jon-Connor Lyons
- Councillor Sam Wheeler
- Councillor Alan Good
- Councillor Majid Dar
- Councillor Irene Robinson

4.21 Although no direct responses were received from Ward Councillors during the pre-application process the Applicants remain committed to engagement during the determination period for the planning application.

Consultation with Historic England

4.22 A meeting was held to discuss the proposals with Historic England on Thursday 13th October 2022.

4.23 The scheme was presented to Historic England, who confirmed no objection in principle to the proposals, and welcomed the emerging designs scheme. A follow up written response was received on 28th October 2022 which confirmed that in the context of the wider group of taller buildings already consented within the Piccadilly Basin area, the further impact of this development (i.e. 1NQ) on the significance of the two grade II* listed buildings is likely to be minimal. The assessed viewpoints within the presentation sent to Historic England were also considered appropriate, and no additional viewpoints were required to understand the impact of the development.

Consultation with the Local Community

- 4.24 Leaflets advertising the in-person public consultation event were delivered to properties surrounding the site on 12th October 2022. The leaflet also included a link to a dedicated consultation webpage and email address details if members of the public wished to email their comments during the consultation period. The consultation webpage included details of the proposals, copies of the leaflet, a design document and the consultation boards, and a feedback form. A copy of the leaflet, the consultation area boundary (agreed with MCC planning officers in advance) can be viewed in **Appendix IV**.
- 4.25 A public consultation event was held on Wednesday 19th October 2022.
- 4.26 The public consultation was held between 4pm and 7pm with local residents generally supportive of the new development.
- 4.27 Comments could be submitted either via email, the feedback form on the consultation webpage, or in person at the consultation event.
- 4.28 Altogether there were 11 responses. Many expressed support for the scheme to animate the under-developed site. There were mixed responses towards the scale and massing but most welcomed the design and high-quality use of materials in the CGIs. Some responses expressed that they would like to see green amenity spaces as part of the scheme, with queries raised in regard to the impact of the proposals on the amount of daylighting received by neighbouring properties. A daylight and sunlight assessment has been prepared in support of this planning application and the conclusion drawn from the assessment is that the overall impact of the scheme on the surrounding residential properties is considered wholly acceptable.
- 4.29 All of the comments received during the consultation have been logged and analysed, and where appropriate, taken into account in the shaping of the planning application.

Summary

- 4.30 This Chapter of the SPS has summarised the community involvement in the preparation of this application. The Applicants have undertaken a comprehensive pre-application consultation exercise in full accordance with local and national policy guidance. The local community, elected Members, key stakeholders and the Council have been consulted. All comments received have been taken into consideration and responded to by the Applicants.

5. Planning Policy Context

- 5.1 This chapter describes the relevant adopted local planning policies as well as national planning policy and other material considerations relevant to the determination of this application.
- 5.2 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.3 For the purposes of this application, the Development Plan comprises:

- The Manchester City Council Core Strategy Development Plan Document (2012); and
- The saved policies of the Unitary Development Plan (1995).

- 5.4 According to Manchester City Council's Interactive Planning Policy Map, the site is not allocated for a specific use, however it is identified as being located in the City Centre and Regional Centre.

Core Strategy Development Plan Document (Core Strategy) 2012

- 5.5 The Core Strategy was adopted on 11th July 2012 and it is the key document to guide development in the City over the plan period (2012-2027).
- 5.6 The key policies of the Core Strategy, relevant for this application are outlined below:

- **Policy SP1 (Spatial Principles)**- This policy sets out the key spatial principles which will guide the strategic development of Manchester to 2027. It states that there is an emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The policy states the majority of new residential development will be in the Inner Areas. New development should maximise the potential of the cities transport infrastructure and make a positive contribution to neighbourhoods of choice.
- **Policy H1 (Overall Housing Provision)**- This policy states approximately 60,000 dwellings will be provided for in Manchester within that plan period. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. Within the City Centre there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives or niche housing markets by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester.

The policy continues by stating 90% of residential development will be on previously developed land. Proposals for new residential developments should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the need of a diverse and growing Manchester population;
 - Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area;
 - Address any existing deficiencies in physical, social or green infrastructure;
 - Prioritise sites which are in close proximity to centres or high frequency public transport routes; and,
 - Be designed to give privacy to both its residents and neighbours.
- **Policy EC3 (The Regional Centre)-** This Policy states housing will be an appropriate use within the Regional Centre. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.
 - **Policy CC3 (Housing)-** According to this Policy, the City Centre will see the most intensive development of housing in the City, with a minimum of 16,500 units being provided over the plan period to 2027. This Policy lists the Northern quarter as a key location for residential development.

Residential development in the City Centre will comprise apartment schemes. The Council will encourage accommodation of a high standard which offers accommodation which is large enough to suit a range of occupants, in terms of both the number of rooms and their size.

- **Policy CC6 (City Centre High Density Development)-** This Policy states City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency.
- **Policy CC8 (Change and Renewal)-** This Policy dictates, that within areas identified for large-scale redevelopment proposals will be expected to be prepared within an approved development framework. New development should fully exploit opportunities to contribute to the improvement of the City Centre in terms of character and function.
- **Policy CC9 (Design and Heritage)-** This Policy states, the design of new buildings will need to be of the highest standard in terms of appearance and function. Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.

- **Policy H8 (Affordable Housing)-** This policy applies to all residential development sites of 0.3 hectares and above or where 15 or more units are proposed. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. It is envisioned that 5% of new housing will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.
- **Policy T1 (Sustainable Transport)-** This policy specifies that in order to deliver a sustainable, high quality transport network and support a modal shift away from car travel to public transport, the Council will support proposals that promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services , improve access to transport services, improve pedestrian routes, and take account of the needs of road users in accordance with the broad hierarchy which prioritises pedestrians and people with disabilities.
- **Policy T2 (Accessible areas of opportunity and need)-** This policy states the Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, is easily accessible by public transport connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Development should accord with the car parking standards, however the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.
- **Policy EN1 (Design Principles and Strategic Character)-** According to this policy, all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.
- **Policy EN2 (Tall Buildings)-** 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 and placemaking, and bring significant regeneration benefits. The City Centre is listed as a suitable location for tall buildings.
- **Policy EN3 (Heritage)-** This policy encourages development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods.

New development must be designed to support the Council in preserving and enhancing the historic environment, including conservation areas.

- **Policy EN4 (Reducing CO2 Emissions by Enabling Zero and Low Carbon Development)-** This policy requires new development to follow the energy hierarchy, being designed to reduce the need for energy through sustainable design features. New development and refurbishment schemes should use building materials with low embodied carbon.
- **Policy EN6 (Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies)-** Applications for residential development of 10 or more units in a micro generation area will be expected to achieve a minimum of a 15% increase on Part L 2010 Building Regulations, unless shown not to be viable. This will be expected to be demonstrated through an energy statement which should set out the projected regulatory energy demand and associated CO2 emissions for all phases of the development. Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance.
- **Policy EN9 (Green Infrastructure)-** This policy states new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function.
- **Policy EN8 (Adaption to Climate Change)-** In accordance with this policy all new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of both buildings and external spaces.
- **Policy PA1 (Developer Contributions)-** This policy states, where needs arise as a result of development, the Council will seek to secure planning obligations. The nature and scale of planning obligations sought will be related to the form of development and its potential impact upon the surrounding area.
- **Policy DM1 (Development Management)-** All development should have regard to the following specific issues:
 - Appropriate siting, layout, scale, form, massing, materials and detail;
 - Impact on the surrounding areas in terms of the design, scale and appearance;

- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation;
- Accessibility;
- Safety and crime prevention;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effects relating to biodiversity, landscape, archaeological or built heritage;
- Green Infrastructure including open space, both public and private; and,
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques, new residential developments should meet Code Level 6 of the Code for Sustainable Homes Standards.

Other Relevant Core Strategy Policies

5.7 The following additional Core Strategy policies are relevant to this planning application:

- Policy EN6 – Target Framework for CO2 reductions from low or zero carbon energy supplies
- Policy EN8 – Adaptation to Climate Change
- Policy EN16 – Air Quality
- Policy EN19 – Waste

Extant Unitary Development Policies (UDP) 1995

5.8 The key policies of the UDP relevant for this application are outlined below:

- **Policy DC7.1 (New Housing Development)**- This policy states the Council will negotiate with developers to ensure new housing is available at ground floor level to people with a disability. All new developments containing family homes will be expected to be designed so as to include safe areas within which children can play.

- **Policy 19.1 (Listed Buildings)**- This Policy states the Council will seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over use of land, and where appropriate, by the preservation of trees and landscape features.

Other Material Considerations

5.9 There are a series of other planning policy guidance documents at the national level that are relevant to the determination of this application comprising:

- National Planning Policy Framework ('NPPF') (July 2021);
- National Planning Practice Guidance (March 2014);
- Piccadilly Basin SRF (2016);
- Manchester City Council Green and Blue Infrastructure Strategy (July 2015);
- Providing for Housing Choice Supplementary Planning Document and Planning Guidance (2008);
- Manchester Residential Quality Guidance (2017);
- Guide to Development in Manchester SPD and Planning Guidance (2007);
- Our Manchester Strategy 2025; and,
- Manchester Climate Change Strategy 2017-50.

National Planning Policy Framework (NPPF) (2021)

5.10 The revised NPPF was published in July 2021. The NPPF sets out the Government's planning policies and guidance and how this can be applied. The NPPF is a material consideration in the determination of planning applications.

Achieving Sustainable Development

5.11 Central to the NPPF is the presumption in favour of sustainable development and the need for the planning system to support economic growth. Paragraph 11 of the Framework sets out the presumption in favour of sustainable development and the application of the policy for decision making states:

"Plans and decisions should apply a presumption in favour of sustainable development."

For decision-taking this means:

*c) approving development proposals that accord with an up-to-date development plan without delay;
or*

d) where there are no relevant development plan policies, of the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

5.12 Paragraph 8 of the Framework emphasises that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 8 defines “sustainable development” and highlights the three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways:

“a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”

Delivering Sufficient Supply of Homes

5.13 Chapter 5 of the NPPF relates to delivering a sufficient supply of homes. Paragraph 60 states “it is important that a sufficient amount and variety of land can come forward where it is needed, that the

needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”

- 5.14 Chapter 5 continues by stating the type, size and tenure of housing needed for different groups within the community should be assessed and reflected in planning policies, one of such groups identified within Paragraph 62 are older people.
- 5.15 Paragraph 69 states small and medium sized sites can make an important contribution to meeting the housing requirements of an area and are often built out relatively quickly.

Promoting Sustainable Transport

- 5.16 Chapter 9 of the NPPF regards promoting sustainable transport. The NPPF sets out that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

Making effective use of land

- 5.17 Chapter 11 of the NPPF is entitled Making effective use of land. Paragraph 120 of this Chapter states planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and promote and support the development of under-utilised land and buildings, especially if this would help meet identified needs where land supply is constrained and available sites could be used more effectively.

Achieving Well Designed Places

- 5.18 Paragraph 126 of the 2021 Framework sets out that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 5.19 Paragraph 134 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

National Planning Practice Guidance (NPPG) (2014)

- 5.20 National Planning Practice Guidance ('NPPG') was introduced in March 2014. The NPPG replaced a considerable amount of former guidance comprising Planning Policy Guidance Notes and Planning Policy Statements.
- 5.21 Guidance regarding the effective use of land was published in 2019. The NPPG emphasises the importance of good design and making effective use of land. It recognises design as an integral part of sustainable development. Good design 'responds in a practical and creative way to the function and identity of a place'. With regards to supportive more effective uses of land, the NPPG provides guidance on what tools and evidence should be used in the determination of applications.

Piccadilly Basin SRF (2016)

- 5.22 The Piccadilly Basin SRF represents an opportunity to create a best in class City Centre neighbourhood community with a vibrant mix of office, residential, retail and leisure accommodation.
- 5.23 Land North of Tariff Street is proposed to accommodate a range and mix of residential accommodation. In terms of housing mix the SRF states, whilst it is acknowledged that there is a particular demographic driving demand for new housing, an important principle of this Framework will be to provide an appropriate range and mix of apartment types that would be attractive to a range of occupiers and opportunities to attract families back into Manchester. As such, new residential development should include an element of three bed apartments in addition to the predominant two and one bed apartment mix.
- 5.24 Residential amenity will be an important consideration in ensuring that Piccadilly Basin can become a neighbourhood of choice. New development should create an environment where the amenity of residents and the environment within Piccadilly Basin with regard to privacy, microclimate (wind, sunlight, daylight, overshadowing), noise, refuse management, safety and vehicular movement for example are maximised.
- 5.25 The Proposed Building Use diagram (Figure 5.2) included within the SRF suggests that buildings located on the application site should be used for residential purposes (buildings E, F, and G). The SRF advises that buildings on the site should be between Ground+8 and Ground+9 storeys in height.
- 5.26 Planning applications are required to provide landscaping schemes that are high quality, and complementary to both the design and approach to new building proposals and the wider Masterplan objectives.

- 5.27 In terms of materiality, architectural diversity is encouraged to create a neighbourhood that is varied in character and reflects its organic, historic development. High design quality and innovative design solutions to development constraints are crucial to creating a unique sense of place. Materials used must be durable and have a long design life to ensure that a high quality environment is maintained.

Manchester City Council Green and Blue Infrastructure Strategy (July 2015)

- 5.28 The Manchester Green and Blue Infrastructure Strategy and Action Plan aims to build on investment to date and create a high quality, well maintained green and blue spaces which are integral part of neighbourhoods. The objectives of the Strategy include using appropriate infrastructure to create successful neighbourhoods and support the city's growth.
- 5.29 The strategy sets out that urban green spaces, including private gardens, pocket parks, street trees, verges, green roofs and green walls are all considered to be green infrastructure. These types of infrastructure plan an important role as part of Manchester's overall resource.
- 5.30 The Infrastructure Strategy identifies this site as being located in the City Centre. The Strategy recognises there is a relatively low level of green and blue infrastructure provision in the City Centre, and states that enhancing appropriate provision is particularly important. In the City Centre green infrastructure should be provided through the retrofitting of green roofs, enhancing canal corridors, urban street networks and creation of new GI through development.

Providing for Housing Choice Planning Guidance- Manchester City Council (2008)

- 5.31 This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance. This guidance acknowledges the need for a diverse range of housing provision, which varies according to need at a neighbourhood level.
- 5.32 This guidance includes an affordable housing strategy, which outlines several affordable housing objectives including supporting the delivery of balanced and sustainable communities through the provision of affordable housing. The affordable housing strategy mirrors the intentions of the Core Strategy by stating the city-wide affordable housing target is 20%, this target will be applied to sites over the threshold of 0.3 hectares or 15 units.

Manchester Residential Quality Guidance (2017)

- 5.33 The Residential Quality Guidance explains how the City Council will interpret its adopted plan policies relevant to residential development. Significant weight will be given to this Guidance in planning

decisions. The Guidance contains 10 distinct Sections, each containing specific guidance for applicants. The key sections are outlined below.

- 5.34 The Section entitled Make it Manchester states applicants will be required to demonstrate how proposals fully consider and appreciate the existing context and character, are distinctive and rooted in a sense of place, are well considered and use a high-quality material palette, properly consider architectural detailing to safeguard the future quality of proposal and are of an appropriate scale. The Guidance states the distinctive character of Manchester should be supported via the design of new high quality residential development. Furthermore, the guidance specifies that an increase in density should be encouraged in those parts of the city that are well connected to public transport. With regards to scale, the Guidance states there is a need to demonstrate how height and massing would fit within its context. However, it also states new design approaches will be embraced and encouraged.
- 5.35 The Section entitled 'Bring People Together' states the Council will require applicants to demonstrate how proposals meet the need of the market/ neighbourhood, address the needs of diverse and inclusive communities, create opportunities for meeting and getting to know neighbours and encourage activity and social interaction.
- 5.36 The Section entitled 'Easy to Get Around' states applicants should demonstrate how proposals facilitate and encourage walking and cycling, create clear, safe and obvious connections to the public transport network, define a clear street hierarchy, and support opportunities to improve wayfinding and orientation.
- 5.37 The Section entitled 'Work with the Landscape' states the Council will require applicants to demonstrate how proposals have a clear rationale for how the scheme sits within the landscape, connects to the wider green and blue infrastructure network, introduces street trees, incorporates rain water management, and considers both quality and functionality of green and blue infrastructure in design.
- 5.38 The Section entitled 'Make it Practical' includes recommended parking standards for residential developments. According to these standards new apartment developments outside the city centre will be expected to provide 100% parking provision, however reduced on site provision may be justified if any of the following exceptions apply:
- there is secure cycle parking in excess of 50% provision
 - there is an identified sufficient supply of off-site capacity within a 5-minute walk of the proposed development
 - there is provision of designated on-street parking

- there is a demonstration that full parking provision will unacceptably compromise the development; or,
- there is provision of robust research to demonstrate that lower levels of car parking demand will be appropriate.

5.39 This Section also states, sufficient bin storage should be provided to accord with MCC's standards.

5.40 The Section relating to 'Making it Future Proof' states the Council will require applicants to demonstrate how proposals have mitigated for a higher risk of extreme weather events, are able to be adaptable to accommodate change and consider the use of technology to reduce energy use.

5.41 Finally, the Section relating to 'Making it a Home' requires applicants to demonstrate how proposals seek to exceed the Nationally Described Space Standards, provide sufficient storage space, maximise opportunities for daylight, provide sufficient private amenity space, and considered the balance between the number of homes accessed from lift cores and neighbourliness.

Guide to Development in Manchester SPD and Planning Guidance (2007)

5.42 Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, such as high quality developments that are safe, secure and accessible to all. The document summarises the main development principles in Manchester and encourages developers and investors to apply these consistently. The document also provides details regarding the delivery of achievable and financially viable approaches to all aspects of sustainability.

The Manchester Strategy

5.43 The Manchester Strategy sets out a long-term vision for the city following a period of consultation in 2015. The vision includes the objective to 'be a beacon for sustainable design' in order to be a thriving and sustainable city. The planning process is identified as being a facilitator in delivering these objectives

Manchester Climate Change Strategy 2017-50

5.44 This document represents the most up to date Climate Change Strategy for Manchester which sits as a key part of the overarching policy framework 'Our Manchester', the city's strategy for 2016-25.

5.45 This document provides a strong vision for 2050 with Manchester playing a full part in limiting the impacts of climate change, locally and globally. It sets out key objectives for achieving the targets set out within local, national and global policy, relating to key areas such as transport, education and

engagement, waste, green spaces, energy efficiency and buildings, and provides implementation, monitoring and reporting guidelines to ensure that progression is made.

Summary

- 5.46 This chapter has identified a series of Development Plan Documents and other material considerations to be taken into account in the determination of this application. The following Chapter assesses the principle of development against the local and national planning policy framework in greater detail.

6. Planning Assessment

- 6.1 Under the provisions of Section 38 of the Planning & Compulsory Purchase Act 2004, Local Planning Authorities ('LPAs') are required to determine planning applications in accordance with policies contained within the statutory Development Plan unless material planning considerations indicate otherwise.
- 6.2 This chapter demonstrates that the proposed development fully accords with the Development Plan and supports the Council's aspirations for the development of the site.
- 6.3 Consideration is given to the following key issues:

Principle of Redevelopment and Regeneration

- 6.4 Regeneration is an important planning consideration. Over the past fifteen years MCC has successfully regenerated areas such as Piccadilly, Spinningfields, the commercial core, around Manchester Central, the Northern Quarter, the Civic Quarter, Castlefield, and Eastlands. This is an ongoing process and much remains to be done if the Region and City Centre are to remain competitive.
- 6.5 Manchester City Centre and its surrounding growth areas are the primary economic driver in the City Region and are crucial to its long-term economic success. It is essential therefore that the City Centre and surrounding areas continue to grow and provide new development that is supportive of regeneration principles, in particular residential development supported by employment opportunities or retail uses.
- 6.6 The site comprises underutilised brownfield land within Manchester City Centre. While the site is not allocated for a specific purpose within the Manchester Core Strategy, it is within the boundary of the Piccadilly Basin Strategic Regeneration Framework which sets out the City Council's intention to redevelop the wider area into a vibrant mixed-use community with this site specifically identified for a high density residential development. The Core Strategy promotes the redevelopment of sustainable sites within the City Centre in line with Strategic Frameworks (Policy SP1). This site sits at a prominent location, within the ring road and in close proximity to a wide range of services and facilities. The site's redevelopment will bring an underutilised, sustainably located plot of land back into use. This will resultantly improve the appearance and character of the area, as well as increasing footfall and vitality within a prime location in Manchester City Centre.
- 6.7 The City Council's intentions for this site's redevelopment are detailed within the Piccadilly Basin SRF (2016). The SRF earmarks this site for residential development and suggests buildings on this site should be between 9 and 11 stories in height. Developments of this height should provide a mix of one,

two and three bed apartments, and place high importance on the amenity offering within new developments. The principle of this site's redevelopment is therefore supported by the City Council in terms of its use and offering.

- 6.8 In terms of National Planning Policy, the NPPF strongly advocates for the effective use of land, specifically in meeting the need for homes, and planning policies and decisions are encouraged to promote and support the development of underutilised land and buildings to meet identified housing need (Paragraph 120). Chapter 11 of the NPPF also states that substantial weight should be given to the value of sustainable brownfield land within settlements and promotes the use of this land for development. These policies accord with Core Strategy Policy H1 which additionally encourages 90% of development to be located on previously developed land. This proposal represents a direct example of brownfield development, on currently underutilised land in a sustainable location.
- 6.9 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.

The Principle of Residential Development

- 6.10 The site is located within Manchester City Centre and the Regional Centre. The principle of residential development is therefore supported by Core Strategy Policies H1, CC3, and EC3, which all encourage new residential development to be focused in the City Centre/ Regional Centre.
- 6.11 Policy H1 sets out that high density residential development is appropriate in both the City Centre and parts of the Regional Centre. City Centre residential developments should comprise sustainable well-designed housing that meets the needs of workers moving to Manchester. This proposal is considered to accord with the housing requirements included in Policy H1 as its housing mix has been based on need of the area, it contributes to the local area's character, it is supported by a comprehensive landscaping scheme which will contribute to combating deficiencies in green infrastructure, it is within the city centre and in close proximity to high frequency public transport routes, and it has been designed to give privacy to both its residents and neighbours.
- 6.12 Additionally, Core Strategy Policy CC3 suggests the City Centre should see the most intensive development of housing in the City, with the Northern Quarter being listed as a key location for residential development. This demonstrates the Council's support for residential development at this

site. The proposal will further accord with the requirements of Policy CC3 by comprising a high quality scheme with accommodation suitable for a range of occupants.

- 6.13 The Piccadilly Basin SRF (2016) earmarks this site for residential development. This further establishes the principle of residential development at this site.
- 6.14 The NPPF further supports the principle of residential development, with Chapter 5 being dedicated to delivering a sufficient supply of homes. This Chapter highlights the importance of ensuring a sufficient amount of land comes forward where it is needed and that sites are developed without unnecessary delay. As such, this proposal would be supported by national planning policy, as it represents a higher density development in a sustainable location where there is a demonstrated need for housing.
- 6.15 Overall, the proposal for 267 residential homes will make a considerable contribution to the housing target for Manchester City Centre, contribute positively towards the Council's housing targets, and optimise the potential of currently underutilised, previously developed land. The residential development proposed at this location is considered appropriate.

Residential Quality

- 6.16 The proposal would regenerate a brownfield surface level car park, to produce a high-quality development and would be in keeping with the aspirations of the Council's Residential Growth Strategy.
- 6.17 The design of the individual residential apartments has evolved with reference to the overarching principles of the Manchester Residential Quality Guidance, as well as the key design aspirations relating to thresholds, space and daylight, storage, and privacy.
- 6.18 In addition, the apartments have been considered in light of the space standards referred to within the document and the layout and planning of the units has evolved to ensure all apartments and houses make best use of the space, and views, afforded to them. This is illustrated on the proposed floorplans and the accommodation schedule submitted with the application which both demonstrate that all units will meet the minimum Nationally Described Space Standards.
- 6.19 The development contains a mix of 77 one-bed (29%), 176 two-bed (66%), and 14 three-bed (5%) apartments. The development therefore provides an appropriate mix and type of residential units in line the preferred mix as set out in the Piccadilly Basin SRF, as well as the Council's preference for no more than 33% of dwellings to comprise one-bedroom homes. The mix proposed is considered reflective of the existing local area, and the increased need for housing driven by those working in the city centre.

- 6.20 This tenure is also considered appropriate in terms of scheme viability and deliverability and will increase supply and the housing offer in this location.

Affordable Housing and Viability

- 6.21 The National Planning Practice Guidance (PPG) provides guidance for Applicants and Councils stating that decision-taking does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.
- 6.22 A Financial Viability Assessment is submitted to accompany the planning application which considers the financial viability of the proposals, taking into account development costs and the anticipated value of the proposed development on completion. This will be used to determine if the development can contribute to the delivery of affordable housing, as well as any other potential requested developer contributions. The submitted Assessment has tested appraisals of both a scheme for 100% open market sale and a scheme containing 20% on site affordable housing and found that with 20% affordable housing, a negative residual land value is generated, resulting in a viability deficit and an undeliverable scheme. It therefore recommends that the affordable housing and planning obligations are reduced accordingly to reflect scheme viability. Nevertheless, the proposed development will provide high-quality new homes and the redevelopment of a key brownfield site to help meet Manchester's housing and regeneration needs in the City Centre.

High Quality Design

- 6.23 The NPPF places significant weight on the good design of buildings and this is emphasised by Core Strategy policies EN1 and DM1 which both expect the design of development to be of the highest standard in terms of appearance and function. This proposal comprises a residential development which will transform the site from an underused, dilapidated car park, into a high-quality residential scheme, re-invigorating the site and repairing the urban grain and local streetscape.
- 6.24 The proposed development is being 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 internal layouts have been designed to suit the end users of the site, to provide well-functioning, energy efficient and homely residential units that will appeal to potential buyers. 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.

- 6.25 The Piccadilly Basin SRF states architectural diversity is encouraged to create a neighbourhood that is varied in character and reflects its organic, historic development. High design quality and innovative design solutions to development constraints are crucial to creating a unique sense of place. Materials used must be durable and have a long design life to ensure that a high quality environment is maintained. These design principles are reflected in the proposals for this development with the architect utilising two distinct brick types for each block, one being in red brick to respond positively to the historic surrounding context, while the other building will be in a lighter more contemporary brickwork to create a bridging effect between the historic surroundings and more modern neighbouring developments. This simple elegant style, mixed with the deeper reveals, brickwork detailing and aluminium framing around selected openings, creates an interesting and modern twist on traditional brickwork openings creating an individual solution for the site that respects and relates to its context.
- 6.26 The architecture has been designed to change the poor public perception of the site as it currently stands. The proposals add character to the site, replacing a bland surface level car park with a high-quality residential development, which will better engage the site with the surrounding streets, and forthcoming neighbouring developments in line with the aspirations of the SRF. The large level of glazing to be used on site will also maximise daylight and sunlight into the residential units and windows have been carefully placed to allow maximum energy efficiency.
- 6.27 The massing of the development follows the principles of the Piccadilly Basin SRF and Manchester Residential Quality Guidance, and will better utilise the space on site in line with both national and local planning policy which promotes effective use of land and increased density in appropriate locations. The height ranges from GF+8 and GF+11 storeys in height and the buildings have been placed carefully within the site with regards to privacy, overlooking and daylight and sunlight. The height of the scheme is therefore considered appropriate given the prominent location and the local guidance regarding scale and density in this area.
- 6.28 The existing site does not include any green space, as such, the proposed redevelopment will drastically improve this overall element by providing a well-considered landscaping scheme. An extensive landscaping scheme is proposed to support the development. The greenspace proposed on site will therefore not only be beneficial to the new residents but will overhaul the visual appearance and permeability of the site, improving the public realm to the benefit of all local residents.
- 6.29 Given the above, the proposals will accord with Core Strategy Policy EN1 which states all development is expected to follow the seven principles of urban design as identified in national planning guidance. Further in accordance with Policy EN1, the proposal is supported by a Design and Access Statement

which details how the proposal meets design principles and reinforces and enhances the local character of that part of the city.

- 6.30 As required by Policy DM1, during the design of the development, regard has been given to ensuring appropriate siting, layout, scale form, massing, material and detail. The proposal will have a positive impact on surroundings in terms of scale, design and appearance, and this will be a substantial improvement on the current underutilised surface car park on site which is detrimental to the appearance of the surrounding area. As such the proposal 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.

Heritage Assessment

- 6.31 There are no heritage assets within the site, but the site does lie adjacent to a number of designated heritage assets, these include the Grade II* listed Brownsfield Mill and Former Rochdale Canal Warehouse. Additionally, the site is in close proximity to both Stevenson Square Conservation Area and Ancoats Conservation Area. Therefore, in determining the submitted full planning application, Manchester City Council (MCC) has a statutory duty to have special regard to the desirability of preserving the special interest and setting of listed buildings and assets. A full list of the Listed Buildings with potential to be affected by the proposed development is outlined in the Submitted Heritage Statement by Turleys. For ease of reference, Table 2.1 of the Heritage Statement is shown below.

Heritage Asset No(s).	Listed Building	Grade
12	Fourways House	II
17	Bradley House	II
45	Newton Buildings	II
32	35, Dale Street	II
29	Brownsfield Mill	II*
36	45, 47 And 47a, Hilton Street	II
54	50-62 Port Street	II
48	Rochdale Canal Lock Number 83, To the East of Tariff Street	II
51	Former Rochdale Canal Warehouse	II*
53	Rochdale Canal Towpath Footbridge and Associated Ramps Opposite Brownsfield Mill	II

Table 2.1 Listed Buildings with potential to be affected by the Proposed Development

- 6.32 The NPPF states local planning authorities should look for opportunities for new development within and in the setting of heritage assets and should account for the desirability of new development making a positive contribution to local character and distinctiveness. Additionally, the NPPF states where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 6.33 The submitted Heritage Statement concludes that 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.
- 6.34 It is concluded in the Heritage Statement that there would be 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.
- 6.35 The Heritage Statement also concludes that the proposed development would cause a limited degree of harm to Brownsfield Mill and the Former Rochdale Canal Warehouse. The level of harm is considered to be 'less than substantial'

- 6.36 The Piccadilly Basin SRF states new development should take maximum advantage of the area's heritage assets, canal side settings and public spaces. The SRF recognises that an area's key character features can combine to create a unique sense of place as part of a positive conservation, regeneration and place-making approach. Overall, the SRF states new development should be sensitive to the setting of the identified heritage assets from either inward or outward looking views and significant adverse impact on the existing historic assets should be avoided.
- 6.37 In terms of local planning policy, the proposals will be required to demonstrate that it will complement and take advantage of the distinct historic and heritage features, in line with Policy EN3. Furthermore, UDP Policy 19.1 specifies the Council will seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity. As demonstrated in the previous section, the proposal will comprise a significant improvement in appearance compared with the site's current state of dilapidation. The proposals have been designed to complement the nearby heritage assets, to improve their setting and therefore will not lead to any negative heritage impacts in terms of the visual character of the area.
- 6.38 The proposals will result in a strong animated street frontage onto Tariff Street and Port Street, transforming the site into a high-quality development which will improve the overall visual appearance of the area and create eye-catching yet sympathetic development. A series of CGIs and illustrative views have been provided within the Design and Access Statement to further highlight the proposed appearance and scale of the development in relation to the surrounding area. Furthermore, it should be noted that, as outlined in Chapter 4 of this SPS, Historic England were consulted with on this scheme and confirmed no objection in principle to the proposals and welcomed the emerging design scheme.
- 6.39 For the reasons set out above, supported by the design work outlined in the Design and Access Statement, it is therefore concluded that the requirement of S66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 can be satisfied if MCC grants planning permission.
- 6.40 In accordance with the National Planning Policy Framework (NPPF), the proposed development will also sustain the significance and setting of the heritage assets identified in this Statement and will make a positive contribution to local character and distinctiveness. In accordance with paragraph 202 of the NPPF, it is considered that public benefits such as provision of housing, redevelopment of a brownfield site, improvements to landscaping and visual appearance and many others as set out in Section 8 of this SPS clearly outweigh the less than substantial harm identified. Overall, it is considered that the proposed development accords with Policies EN3 of the Core Strategy and DC19.1 of the Unitary Development Plan.

Green and Blue Infrastructure

- 6.41 The Manchester Green and Blue Infrastructure Strategy and Action Plan (2015) aims to build on investment to date and create a high quality, well maintained green and blue spaces which are an integral part of neighbourhoods.
- 6.42 The scheme is supported by a landscaping proposal which aligns with the visions and objectives of the Green and Blue Infrastructure Strategy. As detailed in the landscape plans, and landscape sections of the Design and Access Statement, the scheme will drastically increase the provision of green infrastructure on the site, producing a substantial net gain in biodiversity. The landscaping has been designed to positively interact with the green spaces proposed in neighbouring dwellings, thus creating an overall cohesive landscaping design across the wider Piccadilly Basin area. This will result in a network of green infrastructure, in part of Manchester where there is currently a shortage of green space.
- 6.43 The proposals therefore accord with the requirements of the Green and Blue Infrastructure Strategy, as well as Policy EN9 of the Core Strategy which requires new development to maintain and enhance green infrastructure where possible, meaning future occupiers and the surrounding community can benefit from the versatile benefit associated with exposure to green environments.

Summary

- 6.44 In summary, the principle of development is acceptable due to the need for housing identified in local and national planning policies, the site's sustainable location and surrounding development and the reuse of underutilised brownfield land. The scheme will significantly transform the site from a underutilised car-park to a high quality residential development. Furthermore, the scheme aligns with the Council's aspirations for the site, as detailed in the Piccadilly Basin SRF.
- 6.45 The proposal is demonstrated to be a high quality and innovative design which responds positively to the character of the surrounding area. It has also been shown that the development will not impact the majority of the surrounding heritage assets, will have a positive effect on the Stevenson Square Conservation Area and will only cause less than substantial harm to Brownsfield Mill and the Former Rochdale Canal Warehouse, which is outweighed by the public benefits the scheme will bring such as provision of housing, redevelopment of a brownfield site and a positive positive contribution to the green infrastructure in the local area. As such, the scheme is considered to be fully compliant with both local and national planning policies and thus represents a considered and appropriate scheme.

7. Environmental and Technical Considerations

- 7.1 The compliance of the proposals against environmental and technical-based planning policies is considered within the comprehensive suite of individual technical reports undertaken and submitted in support of the planning application. A number of technical matters have been robustly assessed and the acceptability of the proposals in this regard is summarised below.

Noise

- 7.2 An Environmental Noise Study has been prepared by Fisher Acoustics in support of the application proposals.
- 7.3 Noise surveys were conducted to determine the pre-existing environmental noise levels during the day and night at and around the site.
- 7.4 The recommended acoustic performance of the external wall and windows to achieve the recommended internal noise levels within apartment rooms has been determined. In particular, it has been determined that double glazed units that achieve specific acoustic performances would be acoustically suitable for the windows of the proposed apartments. The expected acoustic sound insulation performance of the external wall has also been identified.
- 7.5 Overall environmental noise limits have also been recommended for building services plant serving the development and in relation to noise egress from the proposed commercial units on the ground floor of the development.
- 7.6 Given that the recommended window and external wall insulation performance will be adhered to, as well as the proposed environmental noise limits for the building services plant, noise factors are not considered a constraint to the granting of planning consent for this development. The scheme therefore accords with Policy DM 1 of the Manchester Core Strategy.

Air Quality

- 7.7 An Air Quality Assessment has been prepared by Redmore Environmental in support of the application proposals.
- 7.8 The assessment used dispersion modelling to predict pollution concentrations across the proposed site as a result of emissions from the highway network. Results were subsequently verified using local monitoring data. The results of the dispersion modelling assessment indicated that predicted pollutant

levels were below the relevant criteria across the development. As such, the site is considered suitable for the proposed end use from an air quality perspective and mitigation is not required.

- 7.9 During the operational phase of the development there is the potential for air quality impacts as a result of traffic exhaust emissions associated with vehicles travelling to and from the site. These were assessed using standard screening criteria. As the development does not include any car parking provision, road vehicle exhaust emissions impacts were not predicted to be significant.
- 7.10 Given the conclusions of this report, air quality factors are not considered a constraint to the granting of planning consent for the development. The scheme therefore accords with Policy EN 16 and DM 1 of the Manchester Core Strategy.

Highways and Transport

- 7.11 A Transport Statement has been prepared by Vectos in support of this application. The key findings are summarised below.
- 7.12 There are no known highway features that contribute to the occurrence of accidents that would need to be addressed as part of this application
- 7.13 The site is located in a highly accessible location within Manchester City Centre and is well-placed to facilitate trips by residents, staff and visitors on foot/bicycle and public transport hubs
- 7.14 Given the absence of car parking provision at the proposed development, and the highly sustainable location, the scheme is not forecast to generate any material level of vehicle trips.
- 7.15 The majority of trips are forecast to be undertaken via sustainable travel modes. The servicing trips are minor which is negligible in the context of the vehicle flows on the surrounding streets
- 7.16 A loading bay is proposed on Tariff Street which will be able to accommodate the servicing of large refuse/delivery vehicles to the site.
- 7.17 Two accessible bays are proposed on Tariff Street to ensure ease of access for all users.
- 7.18 A Framework Travel Plan has also been prepared by Vectos in support of this planning application to build upon the site's sustainable travel credentials in order to further enhance the management of travel and provide a clear strategy towards the use of sustainable modes amongst future residents and other site users. The Framework provides the basis for a future full implementation Travel Plan to be developed.

- 7.19 Given the conclusion of the Transport Statement and the preparation of the Framework Travel Plan, highways and transport factors are not considered a constraint to the granting of planning consent for the development. The scheme therefore accords with policies T1 and T2

Ecology

- 7.20 A Preliminary Ecology Appraisal has been prepared by Tyrer Ecological Consultants Ltd in support of this application. The key findings from this appraisal are summarised below.
- 7.21 The Tariff Street Car Park is determined to offer negligible bat roost potential in accordance with Bat Conservation Trust, as such no further surveys are required for bats.
- 7.22 In relation to common birds, Pigeons were observed utilising the building on site. A General License is therefore likely to be necessary to legally control the species.
- 7.23 Regarding biodiversity enhancement, a series of recommendations have been given within the appraisal which provide opportunities for biological enhancement at the development site and the wider area. Enhancement opportunities include recommendations relative to the provision of favourable planting and landscaping, with wildlife boxes which will be considered as the detailed design of the scheme progresses.
- 7.24 As such, the proposal is not expected to result in any adverse ecological or biodiversity impacts in accordance with Policy EN 15 of the Manchester Core Strategy.

Energy and Sustainability

- 7.25 An Environmental Standards Statement has been prepared by Element Sustainability in support of this application.
- 7.26 In regard to sustainability performance, the proposals respond positively to the aims of planning policies of Manchester City Council and will include the following:
- Water consumption of the development will be minimised through the specification of efficient water fixtures. The internal water strategy will exceed the regulatory standard specified to achieve a calculated daily consumption of <110 litres/person/day through the specification of efficient water fixtures;
 - The proposed scheme location promotes access to sustainable transport options. Provision of cycle storage and access to regular busses will contribute towards creating a highly connected and sustainable development;

- The site is located within Flood Zone 1;
- Surface water runoff will be minimised;
- Waste arising during construction and occupation/operation will be minimised through the implementation of a Waste Management Plan. The WMP will be used to ensure that there is adequate management and storage of construction from excavation takes place in line with the Council's policies. Opportunities for the possible recycling of construction from excavation works will also be considered in line with best practice;
- Materials with a low environmental impact, which are responsibly and locally sourced will be prioritised in accordance with policy EN4 of the Core Strategy. Furthermore, material selection will be carefully considered to avoid the use of toxic materials and materials with VOCs; and,
- The pre-developed site is of negligible ecological value and the appraisal conforms that limited habitat mitigation is considered to be necessary. However, the developer will enhance the sites biodiversity.

- 7.27 In regard to energy, the proposed strategy is in full compliance with MCC's Core Strategy, its saved policies and SPDs, whilst also responding positively to the Council's declaration of a Climate Emergency.
- 7.28 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
- 7.29 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
- 7.30 The development will benefit from an all-electric energy strategy that is 100% efficient at the point of consumption
- 7.31 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.
- 7.32 The proposals reviewed within this statement for the Tariff Street (1NQ) residential scheme will therefore deliver a highly energy efficient and sustainable development, that accords with the guidance provided within the Manchester City Council's adopted planning policies.

- 7.33 As such, the proposal is considered to accord with policies EN4 and EN6 of the Manchester Core Strategy.

Ground Conditions

- 7.34 A Phase I Desk Study Report has been prepared by Fairhurst in support of this application.
- 7.35 The report proposed a number of appropriate mitigations to prevent possible contamination impacts on construction or end-users. It concluded that the site is not expected to be subject to statutory liability or registered as Contaminated Land under Part 2A of the Environmental Protection Act 1990. Assuming all mitigation and precautionary measures suggested within the report are utilised, land contamination should not be considered a constraint to the granting of planning consent.
- 7.36 As such, the proposal accords with policy Policy EN 18 of the Core Strategy.

Flood Risk and Drainage

- 7.37 A Flood Risk Assessment and Drainage Strategy Report has been prepared by Fairhurst in support of this application.
- 7.38 The report concludes that the site is located within Flood Zone 1, however being adjacent to an area of surface water flooding, and the proposal including apartments at basement level several mitigations have been suggested. The report also includes a strategy for surface water and foul water drainage, which demonstrates both can be suitably addressed within the scheme.
- 7.39 Given the above it is therefore considered that the development accords with Policy EN 14 of the Core Strategy.

Daylight/ Sunlight

- 7.40 A Daylight/ Sunlight Assessment has been prepared by GIA in support of this application. The assessment reviewed the daylight sunlight effects of the development on four nearby residential buildings, the approved Affinity Living scheme, Wentworth Apartments, Avro Apartments and Jacksons Warehouse.
- 7.41 The assessment uses the SRF massing in the baseline scenario, as though it was constructed, rather than the existing cleared site. This sets the levels of daylight and sunlight that would have been received had the SRF massing been constructed in the baseline scenario and allows for a comparison between

this and the Proposed Development, thus setting an alternative benchmark in line with the BRE guidance.

- 7.42 Using the SRF massing as baseline, it is demonstrated that in terms of daylight and sunlight levels within the Affinity Living scheme, 91% of the windows, and 94% of the rooms, would have the same or an unperceivably different level of daylight with either the SRF massing or the Proposed Development in place. 83 of these windows will receive more light with the Proposed Development in place than they would do if the SRF massing had been built out.
- 7.43 With regards to the Wentworth Apartments, the assessment has shown all of the rooms will comply with the BRE targets for NSL daylight, and APSH sunlight. Additionally, when comparing the impact of the proposed development against the SRF's massing as baseline, it is shown that 100% of windows will meet the VSC daylight targets.
- 7.44 The assessment has found that for Avro Apartments, 90% of the windows and 96% of the rooms will have the same, better or an unperceivably different, level of daylight with either the SRF massing or the Proposed Development in place. All of the rooms will receive the same, better or an unperceivably different, level of sunlight.
- 7.45 Finally, the report assessed daylight/ sunlight impacts on Jacksons Warehouse. It was found that all of the living rooms in Jacksons Warehouse overlooking the proposed development will meet the APSH sunlight targets. 96% of the windows, and 91% of the rooms, would have the same or an unperceivably different level of daylight with either the SRF massing or the Proposed Development in place.
- 7.46 72% of the windows will receive more light with the Proposed Development in place than they would if the SRF massing had been built out. This demonstrates that in the context of scale, massing and height appropriate for a city centre, the Proposed Development has been carefully designed to maximise residential amenity in the existing surrounding receptors.
- 7.47 The assessment demonstrates that in the context of scale, massing and height appropriate for a city centre, as set out in the SRF, the Proposed Development has been carefully designed to maximise residential amenity in the existing surrounding receptors.
- 7.48 Overall, GIA concluded that the surrounding properties would continue to exhibit appropriate levels of daylight and sunlight with the proposed development in place and as such, the overall impact of the scheme on the surrounding residential properties is considered to be wholly acceptable.

Crime Impact Assessment

- 7.49 A Crime Impact Statement (CIS) has been prepared by GMP to support this application. A summary of the key findings is set out below.
- 7.50 The CIS confirms that the proposed development is acceptable in principle subject to recommendations for further consideration including the landscaped areas being carefully designed so that areas of concealment or hard landscaping that could generate antisocial behaviour are avoided; the public realm should be illuminated to a high standard and access control and physical security of the buildings should be carefully considered.
- 7.51 In view of the above, the proposals are considered to be consistent with policies SP1 and DM1 of the Core Strategy.

Archaeology

- 7.52 An Archaeological Desk-Based Assessment has been prepared by the University of Salford in support of this application.
- 7.53 The report concludes that there is high potential for the site to contain buried archaeological remains associated with the Rochdale Canal and wharves, which would be considered of local significance. Any ground-breaking works associated with the proposed development have the potential to remove any buried archaeological remains. The exact scope and extent of any further investigation of the proposed development area will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council, however, it may be anticipated that archaeological investigation via a programme of archaeological evaluation trenching and a watching brief, may be required to establish the presence or absence of buried archaeological remains and, if present, their extent and significance.
- 7.54 Should significant archaeological remains be encountered during the archaeological evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the National Planning Policy Framework. The scope and extent of any such further investigation will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council.
- 7.55 The development will be carried out in accordance with any recommendations of the GMAAS and as such is considered acceptable in terms of archaeological impact, therefore according with Policy EN1 of the Manchester Core Strategy.

Wind

- 7.56 A Wind Microclimate Assessment Report has been prepared by GIA in support of this application. The report found no wind safety risks associated with the proposed development when tested with the existing surrounds.
- 7.57 All wind comfort conditions are expected to be suitable, including thoroughfares, on and offsite building entrances, existing and proposed ground floor amenity spaces and roof terraces.
- 7.58 The assessment found there are two regions of potential S15 (distress) exceedance within the site of the consented neighbouring Port Street development (132489/FO/2021), which are located within the proposed public realm to the south west of the Port Street site. In the absence of mitigation these would pose a risk to frail users of this space. It should be noted however that this assessment has been performed in the absence of the proposed landscaping scheme for the consented adjacent development (ref: 132489/FO/2021) which includes dense tree planting in this region that is expected to provide adequate mitigation to resolve this issue and ensure full compliance.
- 7.59 As such, the proposal therefore accords with Policy DM 1 of the Core Strategy.

Signal Impact

- 7.60 A Broadband Connectivity Assessment and a Television and Radio Impact Assessment have been prepared by GTech in support of this application.
- 7.61 With regard to Broadband Connectivity, a desk-based assessment has been undertaken to determine the current availability of broadband services near to and adjacent to the proposed 1NQ development. The findings of this broadband connectivity assessment indicate that existing broadband infrastructure and good connectivity is already available, with existing fibre installed along streets adjacent to the Site and into the Site itself. Good download speeds are likely to be experienced. It is suggested that the developer engages with BT Openreach to facilitate a connection to their fibre network.
- 7.62 With regard to Television and Radio a baseline (pre-construction) signal survey and reception impact assessment was undertaken to determine the potential effects on the local reception of television and radio broadcast services from the proposed development. This survey concludes overall 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.
- 7.63 The proposal therefore accords with Policy DM 1 of the Manchester Core Strategy.

Fire Statement

- 7.64 A Fire Engineering Review has been produced by Jensen Hughes in support of this planning application.
- 7.65 The report summarises the key fire strategy considerations for the proposed residential blocks in accordance with relevant fire safety guidance documents. The report provides recommendations in terms of active fire safety systems, apartment layouts, means of escape, retail units, construction, elevations, and firefighting access. The report and its findings have been reviewed by the design team to aid the design of the development. The scheme is therefore considered wholly acceptable in terms of fire safety considerations.

Summary

- 7.66 In summary, a suite of technical assessments has been undertaken in support of the planning application, which demonstrate that, subject to appropriate mitigation, the application proposals are acceptable in terms of environmental considerations.

8. Scheme Benefits

- 8.1 Section 38(6) of the Planning and Compulsory Planning Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise. As demonstrated in this Statement the application proposals accord with the majority of relevant policies of the Development Plan when read as a whole and should therefore be approved without delay in accordance with the NPPF.
- 8.2 Notwithstanding the above, if the Council identifies conflict with any policies of the Development Plan or any impacts on the setting of heritage assets, any potential harm is clearly outweighed by the substantial economic, social and environmental benefits, as set out below:

Economic Benefits

- Redevelopment of brownfield site to provide new housing to meet an identified need and contribute to delivering MCC's vision for the Piccadilly Basin SRF;
- Generation of both temporary and full-time equivalent construction jobs, including higher skilled professions and lower skilled jobs;
- Support for a number of other off-site employment opportunities in the local building trade;
- Provide investment into the local area through the construction process;
- Provide a catalyst for further investment and development within the local area;
- A significant investment by the developer into the local area;
- Generate increased spending in the local area through the 267 new dwellings, which will subsequently support job creation and support local businesses; and,
- Demolition and redevelopment of a dilapidated site which will contribute to raising the value of the area.

Social Benefits

- Deliver a well-designed residential scheme to provide much needed housing which will meet a demonstrated need;
- Bring back into use a key vacant site, increasing the quality of new buildings in the area and providing landscaping and trees;

- Being designed to promote opportunities for interaction between neighbours to contribute towards the Piccadilly Basin community;
- Considers community safety in the design, layout, and management of the development;
- Eliminating anti-social behaviour at a currently vacant site, which is currently vulnerable to anti-social behaviour;
- Deliver a sustainable redevelopment which is well located next to shops, local services, jobs, transport links, and
- Attract new residents to the area which will broaden the skills base to local employers and potentially benefit local businesses.

Environmental Benefits

- Deliver the regeneration of a prominent site, which is well located within the Piccadilly Basin neighbourhood and significantly increase the appearance and streetscape;
- Deliver a scheme which ensures efficient use of land by maximising its development whilst taking into account key site opportunities;
- Provision of high-quality landscaping scheme in an area which currently contains no green space;
- Delivering homes in a sustainable location within proximity to services and facilities as well as existing public transport infrastructure, which will reduce the need to travel by car. The scheme also incorporates cycle storage for all proposed dwellings encouraging active transport;
- Meeting Climate Change objectives by delivering the aspirations of a more sustainable building design and construction including exceeding MCC's targets; and,
- Inclusion of substantial biodiversity measures.

Summary

8.3 In summary, the proposed development represents a sustainable form of development on a brownfield site which will deliver a high quality, visually attractive development. The scheme proposals fully accord with the Development Plan and associated supporting planning guidance and the substantial economic, social and environmental benefits of the scheme have been clearly set out above.

9. Planning Obligations

- 9.1 Under Section 106 of the Town and Country Planning Act 1990, as amended, Local Planning Authorities have the power to enter into planning obligations with any person interested in land in their area for the purpose of regulating or restricting the development or use of land.
- 9.2 In accordance with Regulation 122 of the Community Infrastructure Levy ('CIL') Regulations, and paragraph 204 of the NPPF, a planning obligation should only be sought where they meet all of the following tests:
- a) Necessary to make the proposed development acceptable in planning terms;
 - b) Directly related to the proposed development; and
 - c) Fairly and reasonably related in scale and kind to the proposed development.
- 9.3 Paragraph 203 of the NPPF supports that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.
- 9.4 The Applicant anticipates entering into a legal agreement with MCC to secure the reasonable and necessary planning obligations associated with the proposed development in accordance with regulation 122 of the CIL Regulations, which may include securing a reassessment of financial viability during the construction period if it is determined that a policy compliant level of affordable housing cannot be secured at the application stage.
- 9.5 In addition to the above, in order to ensure the funding and deliverability of the proposed development the Applicant will need to ensure that any planning obligations and conditions attached to a planning permission are drafted in a way that they relate individually (and can be discharged separately) for each of the proposed Blocks 1 and 2 of the development, and allow each block to be delivered and funded independently.
- 9.6 The Section 106 and planning conditions associated with this planning application will be drafted and discussed further with MCC officers in due course.

10. Summary and Conclusions

- 10.1 This Supporting Planning Statement ('SPS') has been prepared by Avison Young on behalf of Axis Real Estate and Marco Living Ltd ('the Applicants'), in support of an application for full planning permission for the following development at Tariff Street, Manchester:

"Full planning permission for the demolition of an existing building on site and the erection of two residential apartment buildings (Use Class C3) including a part 9, part 10 (with set back amenity level) and a separate stand-alone 12 storey building (comprising of 267 dwellings in total), with ground floor commercial units (Use Class E), associated resident's amenity space, cycle parking, landscaping, access, street loading and other associated works"

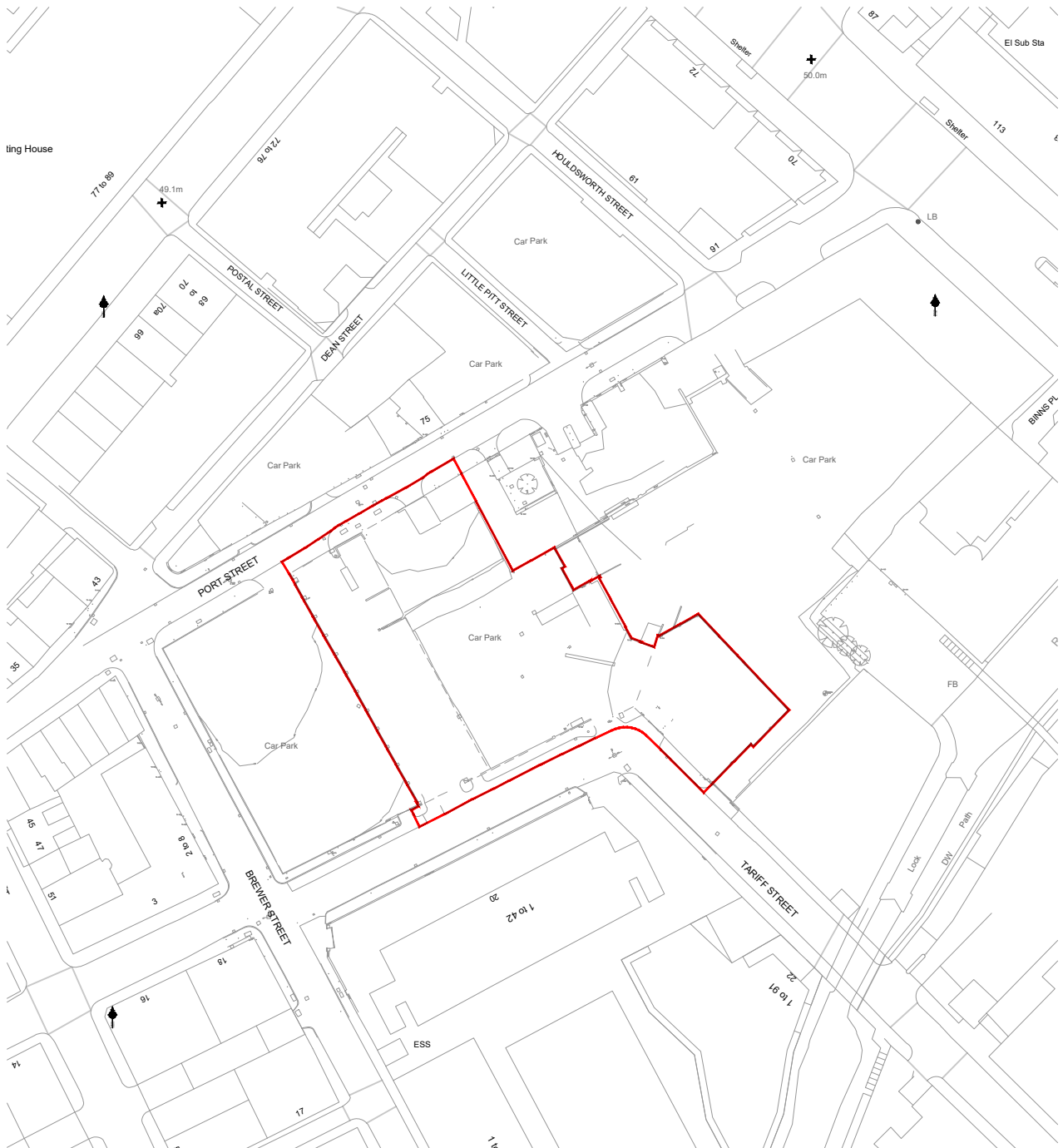
- 10.2 The site currently comprises an underutilised surface level car park, with a small derelict building in the north eastern corner. The Applicants propose to transform this highly sustainable site back into economic use through the provision of a high-quality residential development which meets planning policy targets, including the aspirations for the site envisaged in the Piccadilly Basin SRF, and will be integrated into the local community.
- 10.3 The proposed development comprises the demolition of the existing building on site, and the erection of two residential apartment buildings which will comprise a total of 267 high-quality homes, which accord with the recommended housing mix and quality guidance and set out by Manchester City Council. The apartments 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.
- 10.4 The proposals have been designed with due regard given to the results of pre-application consultation and technical assessments undertaken by the Applicants' project team. The proposed development represents a comprehensive scheme undertaken in line with best practice guidance and will provide high-quality residential dwellings together with new and improved landscaping, providing a positive redevelopment of the site in keeping with the Council's aspirations for the local area.
- 10.5 As evidenced within the Planning Appraisal section of the Planning Statement, the proposal is considered to accord with all requirements of local and national planning policy. The principle of development is demonstrated through its sustainable location, reuse of underutilised, previously developed land and the demonstrated need for residential development. In addition, the proposal will accord with the Council's aspirations for the site, as described within the Piccadilly Basin SRF which earmarks it for high density, high quality residential development. The proposal is designed to be a best in class residential development with an innovative design which will respond positively to the character

of the surrounding area. It has been evidenced that the proposal will not negatively impact the amenity of surrounding or future occupiers, nor will it impact upon local heritage assets and overall the scheme will deliver significant economic, social and environmental benefits which would outweigh any harm.

- 10.6 To summarise, the proposed development represents a 'Plan led', high quality, sustainable form of development which will realise the potential of this site through the delivery of a new residential development. The scheme proposals accord with the Development Plan and are in line with national planning policy. It is therefore respectfully requested that planning permission is granted.

Appendix I

Location Plan



 Application Boundary



P04	PLANNING	KM	CJG	28.11.22
rev	description	drawn	auth	date

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CLIENT AXIS-RE / MARCO LIVING			
PROJECT 1NQ MANCHESTER			
DOCUMENT NAME 8198-LRW-ZZ-00-DR-A-00-010			
DESCRIPTION SITE EDGED RED APPLICATION BOUNDARY			
REVISION P04		SCALE 1:1250@ A4	
LRW PROJECT No. 8198	DATE CREATED 01.11.22	CREATED BY KM	AUTHORISED BY CJG
PURPOSE OF ISSUE PLANNING ☒ BUILDING REGS ☐ TENDER ☐ PRELIM COMMENT ☐ APPROVAL ☐ CONSTRUCTION ☐			

Appendix II

Submission Schedule

Document	Reference/ Date	Author
Forms		
Application Form	PP-11706127	Avison Young
Application Fee	November 2022	
Covering Letter	November 2022	Avison Young
Plans		
Location Plan	8198-LRW-ZZ-00-DR-A-00-010_P04	Leach Rhodes Walker
Demolition Plan	8198-LRW-ZZ-00-DR-A-00-012_P02	Leach Rhodes Walker
Proposed Site Plan	8198-LRW-ZZ-00-DR-A-00-011_P03	Leach Rhodes Walker
Proposed Site Plan (Colour)	8198-LRW-ZZ-ZZ-DR-A-00-121_P04	Leach Rhodes Walker
Proposed Lower Ground / Basement Floor	8198-LRW-ZZ-B1-DR-A-00-100_P09	Leach Rhodes Walker
Proposed Ground Floor	8198-LRW-ZZ-00-DR-A-00-101_P09	Leach Rhodes Walker
Proposed First Floor	8198-LRW-ZZ-01-DR-A-00-102_P09	Leach Rhodes Walker
Proposed Second to Third Floor	8198-LRW-ZZ-ZZ-DR-A-00-103_P09	Leach Rhodes Walker
Proposed Fourth Floor	8198-LRW-ZZ-04-DR-A-00-104_P09	Leach Rhodes Walker
Proposed Fifth to Eighth Floor	8198-LRW-ZZ-ZZ-DR-A-00-105_P09	Leach Rhodes Walker
Proposed Ninth Floor	8198-LRW-ZZ-09-DR-A-00-106_P09	Leach Rhodes Walker
Proposed Tenth Floor	8198-LRW-ZZ-10-DR-A-00-107_P09	Leach Rhodes Walker
Proposed Eleventh Floor	8198-LRW-ZZ-11-DR-A-00-108_P08	Leach Rhodes Walker
Proposed Twelfth Floor	8198-LRW-ZZ-12-DR-A-00-127_P05	Leach Rhodes Walker
Proposed Roof Plan	8198-LRW-ZZ-12-DR-A-00-109_P09	Leach Rhodes Walker
Proposed Lower Ground / Basement Floor (Colour)	8198-LRW-ZZ-B1-DR-A-00-111_P04	Leach Rhodes Walker
Proposed Ground Floor (Colour)	8198-LRW-ZZ-00-DR-A-00-112_P04	Leach Rhodes Walker
Proposed First Floor (Colour)	8198-LRW-ZZ-01-DR-A-00-113_P04	Leach Rhodes Walker

Proposed Second to Third Floor (Colour)	8198-LRW-ZZ-ZZ-DR-A-00-114_P04	Leach Rhodes Walker
Proposed Fourth Floor (Colour)	8198-LRW-ZZ-04-DR-A-00-115	Leach Rhodes Walker
Proposed Fifth to Eighth Floor (Colour)	8198-LRW-ZZ-ZZ-DR-A-00-116	Leach Rhodes Walker
Proposed Ninth Floor (Colour)	8198-LRW-ZZ-09-DR-A-00-117_P04	Leach Rhodes Walker
Proposed Tenth Floor (Colour)	8198-LRW-ZZ-10-DR-A-00-118_P04	Leach Rhodes Walker
Proposed Eleventh Floor (Colour)	8198-LRW-ZZ-11-DR-A-00-119_P04	Leach Rhodes Walker
Proposed Twelfth Floor (Colour)	8198-LRW-ZZ-12-DR-A-00-128_P03	Leach Rhodes Walker
Proposed Roof Plan (Colour)	8198-LRW-ZZ-12-DR-A-00-120_P04	Leach Rhodes Walker
Block 1 Elevation A	8198-LRW-ZZ-ZZ-DR-A-00-220_P01	Leach Rhodes Walker
Block 1 Elevation B	8198-LRW-ZZ-ZZ-DR-A-00-221_P01	Leach Rhodes Walker
Block 1 Elevation C	8198-LRW-ZZ-ZZ-DR-A-00-222_P01	Leach Rhodes Walker
Block 1 Elevation D	8198-LRW-ZZ-ZZ-DR-A-00-223_P01	Leach Rhodes Walker
Block 1 Elevation E	8198-LRW-ZZ-ZZ-DR-A-00-224_P01	Leach Rhodes Walker
Block 1 Elevation F	8198-LRW-ZZ-ZZ-DR-A-00-225_P01	Leach Rhodes Walker
Block 1 Elevation G	8198-LRW-ZZ-ZZ-DR-A-00-226_P01	Leach Rhodes Walker
Block 2 Elevation A&B	8198-LRW-ZZ-ZZ-DR-A-00-227_P01	Leach Rhodes Walker
Block 2 Elevation C&D	8198-LRW-ZZ-ZZ-DR-A-00-228_P01	Leach Rhodes Walker
Block 1 Elevation A (Colour)	8198-LRW-ZZ-ZZ-DR-A-00-229_P01	Leach Rhodes Walker
Block 1 Elevation B (Colour)	8198-LRW-ZZ-ZZ-DR-A-00-230_P01	Leach Rhodes Walker
Block 1 Elevation C (Colour)	8198-LRW-ZZ-ZZ-DR-A-00-231_P01	Leach Rhodes Walker
Block 1 Elevation D (Colour)	8198-LRW-ZZ-ZZ-DR-A-00-232_P01	Leach Rhodes Walker
Block 1 Elevation E (Colour)	8198-LRW-ZZ-ZZ-DR-A-00-233_P01	Leach Rhodes Walker
Block 1 Elevation F (Colour)	8198-LRW-ZZ-ZZ-DR-A-00-234_P01	Leach Rhodes Walker
Block 1 Elevation G (Colour)	8198-LRW-ZZ-ZZ-DR-A-00-235_P01	Leach Rhodes Walker

Block 2 Elevation A&B (Colour)	8198-LRW-ZZ-ZZ-DR-A-00-236_P01	Leach Rhodes Walker
Block 2 Elevation C&D (Colour)	8198-LRW-ZZ-ZZ-DR-A-00-237_P01	Leach Rhodes Walker
Proposed Bay Elevation (colour)	8198-LRW-ZZ-ZZ-DR-A-00-218_P01_1NQ BAY ELEVATION	Leach Rhodes Walker
Typical External Detail (colour)	8198-LRW-ZZ-ZZ-DR-A-00-219_P01	Leach Rhodes Walker
Illustrative CGI – Sheet 1	8198-LRW-ZZ-ZZ-VS-A-00-008_P03	Leach Rhodes Walker
Illustrative CGI - Sheet 2	8198-LRW-ZZ-ZZ-VS-A-00-009_P03	Leach Rhodes Walker
Landscape Layout	101B	TPM Landscape
Reports		
Supporting Planning Statement (including Statement of Community Involvement and Green and Blue Infrastructure Statement)	November 2022	Avison Young
Local Labour Agreement	November 2022	Avison Young
Design and Access Statement (including Landscape Proposals, and Waste Management Strategy)	November 2022	Leach Rhodes Walker
Context View Analysis	November 2022	Leach Rhodes Walker
Landscape Proposals	November 2022	TPM Landscape
Noise Impacts Assessment	November 2022	Fisher Acoustic
Air Quality Assessment	November 2022	Redmore Environmental
Transport Statement	November 2022	Vectos
Travel Plan	November 2022	Vectos
Preliminary Ecological Appraisal	November 2022	Tyrer Ecological
Environmental Standards (Energy) Statement	November 2022	Element Sustainability
Phase 1 Desktop Study (Ground Investigation)	November 2022	Fairhusrt LLP
Flood Risk Assessment, Sustainable Drainage Strategy and Foul Sewage Assessment	November 2022	Fairhurst LLP
Daylight/ Sunlight Assessment	November 2022	GIA
Heritage Statement	November 2022	Turley

Financial Viability Assessment	November 2022	Roger Hannah
Fire Statement	November 2022	Jenson Hughes
Crime Impact Assessment	November 2022	Greater Manchester Police
Broadband Connectivity Assessment	November 2022	G-Tech
Television and Radio Reception Impact Assessment	November 2022	G-Tech
Archaeological Survey	October 2022	Salford Archaeology
Wind Study	November 2022	GIA

Appendix III

Letter

Councillor Consultation



Norfolk House
7 Norfolk Street
Manchester
M2 1DW

T: +44 (0)161 228 1001

avisonyoung.co.uk

Our Ref: 04C101210



12th October 2022

By Email:

Dear Cllr

PUBLIC CONSULTATION ON 1NQ, TARIFF STREET - PROPOSED RESIDENTIAL DEVELOPMENT

On behalf of our clients, Marco Living Limited and Axis-Re Limited, I am writing to inform you of an upcoming public consultation event we are hosting to present our plans for new residential development on Tariff Street, Manchester.

The site is located in between Tariff Street and Port Street, within the Piccadilly Basin neighbourhood. The site is in close proximity to Manchester Piccadilly station, and is adjacent to the Northern Quarter and Ancoats and New Islington. The site is currently used as a surface car park.

Marco Living Limited and Axis-Re Limited are committed to delivering a high-quality, sensitively designed development at Tariff Street. They are proposing to redevelop the existing site to include two new apartment blocks of up to GF + 9 storeys and GF + 11 storeys in height in line with the principles of the Piccadilly Basin SRF. The scheme also proposes improved public realm and landscaping within the site, as well as new pedestrian routes between Tariff Street and Port Street, and Tariff Street and Great Ancoats Street.

The design of the buildings has been developed to respond to the design context of the local area and will deliver a high-quality piece of architecture which will marry well with the existing townscape.

A holistic masterplan for the site has been developed and it is envisaged that a planning application will be submitted to Manchester City Council in Q4 2022, with the intention of starting on site in Autumn 2023.

We will be hosting a public consultation event on **Wednesday 19th October between 4pm and 7pm** at **La Collina Coffee Bar, Tariff Street, M1 2FN** to give members of the community and stakeholders the opportunity to share their views on the development. We welcome you to attend our stakeholder preview event from 3.30pm before the event is open to the general public. I have enclosed a copy of the leaflet that will be distributed to properties within the vicinity of the site on Wednesday 12th October.



As part of our consultation process, we would welcome the opportunity to discuss the proposals with you on a one to one basis, if appropriate. We would be very happy to arrange a convenient time to speak to you and your colleagues in person or via video call during the consultation period to talk you through the emerging scheme and answer any initial queries you may have.

Please feel free to contact me on the number below should you have any questions.

Yours sincerely

Vanessa Rowell

Vanessa Rowell

Associate

+44 07771635107

Vanessa.Rowell@avisonyoung.com

For and on behalf of Avison Young (UK) Limited

Appendix IV
and Boundary

Consultation Leaflet

Public Consultation Event for New Residential Development

1NQ, Tariff Street, Manchester

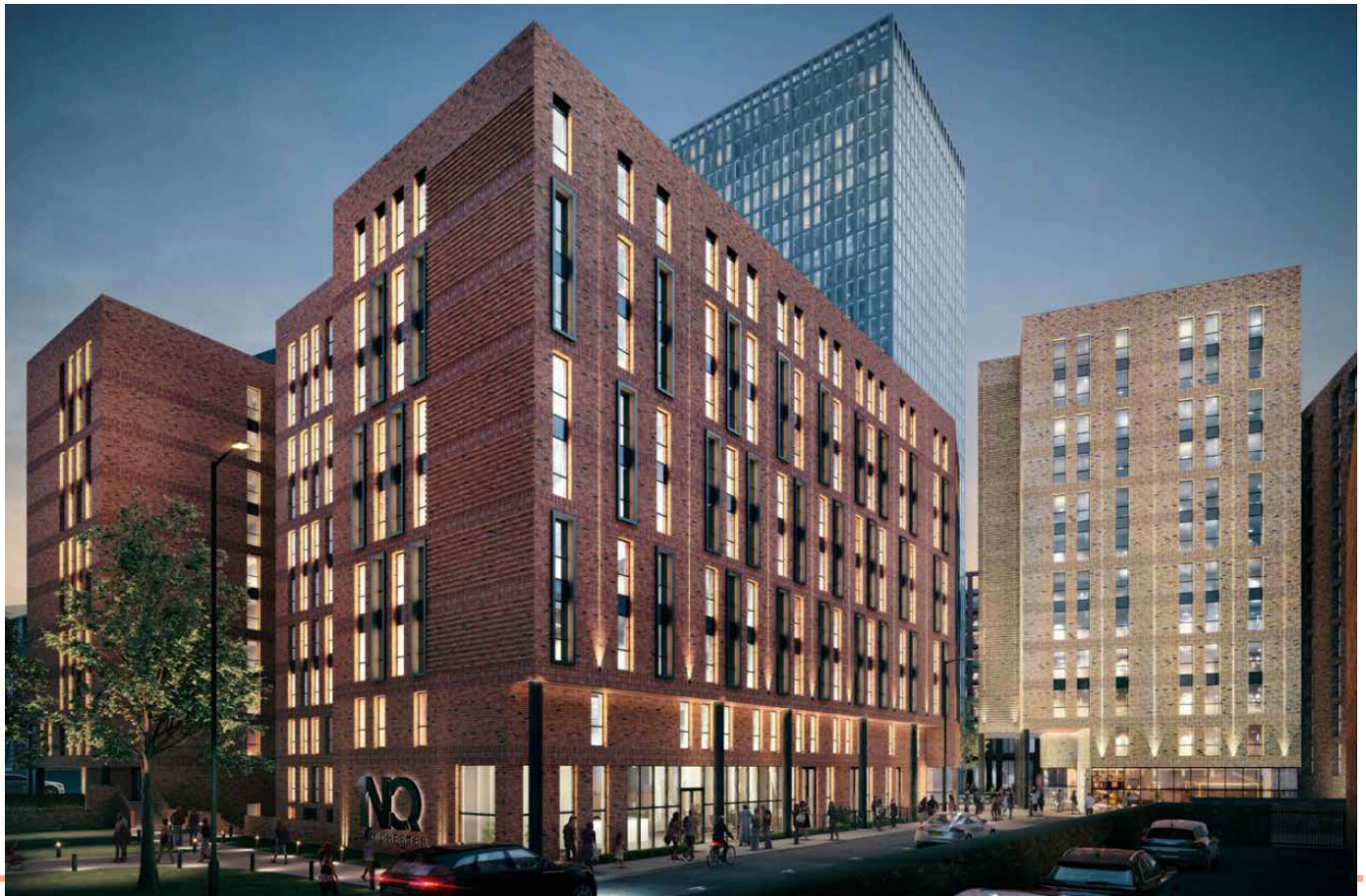
Marco Living Limited and Axis-Re Limited would like to invite you to a public consultation event where you can have your say on the proposals for new high quality, residential development on Tariff Street.

On: Wednesday 19th October 4-7pm

At: La Collina Coffee Bar, Tariff Street, Manchester M1 2FN



The Site



Online: if you would prefer to comment via our website then you can review the proposals online at: <https://www.avisonyoung.co.uk/planning-consultations/tariff-street>

Email: or email us directly at: planningconsultations.uk@avisonyoung.com

Please provide your comments to us before our consultation ends on **26th October 2022**

PUBLIC CONSULTATION EVENT — La Collina Coffee Bar, Tariff Street, Manchester

Proposed Site Plan



The Vision

The site is located between Tariff Street and Port Street and is in close proximity to Manchester Piccadilly Station. It is adjacent to the Northern Quarter and Ancoats and New Islington.

Marco Living and Axis-Re are proposing to redevelop the site through the construction of two apartment buildings, equalling 267 dwellings in total.

The scheme also proposes improved landscaping, and pedestrian connectivity between Tariff Street and Port Street and Tariff Street and Great Ancoats Street.

The design of the buildings has been developed to appreciate the design context and character by creating a landmark which responds to the surrounding context.

Summary of the Proposals

- Holistic and deliverable masterplan
- Regeneration of the Piccadilly Basin Neighbourhood
- Development of two new apartment blocks of 11 and 12 storeys in height
- Provision of 267 new homes across two high quality design buildings
- Improved landscaping and public realm of Tariff Street and Port Street and improved pedestrian routes

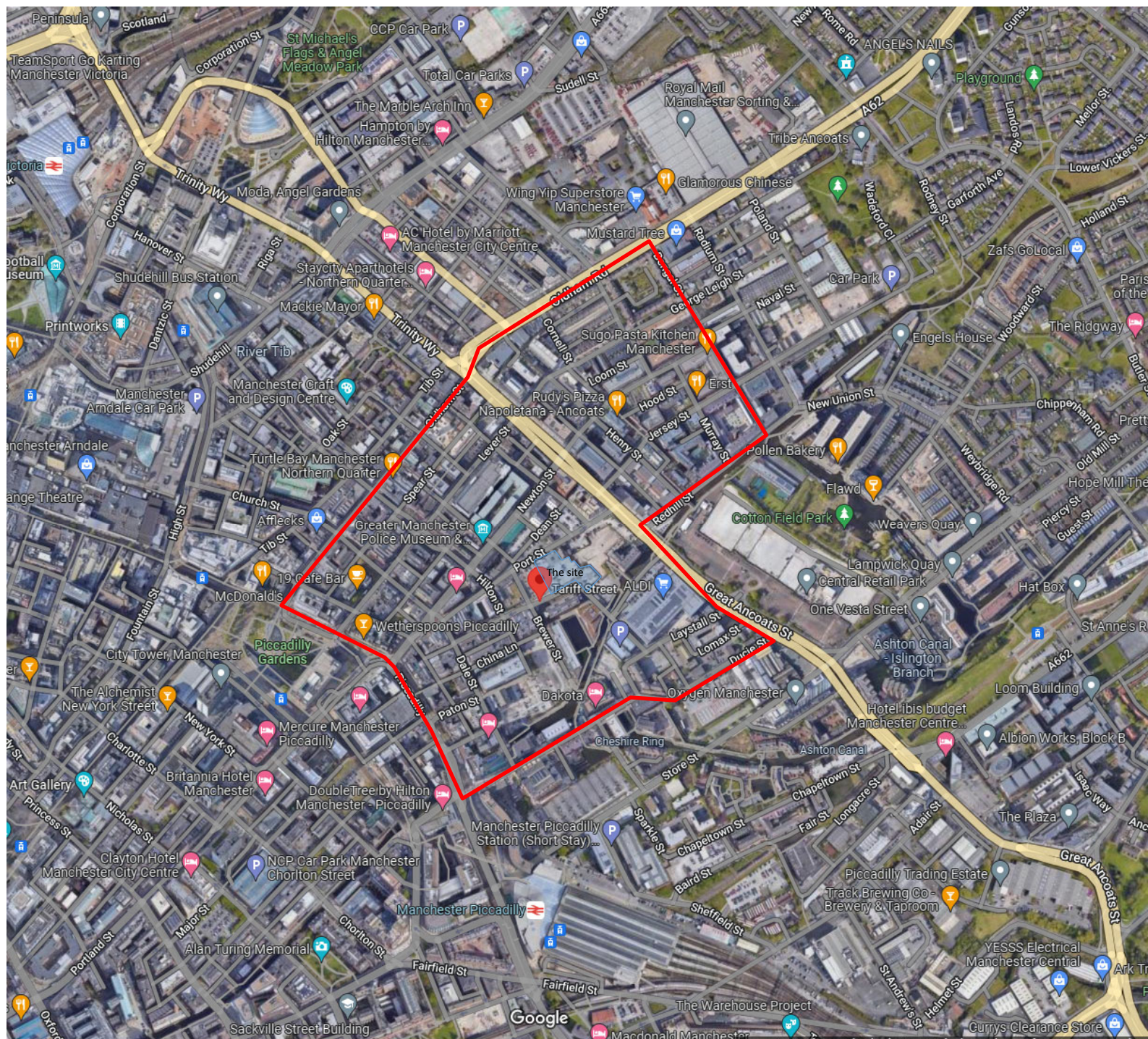
Our Timescales

Planning application submission – Nov 2022

Planning application determination – Spring 2023

Start on site – Autumn 2023

First occupation – Autumn 2024



Contact details

Enquiries

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Visit us online

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