Deloitte.



Great Northern

Planning and Tall Building Statement

November 2022

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1. Introduction

The Application

1.1. This Planning Statement (the 'Statement') accompanies applications for Full Planning Permission and Listed Building Consent on behalf of GNW Developments Ltd (the 'Applicant') for the proposed refurbishment, restoration and re-use of the Great Northern Warehouse; the refurbishment, restoration and extension of Deansgate Terrace and former Goods Yard Entrance; the reconfiguration of the Great Northern Square; and, the partial demolition and reconfiguration of the existing Leisure Box car park to facilitate the erection of 3 residential buildings comprising 746 new homes and new commercial floorspace.

Descriptions of Development

1.2. The description of development as stated within the application form for Full Planning Permission is as follows:

"Phased redevelopment of the Great Northern Warehouse (GNW), Deansgate Terrace and Leisure Box, including areas of public realm, comprising:

- demolition of the central atrium, GNW car park ramps, and other modern elements, alongside removal of 519 car parking spaces from the GNW, retention of casino (Sui Generis), bowling alley and existing food and drink unit (Use Class E) alongside the refurbishment, restoration, and re-use of the Grade II* Listed Great Northern Warehouse to provide office, retail and / or food and drink use (Use Class E) and ancillary areas;
- the refurbishment, restoration, partial demolition and 3-storey extension of the Grade II Listed Deansgate Terrace (northern section) and Goods Yard Entrance to form office, retail and / or food and drink use (Use Class E) and drinking establishments / hot food takeaway (Sui Generis), with associated public realm works comprising the reconfiguration of Great Northern Square and the introduction of additional public realm with associated hard and soft landscaping, together with highways works, access and servicing facilities, rooftop plant and other associated works;
- partial demolition of the existing leisure box prior to conversion; reconfiguration and extension of existing car parking to provide 929 parking spaces and associated plant, followed by construction of three residential buildings to provide 746 no. apartments (Use Class C3) above the retained car park comprising ground floor plus 16, 27 and 34 storeys respectively including *753 cycle parking spaces*, with office, retail and / or food and drink use (Use Class E), or Sui Generis (drinking establishments / hot food takeaway) at ground floor and level 3, hard and soft landscaping, together with highways works, access and servicing facilities, rooftop plant and other associated works; and,
- external alterations and restoration of Deansgate Terrace (southern section) to provide office, retail or food and drink use (Use Class E) or Sui Generis (drinking establishments / hot food takeaway / live music venue), along with delivery of associated public realm, highways works, plant, and associated works."

Listed Building Consents

1.3. There are three separate Listed Buildings within the Application Boundary, which are:

- Great Northern Warehouse (Grade II*; List ID 1268529);
- 223-233 Deansgate Former Entrance to Deansgate Goods Station (Grade II; List ID 1282974); and
- 235-291 Deansgate Terrace (Grade II; List ID 1210103).

1.4. The description of development as applied for by the Listed Building Consent for the Great Northern Warehouse is as follows:

"Great Northern Warehouse: "Internal and external alterations to the Great Northern Warehouse as part of its restoration, refurbishment and re-use to include office, retail, restaurants / food and drink, alongside retention of the existing bowling alley, ground floor restaurant and casino following removal of non-original building elements."

1.5. The description of development as applied for by the Listed Building Consent for 223-233 Deansgate is as follows:

1.6. *"223-233 Deansgate: "Removal of non-original buildings and structures attached to the former Goods Yard Entrance (223-233 Deansgate Terrace) to facilitate the construction of a new 3 storey extension for office, food and drink, retail and / or Sui Generis (drinking establishments / hot food takeaway) uses."*

1.7. The description of development as applied for by the Listing Building Consent for 235-291 Deansgate is as follows:

"235-293 Deansgate: "Internal alterations, restoration and construction of a new integrated part 2, part 3 storey extension to the rear 235-291 Deansgate Terrace to facilitate office, retail or food and drink use (Use Class E) or Sui Generis (drinking establishments / hot food takeaway / live music venue) uses, and associated works."

The Site and Context

1.8. The Site is rectangular in shape and extends 2.97 hectares (ha) and is bound by Watson Street to the east, Peter Street (A34) to the north, Deansgate to the west and Great Bridgewater Street to the south ("The Site").

1.9. A key focus of the proposals is to pursue a conservation-led strategy such that that the Site can fulfil its potential as a cultural, business and residential destination whilst being respectful to its historical significance.

1.10. In looking at the opportunities for the Site, a considerable amount of consultation has taken place since 2016 with surrounding neighbourhoods, including commercial and residential occupiers, to help inform design development of the scheme and address local needs. This is referenced in the Statement of Community Involvement prepared by Forever Consulting and submitted with this Application.

1.11. Extensive work has been undertaken to understand how the proposals can complement and fit with Manchester's wider strategic priorities and be best positioned to support and capitalise on the opportunities currently presented by the Site to drive economic, social and environmental benefits for Manchester and its residents. This is being driven by population growth, expansion of high added value economic sectors as well as creation of a resilient sustainable 21st century mixed-use scheme befitting of its important strategic context.

1.12. The strategic importance of this project should be emphasised. The scheme has the potential to deliver highly significant regeneration benefits as detailed in the Great Northern, Manchester Central and Castlefield Quay Regeneration Framework (endorsed February 2017) and its 2019 update. A full overview of the contribution to regional, city-wide and site-specific regeneration objectives is provided in Chapter 2 of this Statement.

1.13. The Great Northern Warehouse and Deansgate Terrace will complement the proposals at Great Jackson Street, Manchester Central, Spinningfields and Deansgate, through complementary uses and the delivery of important connections into and across the Site. The demolition of the Leisure Box extension will release a significant, underutilised floorplate for residential development.

1.14. In short, the proposals represent a unique opportunity to achieve a comprehensive and long-term strategy for the Site that will secure the building's future and create a high-quality, distinctive destination for Manchester. The remainder of this Statement presents the proposals in their urban context, assesses them in relation to relevant local and national planning policy, and identifies the site-specific issues that have been considered and addressed.

Summary of Proposals

1.15. The proposals for the scheme, as described in later sections of this Statement, comprises:

- 746 residential units (Use Class C3) and 2,057 sq. m of private external amenity space plus 4726 sq. m of shared amenity space (972 sq. m interna and 3,744 sq. m. external);
- 19,926 sq. m (GIA) of office floorspace (Class E) following extension and conversion of Deansgate Terrace North and conversion of the Great Northern Warehouse;
- 8,256 sq. m (GIA) of retained commercial floorspace (Use Class E or Sui Generis) associated with the existing tenancies within the ground and first floors Great Northern Warehouse;
- 5,739 sq. m (GIA) of ground floor commercial (Use Classes E) and Sui Generis (Drinking Establishments, Hot Food Takeaway or entertainment venues) across the Site.
- 4,462 sq. m (GIA) of upper level commercial floorspace (Class E)
- 155 sq. m (GIA) of community floorspace (Use Class E or F2(b));
- 25,777 sq. m (GIA) of retained, reconfigured and extended car parking area (Sui Generis), comprising 929 spaces in total; and
- 12,563 sq. m (GIA) of ancillary cycle parking, plant and back of house space.

1.16. The intention is to deliver the proposed development in its entirety, as part of a continuous development process; however, this application allows identifies the following discrete phases of development, each of which are capable of being delivered in their own right. They can be broadly summarised as:

- Phase A: the refurbishment and conversion of the Great Northern Warehouse including the removal of modern features facilitated from the 1997 comprehensive scheme, and the refurbishment of the northern end of Deansgate Terrace for commercial use, alongside the enhancement of Great Northern Square and retention of existing ground floor occupiers;

- **Phase B and C:** partial demolition of the Leisure Box and retention of car parking below followed by the erection of residential elements (B) and refurbishment and conversion of the southern end of Deansgate Terrace (C).

1.17. A Phasing Plan has been submitted as part of this application pack, to identify the areas included within Phases A, B and C of the proposals. The current logistics of this phased approach is outlined within the Outline Construction Management Plan prepared by Real PM (Chapter 5 of EIA and Appendix 5.1).

1.18. With regard to phasing, we request that a planning condition is applied to any planning permission granted which requests final confirmation of the proposed phasing prior to commencement of development. Phasing is further discussed in Section 4 of this Statement.

1.19. Refurbishment would bring fire safety, acoustic comfort, thermal comfort, environmental safety and level access to modern standards, whilst ensuring that the substantial public benefits of viable re-use can be brought forward and optimised.

The Applicant

1.20. The Applicant is GNW Developments Limited; a subsidiary of the Hong Kong based Peterson Group, who has partnered with Trilogy to deliver the proposals. They have a proven track record as partners in property development in the UK; delivering schemes such as the London Executive Offices in St. James and Ampersand in Soho.

1.21. The 2017 application for the redevelopment of the Great Northern Warehouse, Deansgate Terrace and surrounding public realm was their first joint venture outside of London. This new comprehensive planning and listed building consent application would mark their first major redevelopment project in Manchester.

Pre-Application Consultation

1.22. A detailed account of the pre-application consultation has been prepared by Forever Consulting and is submitted with this application as a standalone document.

1.23. This consultation document summarises the outputs of the 2017 planning application and has been used to inform design development. Soft intermediate consultation has also been undertaken with nearby residents to understand what the area is missing, with further detailed consultation undertaken in relation to the proposed permanent redevelopment of the Site.

1.24. In April 2022, an extensive community and stakeholder mapping process was undertaken to identify individuals and groups who were likely to be affected by, and interested in, the proposals.

1.25. These stakeholders broadly come into the following categories:

- Local residents
- Adjoining landowners
- Elected members
- Local businesses, including the Great Northern's current tenants
- Public service providers
- Technical and statutory consultees

- Voluntary and community sectors organisations

1.26. The key stakeholders were invited to attend one-to-one or group sessions between July and October 2022 to help raise awareness of the proposals, invite stakeholders to provide comment based on what the Great Northern complex could be, and to allow specialists to inform the designs from a technical perspective. In addition, four consecutive public consultation events took place to present and secure feedback on the detailed proposals. They were organised and led by the relevant project team partners, including Trilogy Real Estate, Forever Consulting, Deloitte, Planit.IE and Simpson Haugh.

1.27. A full list of stakeholders consulted, and an overview of the points raised is shown in Section 6 of the Statement of Consultation. All comments received during the formulation of the proposals have been considered and are reflected, where possible, in the proposals set out in this Statement.

1.28. An EIA Screening and Scoping Request was sent to the local planning authority, with a formal Scoping Opinion received on 28 October 2022 confirming that the proposed approach regarding the EIA was acceptable.

Application Documentation

1.29. In addition to this Planning and Tall Building Statement, the following plans, design information and supporting documents have been submitted in support of the application for Planning Permission and as relevant to the application for Listed Building Consent (see Application Covering Letter), as agreed with Local Planning Authority:

- Covering Letter prepared by Deloitte;
- Planning Application Forms (Full Planning Permission and Listed Building Consent and Ownership Certificates B and Notices);
- Site Location Plan prepared by SimpsonHaugh;
- Existing and proposed plans, elevations and sections alongside Listed Building Drawings prepared by SimpsonHaugh;
- Design & Access Statement prepared by SimpsonHaugh;
- Public Realm Strategy prepared by Planit.IE;
- Façade Lighting Strategy prepared by Light Bureau;
- Stage 2 Civil and Structural Report prepared by Curtins;
- Condition Surveys prepared by Aura and Quadriga;
- Statement of Community Involvement prepared by Forever Consulting;
- Archaeological Desk Based Assessment and covering note prepared by Salford Archaeology;
- Environmental Standards Statement including BREEAM Pre-Assessment prepared by WSP;

- Ventilation, Extraction and Odour Statement prepared by WSP;
- Energy Statement prepared by WSP;
- Preliminary Ecological Assessment and Biodiversity Net Gain Assessment prepared by Indigo Surveys;
- Arboricultural Impact Assessment prepared by Indigo Surveys;
- Crime Impact Statement prepared by GMP;
- Threat and Risk Security Needs Assessment prepared by Grendon;
- Transport Assessment prepared by Curtins;
- Travel Plan Framework prepared by Curtins;
- Waste Management Strategy prepared by Curtins;
- Television Baseline Survey Report (pre-development) prepared by Pager Power;
- Aviation Impact Assessment prepared by Pager Power;
- Telecommunications Impact Assessment prepared by Pager Power;
- Viability Assessment prepared by CBRE;
- Place Strategy including Local Benefits Proposal prepared by Trilogy;
- Fire Statement prepared by OFR Consultants;
- Flood Risk Assessment and Detailed Drainage Strategy (Great Northern Warehouse and Deansgate Terrace) prepared by Curtins;
- Flood Risk Assessment and Drainage Strategy (Leisure Box) Civic Engineers;
- UXO Risk Assessment prepared by 1st Line Defence; and
- Phase 1 Preliminary Risk Assessment prepared by Curtins.

<u>EIA Chapters and Technical Appendices:</u>

- Chapters 1-4: Introductory Chapters:
  - Appendix 2.1. Scoping Report Request
  - Appendix 2.2. Scoping Opinion from LPA
- Chapter 5 Construction Management
  - Appendix 5.1 Construction management, Demolition and Logistics Plan prepared by Real PM

- Chapter 6: Townscape and Visual Impact Assessment
  - Appendix 6.1: Zone of Visual Influence and Viewpoints Plan
  - Appendix 6.2: Baseline Photography
  - Appendix 6.3: Proposed TVIA Views
- Chapter 7: Historic Environment
  - Appendix 7.1: Heritage Statement
- Chapter 8: Air Quality
  - Appendix 8.1: Glossary of Terms
  - Appendix 8.2: Legislation, Policy and Guidance
  - Appendix 8.3: Windrose
  - Appendix 8.4: Traffic Data
  - Appendix 8.5: Receptors and Background Concentrations
  - Appendix 8.6: Verification Details
  - Appendix 8.7: Impact Assessment Results
- Chapter 9: Noise and Vibration
  - Appendix 9.1: Legislation & Policy
  - Appendix 9.2: Baseline Noise Survey Details
  - Appendix 9.3: Construction Noise Assessment
  - Appendix 9.4: Overheating & Noise Assessment
- Chapter 10: Wind
  - Appendix 10.1: Wind Microclimate Assessment
- Chapter 11: Sunlight, Daylight, Overshadowing & Solar Glare
  - Appendix 11.1: Daylight & Sunlight Report;
  - Appendix 11.2: Overshadowing Report
  - Appendix 11.3: Glare Report
- Chapter 12: Socio-Economics
- Chapter 13: Human Health

  - Chapter 14: Climate Change
  - Chapter 15: Type 1 Cumulative Effects; and
  - Chapter 16: Summary of Residual Effects.

- EIA Non-Technical Summary

Scope and Structure of the Statement

1.30. The remainder of the Statement is structured as follows:

- Section 2 - sets out the strategic and economic context supporting the application proposals;
- Section 3 – describes the Site and physical surroundings in detail;
- Section 4 – details the development proposals;
- Section 5 – summarises the national and local planning policy and other material considerations that provide the framework for assessing this application from a planning perspective;
- Section 6 – provides a planning assessment of all relevant material considerations associated with the Proposed Development, save for those addressed in Sections 7 and 8;
- Section 7 – assesses the proposals against Historic England's Advice Note 4 "Tall Buildings" and relevant local policies;
- Section 8 – provides a summary of the public benefits associated with the Proposed Development; and
- Section 9 – summarises the proposals and the case for granting Planning Permission and Listed Building Consent.

2. Strategic Economic and Regeneration Context

Introduction

2.1. Manchester City Council and broader Greater Manchester strategic objectives underline the basis of the application proposals. As set out in this Section, there are a range of economic, market and strategic drivers that emphasise the importance of bringing forward comprehensive redevelopment proposals for the Site.

2.2. The long-term regeneration priorities for this Site are well documented. Notably the Site's redevelopment is supported by a Strategic Regeneration Framework that was originally endorsed by Manchester City Council in 2017 and partially updated in 2019 to identify the opportunity to convert the Warehouse into offices. An overview of the SRF for the Site and other relevant economic and market context is provided under the relevant subheadings below.

Economic and Market Context

2.3. Manchester's economy continues to benefit from growth in financial and professional services and is being further strengthened and diversified by high added value growth in key sectors.

2.4. Manchester has seen unprecedented growth over the past two decades, with growth concentrated in the City Centre and surrounding wards. Population growth in recent years has been particularly evident, driving economic growth. Economic growth has also been supported by Manchester's expanding international connections and centres of excellence in research and higher education, which has deepened labour markets and provided critical investment in transport infrastructure.

2.5. Pre-pandemic, employment in the city continued to rise, from 357,000 in 2015 to 410,000 in 2019. The pandemic disrupted many of Manchester's sectoral strengths, significantly impacting upon culture and retail. New ways of working and changes in consumer behaviour will embed and bring further sectoral changes, impacting upon employment opportunities in the city[1].

2.6. Prospects for economic growth are closely tied to the ability to attract and retain the most talented individuals. It is therefore critical to focus efforts on improving the City Region's attractiveness as a location to live, study, work, invest and do business. In this regard, a key priority is the delivery of high-quality residential accommodation, consistent with the requirements of Manchester's Residential Quality Guidance, and located within neighbourhoods of choice. Similarly, the Manchester Strategy 2016-25 identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by economic growth.

2.7. The key components of Manchester's growth trajectory in relation to the Site and the

[1] 1 Manchester City Council, State of the City Report 2021

Proposed Development are set out in the subheadings below.

Manchester – A Growing City

2.8. Over the last twenty years, Manchester City Council has driven the physical and economic renewal of the City Centre through the development and implementation of strategic frameworks for sustained regeneration, investment and service improvement to ensure that Manchester maintains its position as the nation's leading City Centre location outside of London. The success of this approach allows Manchester to compete as an international investment location and visitor destination today.

2.9. With a diverse population of close to 600,000 people, the City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London[2]. The Greater Manchester region has a resident population of over 2.8[3] million and a combined GVA of over £62.7 billion. By 2025, almost 650,000 people are expected to live in the boundary of the Local Authority, with the wider City Centre population growing to 100,000 as expected new apartment-led residential development adds further capacity.

2.10. Across Greater Manchester, the 2021 Census data revealed the total population of the city was estimated at 552,000 (an increase of 9.7% from 503,000 in 2011), with the most populous age group being 20–24-year-olds through an estimated 61,900 living in the city.

2.11. This exceptional increase in the city's population has been underway since the late 1990s and is a leading example in both Europe and the UK of a major urban centre reversing long-term population decline. New high quality and high-density development will allow Manchester to continue to increase its population without impinging on highly valued community and green space.

2.12. GVA in the region is forecast to grow at an average annual rate of 1.7% per year up to 2036, in line with the UK average. This is equivalent to an additional £36.8 billion of economic activity in GM's economy by 2036. In addition, a significant proportion of forecast employment growth is expected to occur in sectors with higher-than-average GVA[4] .

2.13. Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a more knowledge intensive service-based high-growth economy. In 2018, Manchester's GVA was £23.2million, which increased to £24.5million in 2019. Manchester's overall GVA grew by 5.9%, compared to 3.5% for the UK. In 2019, Manchester's GVA per head of resident population was £44,356, compared to £29,599 for the UK as a whole. This has increased from £42,284 in 2018[5].

2.14. The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of the city[6]. There is access to a pool of skilled people across a wide range of industries, and over 100,000 students in five higher education institutions across Greater Manchester[7].

2.15. A feature of the city's economy and its employment growth has been the ability to attract an international workforce from Europe and beyond. International migration has contributed to economic growth in both the high skilled occupations, such as health and digital, but also in the leisure and care sectors. The residential property market has a

[2] 2 Office for National Statistics, 2011 Built Up Areas
[3] Invest in Manchester, Access to Talent, https://www.investinmanchester.com/why-manchester/talent
[4] GMCA Economic Forecast for Greater Manchester 2019
[5] Manchester City Council, State of the City Report 2018
[6] Invest in Manchester, Workforce, https://www.investinmanchester.com/why-manchester/workforce.
[7] Invest in Manchester, Universities in Manchester, https://www.investinmanchester.com/why-manchester/education.

considerable effect in making Manchester an attractive destination. Its success has seen an increased birth rate of international migrants' families, which has further contributed to employment growth and housing demand.

2.16. As discussed in more detail below, these credentials of attracting investment and new residents allow Manchester to continue to build on its current trajectory of economic growth, provided that the new homes and commercial development can be delivered to support it.

Manchester – Encouraging the Growth of Dynamic Private Sector

2.17. With a thriving private sector, Manchester is a leading business location and remains a top place in Europe for foreign direct investment outside of London[8]. A report from March 2022[9] cited that Manchester was the leading UK city with regard to tech for the second year running, due to a combination of population, skills, businesses and availability of commercial floorspace. Over 45,000 people are employed in relation to IT, with 5,725 tech companies located in the city.

2.18. As of 2022, Manchester is home to a £5 billion digital economic system, underpinned by Europe's largest purpose-built digital hub, MediaCityUK, with a thriving creative, digital and technology community of more than 19,000 business, including the BBC, Brown Bags Films, Mediacom and Dentsu Aegis[10]. Pursuant to this, Manchester is considered by CBRE to be the leading tech city outside of London[11].

2.19. Increasingly businesses are looking for benefits from agglomeration and are attracted to locations where there are deep labour markets offering an exceptional range of highly qualified and skilled staff. Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from clustering. This is particularly prevalent in the digital and creative industries, as well as life sciences and advanced manufacturing.

2.20. Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from one of the largest creative and digital clusters in the UK. Manchester tech companies include boohoo, Booking.com, AO.com, The Hut Group and Pretty Little Thing. Amazon also has a large presence in Manchester[12].

2.21. Manchester's thriving tech and creative ecosystem comprises enterprises at all stages, from start-ups to SMEs, to global brands and unicorns that IPO above £1bn. Greater Manchester's Creative Industries Report identifies access to floorspace as a barrier to their success, an issue which is remains into their transition into SMEs[13].

2.22. A critical aspect of the Proposed Development is the adaptability of the office space, offering a range of floorspace which is suitable for firms in all stages of their lifecycles, from start-up to multinational firms. Reporting from OBI states that this makes the Proposed Development well-placed to satisfy demand for a range of different businesses who are looking for office space within Manchester City Centre. A pent-up level of demand from existing city centre businesses with pending lease events coming forward.

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[8] Ernst and Young (EY) EY UK Attractiveness Survey (July 2019), https://www.ey.com/Publication/vwLUAssetsPI/ey-uk-attractiveness-survey2019/$FILE/EY-UK-Attractiveness-Survey-2019.pdf

[9] UK Tech Cities Report 2022 - https://www.cbre.co.uk/insights/reports/uk-tech-cities-report-2022

[10] Success Spotlight: Space Studios https://businessmanchester.co.uk/2020/09/08/good-news-for-the-film-and-television-industry-as-space-studios-manchester-announce-expansion-plans/

[11] Invest in Manchester, Creative and Media (2022) https://www.investinmanchester.com/why-manchester/industry-expertise/creative-and-media/

[12] Savills, Market in Minutes: Manchester Offices (Winter 2019) https://www.savills.co.uk/research_articles/229130/293405

[13] Greater Manchester Creative Industries Report 2021 https://www.businessgrowthhub.com/media/1068653/2674-creative-industries-report-2021-final.pdf

There continues to be a strong level of demand from indigenous occupiers which will further boost take up.

Manchester – A Connected City

2.23. Connectivity is a critical aspect of generating economic growth in any world-class 21st century city. Manchester performs well in this regard through good quality sustainable transport options, connecting both the city centre and the wider city region directly to the Site. Similarly, international connectivity is critical to encouraging investment from overseas markets that, in turn, supports the creation of a substantial amount of new commercial floorspace that is being brought forward as part of the Proposed Development.

2.24. Manchester has continued to invest significantly in its transport infrastructure, delivering major improvements in terms of accessibility to and within the Regional Centre. This increases the city's capacity of its travel to work area, and therefore its pool of labour, and enhances connectivity between businesses. It also makes the City Centre easier to get around and a better place to live by reducing reliance on cars for commuters, creating a more walkable urban area.

2.25. This is also in part due to the significant investment that has been made in the Metrolink network, including the Manchester Airport link (opened in 2015), the Second City Crossing (opened in 2017) and the Trafford Park Metrolink line (opened in 2021). Metrolink services run through Deansgate-Castlefield, connecting to Manchester Victoria Station, Shudehill and Piccadilly. The Metrolink connects into the rail network for longer distance journeys.

2.26. In the future, it is envisaged that the rail capacity will be significantly extended through the development of a new integrated station to accommodate High Speed 2 (HS2) and Northern Powerhouse Rail (NPR), which the Government reasserted its commitment to in their November 2022 Autumn Statement.

2.27. In addition, accessibility improvements to promote walking and cycling, including the Bee Network initiative, continue to be delivered as part of major regeneration programmes. This enhances connectivity to jobs, education and recreational opportunities for the local workforce and residents in a healthier and car-free approach.

2.28. Internationally, Manchester International Airport is the third largest airport in the UK and is the primary gateway for the north of England. It usually serves 29 million passengers a year and connects to over 200 destinations worldwide. Direct flights serve all of Europe's major cities and the airport provides multiple long-haul routes to North America, the Middle East, Asia and Australasia. Indeed, Manchester has recently been selected as a top 30 global travel destination by Lonely Planet and is the only UK city on the list, highlighting its overall popularity[14].

2.29. The Airport is currently embarking on a £1 billion transformation programme of investment and improvement, including the new Terminal 2 Extension. Work at the Airport will also be carried out to maximise the potential of Manchester's existing two runways, which have the capacity to handle 55m passengers a year.

Emerging Trends

2.30. Developing socio-economic trends, as described above, are driving changes in how people choose to live, work and spend their leisure time. This is creating additional demand for

[14] Lonely Planet selects Manchester as top travel destination for 2023 | City breaks | The Guardian

residential accommodation within the City Centre in particular as set out below.

Residential Supply and Demand

2.31. Manchester's ongoing economic and population growth will continue to drive the need for new high-quality residential accommodation across a range of tenures. The overall volume of residential units under construction has in fact remained at a consistent level since 2017, at between 10,000 – 14,000 units under construction on any given year and 10,717 units under construction in 2021[15]. This reflects the strong demand and performance of the residential markets in Manchester and Salford city centres over recent years.

2.32. As reported in Deloitte's Manchester Crane Survey 2022, 5,642 new homes were delivered and brought to market in 2021 and more is expected to complete at a similar rate in the coming years. The residential market continues to address the chronic levels of undersupply experience between 2009 and 2014 and more is needed to continue to provide opportunities for population growth. Notwithstanding the residential delivery levels in the city, there is evidence of continued undersupply[16] . Looking forward, there is potential for the increasing cost of mortgages and tightening of the mortgage market leading to further demand for good quality rental stock in the city.

2.33. As outlined, the growing strength of the residential market is underpinned by the city's resilient economic growth, investment in infrastructure and employment diversification. Retail, leisure, and world class cultural institutions based in the city centre support the lifestyle aspirations and has focused growth on city living.

2.34. The continued growth of the regional centre as a commercial hub with a strong economic output has facilitated rapid population growth and increased the demand for high quality city centre living. This is also heavily linked to the ability of the city to retain graduates. The delivery of new homes ensures that supply keeps up with demand and thus supports businesses in attracting talent to the city and the wider city-region.

2.35. Demand is a mixture of first-time buyers and professionals moving into Manchester, as well as an influx of people relocating. Demand for rented accommodation has soared in recent years, especially in the City Centre.

2.36. Build to rent is a form of development that, if delivered well, can assist in both dealing with supply issues as well as raising the bar around quality management, maintenance and flexibility. The desire to buy or rent City Centre apartments is not limited to young professionals. Increasingly, single person households and retirees are downsizing or rightsizing and moving back from the suburbs. Build to rent products will continue to be important within a more general mix of residential choice. This reflects the growth trends associated with this type of tenure both in Manchester and nationally[17].

2.37. Given the Great Northern Complex's strategic location in the city centre, it is geographically well-placed to play a significant role in satisfying the demand for new residential dwellings to support population and economic growth. The neighbourhood setting offers many of the ingredients sought by residents in terms of location, scale, accessibility to transport and employment. The Great Northern is within proximity to First Street, Great Jackson Street, the Oxford Road Corridor, Deansgate, Castlefield and Hulme, St. John's and Spinningfields, which provide cultural, leisure, retail and employment

[15] Deloitte Crane Survey 2022

[16] Fewer than 500 flats available to rent in Manchester, says report - Place North West

[17] long-harbour-build-to-rent-white-paper-june-2022-vfinal.pdf (longharbour.co.uk)

opportunities.

2.38. Manchester must provide quality accommodation to support the talent pool that is attracted to the city. Manchester retains over 50% of its graduates, benefiting from the city's successful environment to do business, and so there is a need for residential supply to match the growing demand from young professionals. As a city, Manchester is one of the youngest places in Britain, with 24.5% of its entire population aged between 20 and 29.

2.39. Increasingly more people are opting to live closer to where they work, socialise and partake in leisure activity and this reflects a global increase in those living in urban areas. Manchester's City Centre is one of the fastest growing cities in Europe with sustained population and employment growth. Therefore, demand for high quality residential accommodation is intensifying in central locations.

Office Supply and Demand

2.40. Manchester has one of the largest office markets outside of central London with approximately 19.1 million sq. ft. of office floorspace. The Manchester office market remains highly competitive, building off the strength of the local economy and the desire for businesses to want to locate here for business, combined with its growing population.

2.41. The office market is primarily located within the city core, and the professional, financial and business services is a vital component of Manchester's economy, contributing to much of the economic growth across all office locations.

2.42. The latest figures from the Manchester Office Agents Forum ('MOAF'), released in January 2022 providing a summary of 2021, highlight that over 1m sq. ft. of office floorspace space was leased, a 31% increase in uptake in 2020. MOAF anticipates that this will increase to a c.1.5m sq. ft 10-year average by 2022. The driving force of the increased take-up are smaller lettings, with approximately 75% of all transactions being below 5,000 sq. ft.

2.43. According to the latest research from Savills released in March 2022, Manchester's average Grade A rental prices increased in 2021 reflecting a continued recovery from the pandemic. The data revealed that the average Grade A rents grew by 2%, which is however still 4% below the pre-pandemic high[18].

2.44. The strong leasing market in the city demonstrates the continued investor appetite for office floorspace in Manchester, aligned with a growing and diverse occupier market. The strong uptake of office space has led to a shortage of Grade 'A' office space as demand outstrips supply, with over 50% of the 2022 development pipeline already let and 30% of the 2023 development pipeline already being pre-let. In Manchester City Centre, the 10-year average take-up is circa 1.2 million square feet, with 350,000-450,000 sq ft of space let annually within new build or Grade A premises.

2.45. The wider strategic benefit of attracting employees to a central office location is widely recognised, as increased footfall in the city centre will help the post-pandemic economic recovery, breathe life back into the city centre and drive productivity and collaboration in our thriving businesses. As a result, businesses are increasingly looking for new office spaces that provide onsite lifestyle and wellness facilities.

2.46. There is now greater demand for flexible office space, which can adapt to an even greater range of occupier needs compared to the spaces that the market has traditionally been required to address. With the ever-increasing importance of sustainability and the city's

[18] Savills (2022), Market in Minutes: Manchester Occupational Office Data Q4 2021

targets for net-zero by 2038, there is an increasing appetite for refurbishment and maximising flexibility and adaptability in new builds. Whilst sustainability and the net-zero agenda have jumped up the priority list for potential occupiers, there is also a shift among developers and finance providers. A quarter of developers now expect all their new developments to be net zero by 2024, and 45% expect to achieve this between 2025 and 2029.

2.47. Overall, the population growth, conditions for businesses to invest, supporting transport infrastructure and a dense city centre, provide a sustainable platform for Manchester to continue to deliver new homes and commercial floorspace in order to support economic growth of the city in line with strategic targets.

Regeneration Context

2.48. There are several key regeneration priorities both related to the Site itself and the surrounding areas, which are set out in detail below to demonstrate the necessary policy support. This includes the endorsed Strategic Regeneration Framework for the Site.

2.49. The need for comprehensive redevelopment proposals of the Site is particularly marked at this moment in time, given that there are several long-term leases due to expire within the Site in 2024 (or sooner). Most notably, the lease for the existing car park within the Great Northern Warehouse and the Odeon cinema within the Leisure Box are soon coming to an end and therefore this represents an opportune moment to secure a new lease of life for this part of the city centre.

2.50. This point in time also therefore marks a significant window of opportunity to deliver on those long standing regeneration ambitions for the Site that have been identified in the 2017 SRF and 2019 update.

Great Northern, Manchester Central and Castlefield Quay SRF (2017 and 2019 update)

2.51. The redevelopment of the Great Northern Complex has been a long-term ambition for the Council, with the Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Framework ('SRF') being formally endorsed in February 2017 by Manchester Council Executive Committee and subsequently updated in March 2019, for the reasons set out below.



Figure 2:1 Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Framework (2017) (Site Outlined in Blue)

2.52. The original SRF was prepared to guide the future regeneration of the Great Northern,

Manchester Central and Castlefield Quay sites in Manchester City Centre. These interlinked strategic sites, at the southern edge of the city centre, sit within a pivotal location between Manchester's key established and emerging economic growth and regeneration areas.

2.53. The SRF aims to continue the success achieved through the Spinningfields Masterplan (2004 and 2010) and the Civic Quarter SRF (2010). A key priority of the Civic Quarter Framework was to see the transformation of Deansgate interchange into a world class space, where the pedestrian environment is given priority over all forms of vehicular traffic, alongside high quality, modern public transport and new public realm, which embraces the 'greening' of the city. This is reflected in the final form of St. Peter's Square, for example.

2.54. Similarly, Spinningfields transformed the business district of the city centre and established it as a world class office destination for financial and professional services and a wider mix of uses including high quality civic, residential, hotel, leisure, and retail space. Spinningfields is the largest city centre office scheme in the UK and home to several FTSE 100 companies.

2.55. The SRF identifies that the Site has underperformed and represents an underutilised part of the city, given its prime location. This is particularly marked in terms of the quality and appropriateness of some of its uses (particularly the car park), the quality and vitality of the environment within and around the Site, and challenges it presents in terms of both physical and functional connections to its surroundings. For example:

- There is an opportunity to create an enhanced and extended network of public realm and public spaces via Great Northern Square, Dean Street, Alport Street, Deansgate Mews and Watson Street.
- The potential of Great Northern Square will be fulfilled noting that it has not functioned as it originally intended and does not maximise the setting of the listed Great Northern Warehouse or provide the utilisation of the Site as expected.
- The SRF identifies the opportunity for the scheme to be distinctive through utilising the site's unique history and heritage assets as well as through the careful management of the end uses. As part of that, the Warehouse itself needs a more appropriate use in contrast to the car park use currently in situ.
- While most commercial spaces within the existing complex are fully let, the impenetrability of the Deansgate façade, changes in levels, poor legibility of entrance points and routes through the complex make it difficult to navigate, having been fragmented by unsuccessful modern additions. The opportunity for a refreshed strategy is therefore well documented and would deliver a vibrant and viable critical mass of high quality uses including residential, office, leisure and retail.
- More generally, a key objective from the outset has been around the need to enhance connections and linkages across the site, knitting it into the wider city centre and bringing it back down to earth through the provision of at-grade connections.
- Ground floor active uses and a refurbishment of spaces on Deansgate Terrace have been broadly successful, but the upper remain under-utilised. A refreshed strategy has been set out in the SRF to ensure that the active ground floor uses that have been successful are then complemented by a thriving workspace environment on the upper floors.
- Beyond these Listed Buildings, the southern half of the Site is occupied by a further

car park and Odeon cinema. A large atrium space also sits between this cinema and the Great Northern Warehouse located to the north, which is proposed for removal in the SRF.

2.56. These key points set out in the SRF have been proactively and positively resolved through the design development process and are reflected in the description of the scheme, as set out in Section 4 of this Statement and assessed in Section 6.

Great Jackson Street SRF (2007, 2015, and 2018)

2.57. Located to the south of Great Northern, the Great Jackson Street Framework was prepared to guide the future comprehensive regeneration of the area between Hulme and Castlefield within Manchester City Centre. It was most recently endorsed by the City Council in 2018 and updates the previously endorsed 2007 and 2015 Development Frameworks, following a further design review of the proposed masterplan.

2.58. The area is triangular in shape and is bounded by the Mancunian Way to the south, Chester Road to the north and River Place to the east. The area is located within the south-western part of Manchester City Centre, adjacent to Castlefield to the west, Hulme to the south, First Street to the east and Knott Mill, as well as the recently upgraded Deansgate Transport Interchange to the north.

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

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

2.61. It is considered that the proposals as described in this Statement fully accord with this supportive strategic context. In summary, the proposals will continue to add to the growing population in this part of the city centre as well as providing new workspaces and supporting commercial floorspace.

First Street (2010, 2012, 2015, 2018 & 2020)

2.62. First Street has been and remains one of Manchester's key regeneration priorities. A Development Framework for First Street was first endorsed by Manchester City Council's Executive Committee in 2005, which was updated in 2007 and 2010 to broadly focus on the delivery of a commercially led neighbourhood.

2.63. Significant progress has been made already in delivering the vision for First Street outlined in the 2010 Framework, as refined in the 2012 and 2015 iterations of the Framework. First Street North cultural hub, incorporating the major new cultural facility HOME, Melia Hotel, Vita Student development, multi-storey carpark, and a range of ancillary food and drink opportunities and new public spaces, including a new public square, have all since

been delivered.

2.64. No.1 and No.8 First Street are now almost fully let following lettings to major national occupiers including Autotrader, Gazprom, Jacobs, Odeon, WSP, and Ford Credit Europe. In January 2019, Willis Tower Watson was announced as taking 11,600 sq. ft. at Number 8 First St.

2.65. Due to viability and design analysis, these plots have been designed to ensure that First Street can meet the level of demand in the area and maximise its contribution to the city's economic growth. With a finite amount of land available for delivery of commercial office space within the city centre needed to drive economic growth and deliver jobs, it is critical that the strategically located, well-connected sites such as this are developed to their full potential.

2.66. The Addendum reiterates the economic context of the regeneration area, as well as the demand for office space in the city. In addition, the Addendum provides an added emphasis on climate change and sustainability. To this effect, all developments within the SRF area must positively contribute toward the City's target to become net zero carbon by 2038.

2.67. It is considered that the proposals as described in this Statement fully accord with this supportive strategic context by providing a different kind and complementary of commercial offering. It is envisaged that, whilst flexible to suit larger floorspace requirements, the Great Northern Warehouse and Deansgate Terrace offices will be suited to a range of SMEs, rather than the tenants who are attracted to locations such as First Street.

St John's Regeneration Framework (2012 and 2017 update)

2.68. Located to the west of the Site, St. John's is a vision for a new "best-in-class" city centre neighbourhood that will support a community that generates new ideas, innovation, and cultural experience, located on the former ITV Granada Studios Estate. When properly nurtured, these elements form the building blocks for enterprise and growth that will provide an international reach and world city status for Manchester.

2.69. The 2017 framework update provides a refreshed, composite set of core development principles to guide a comprehensive approach to the SRF area. It largely retains all the principles set out in the adopted 2012 Framework but augments these principles to consider the expanded opportunities and area of influence. The full area covered by the Framework extended to Liverpool Road's Campfield Markets and accounted for the change in vision relating to workspace provision to better align with the Council-backed Enterprise City:UK concept.

2.70. It is considered that the proposals as described in this Statement fully accord with this supportive strategic context by providing the potential for agglomeration benefits for new and existing businesses in the city. It is another example of large scale regeneration of historic parts of Manchester City Centre that respects its heritage and supports the continued growth of the city to live, work, and play.

Conclusion

2.71. Once operational, the regenerated Great Northern complex will provide a key asset in support of Manchester's regional, city-wide and site-specific regeneration objectives. The complex is currently under-utilised and is fragmented by unsuccessful modern extensions, so the opportunity for a refreshed strategy is well-documented and would deliver both a

high-quality visitor destination and residential offering.

2.72. The delivery of such a project would align with the clear and identified strong growth in the residential and commercial sector of Manchester. In turn, the Great Northern proposals would add further food and beverage experiences, contributing to the city being a major visitor destination. In turn, this popularity will generate more employment opportunities and diversify the employment opportunities available to residents in a highly accessible location.

2.73. In addition to the site-specific regeneration benefits of the proposals in line with the SRF for the Site, the Proposed Development will also add to the network of ongoing and key regeneration projects in the city centre, as outlined above. This will help to support the improving economic and market conditions in Manchester and the wider region.

2.74. On this basis, the proposals will make an important contribution to the objectives of the regional Greater Manchester Combined Authority agenda by making Manchester - the driving force behind the regional economy - an even more attractive place to live and invest and deliver substantial economic, social and environmental benefits.

3. Site and Surroundings

Site Description

3.1. The Site covers an area of 2.97 hectares and benefits from a central location in Manchester city centre within the Civic Quarter, located within the Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Area.

3.2. The Site is in Manchester City Centre and is bounded by Watson Street to the east, Peter Street (A34) to the north, Deansgate to the west and Great Bridgewater Street to the south. The complex can be divided into four components:

- Great Northern Square;
- Great Northern Warehouse;
- Deansgate Terrace; and
- Great Northern Square.

3.3. The northern part of the Site comprises Great Northern Square and Deansgate Terrace North, which was the subject of partial demolition and refurbishment works following the previous Full Planning Permission granted on Site in March 2018 (118568/FO/2017).

3.4. The existing bar, operated as 'Impossible', is not included within the red line boundary for the proposals and will remain in its current form, with its operational continuity ensured by a detailed Construction Management Plan during both its construction and operational phases.

3.5. Adjacent to the square, to the south, is the Grade II* Great Northern Warehouse building (the former Great Northern Railway Company's Goods Warehouse), which currently accommodates a number of established retail, restaurant and leisure uses including a bowling alley, casino and circulation space, together with public car parking.

3.6. To the south of the Great Northern Warehouse is a modern atrium space, which acts as a connecting structure to provide pedestrian access between the Warehouse and the Leisure Box building. The Leisure Box building is located within the most southern extent of the complex and contains a cinema and multistorey car park.

3.7. The Grade II Deansgate Terrace is located along the western boundary of the complex fronting Deansgate and ranges between 2 to 4 storeys in height. At lower levels, there are 29 retail unit frontages, some of which have been merged with neighbouring units, accommodating a mix of uses including cafes, shops, restaurants, and estate agents. The upper levels of Deansgate Terrace provide some office space and storage for the units at lower level, as well as the Great Northern Management Suite.

3.8. The spaces between the three building elements are currently occupied by a mixture of access and servicing arrangements, including the car park ramps providing vehicular access to the upper levels of car parking within Great Northern Warehouse.

3.9. In total, 1,240 car parking spaces are currently provided across the extended SRF site, with 519 bays in the Great Northern Warehouse and 721 bays in the Leisure Box. The Site has excellent public transport connections via Deansgate, which is located adjacent to the Site and comprises one of the city's principal transport nodes, offering train, Metrolink and Metroshuttle services. It is also immediately accessible to the Inner Ring Road via Deansgate and Chester Road

Site Surroundings

3.10. To the south of the Site is the Beetham Tower – a landmark residential and hotel development in the heart of the City Centre. Beyond this is Whitworth Street West and Deansgate Locks, a prominent feature of Manchester's nightlife, which in turn connects into Great Jackson Street and First Street beyond.

3.11. To the west of the Site is the lower rise St. John's Gardens, which is a mix of two to four storey residential and commercial properties. Beyond this is the St. John's Regeneration Framework Area.

3.12. To the east of the Site lies Manchester Central, which is one of the City's largest event spaces and convention centre. It comprises the refurbished Manchester Central Station.

3.13. To the north of the Site is Peter Street, which features a range of bars, restaurants and events venues such as the Albert Hall. Beyond this is St. Michael's and Lincoln Square, which is a growing commercial area of the city that is closely linked to Albert Square and the Manchester Town Hall, which is in the process of being refurbished and transformed.

3.14. Overall, the area surrounding the Site comprises a wide range of commercial and residential areas of varying density and historical development. The Great Northern represents a key juncture between these areas, as denoted by the strategic context set out in Section 2.

Environmental Designations

Historic Environment

3.15. The Site features three Listed Buildings within the Application red Line boundary that are all physically impacted by the Proposed Development. There is a Grade II Listed Canal that runs underneath the Site that is unaffected by the proposals.

3.16. The Great Northern Warehouse is a Grade II* Listed Building (List entry number: 1268529), the Deansgate Terrace (235-291 Deansgate) is Grade II Listed (List entry number: 1210103) and adjoining the Deansgate Terrace is the Former Entrance to Deansgate Goods Station (223-233 Deansgate), which is also Grade II Listed (List Entry Number: 1282974). Within 500m of the Site boundary, there are 41 Listed Buildings including one group of Listed Buildings (St. Johns Street) that comprises 13 individual listings.

3.17. The Heritage Statement, prepared by Stephen Levrant Heritage Architecture (SLHA) submitted with the application details the surrounding heritage context and the significance of each building on Site in full. A summary of these elements on Site is provided below.

Great Northern Warehouse

3.18. The Great Northern Warehouse was constructed between 1897 and 1900, becoming operational in 1901 as goods depot and transport interchange. When it initially opened, the site employed a staff of 330 men and over 100 horses.

3.19. By the station's initial closure in 1952, the Site was employing over 400 men. In November 1959, it was announced that the Site would become a public car park with a lease of 5 years and was designated as a Grade II* Listed Building on 04 May 1979.

3.20. At the time of its construction, the Warehouse was considered one of the most advanced railway goods exchanges in the country and, as such, it yields high evidential, aesthetic historic and communal value.

3.21. The Warehouse is a significant example of Victorian engineering value of the exterior and internal structure, and an early example of a large steel-framed building in Manchester and is a unique example of a multi-level goods station and acted as a railway, road and canal interchange.

3.22. The original glazed brick lettering along the upper level of all four elevations of the warehouse is a local landmark and can be seen across the city. The warehouse yields high aesthetic value due to its bold and confident exterior, which is largely as built and forms an important example of late-19th century railway architecture. Its dominance in the townscape contributes to its significance.

3.23. The Warehouse's sheer size, confident robust design and regular pattern of fenestration is of high significance. The retention of nearly all original metal-framed casement windows and some areas of original glazing are of high significance.

3.24. The Warehouse yields high historic value due to its association with the significant Victorian railway company Great Northern, and being an unusual combination of canal, road and rail goods transportation. Survival of the original open-plan warehouse floors to each car park level is of high significance.

3.25. The Warehouse yields high evidential value as the building can clearly be understood as being a former railway goods warehouse, and retains its four original access staircases, external loopholes (now blocked) and remains of loading hatches within the floor structures. The surviving high level steel track bed and columns, now supporting the leisure box link building is also of high significance.

3.26. The warehouse yields high communal value due to its dominant position within the centre of Manchester, its long working life as a railway goods station, and its dominance within the immediate streetscapes and along surrounding streets.

3.27. Internally, the remaining parts of the central supporting cross wall to level 4 is of high significance. The original exposed timber roof structure, and special quality of the double-height space on level 4 of the warehouse is also of high significance. The modern UPVC ceiling cladding beneath the timber roof structure is detrimental to the structure's significance. The original brick jack-arched ceiling structures to the warehouse are of high significance.

3.28. Modern day additions, such as the car park ramp between Deansgate Terrace and the Warehouse, are detrimental to the character of the Warehouse.

Deansgate Terrace

3.29. Deansgate Terrace was constructed by the Great Northern Railway Company, forming a long and continuous range of shops and offices to hide the western aspect of the goods station from Deansgate. The ground floor was occupied by a range of general shops with one glazed frontage, a single room, and a fireplace in the corner in each.

3.30. The terrace of 34 original shop units, some of which have now merged to form 29 units in total, are Grade II Listed and the arched entrance into the Former Goods Yard at the junction of Peter Street and Deansgate falls within the southern boundary of the Peter Street Conservation Area. Like the Great Northern Warehouse, the terrace yields high evidential, historical, aesthetic, and communal value.

3.31. It is one of the longest in length listed buildings in the country, forming a unique and continual range of shops, of which the regular rhythm of its fenestration and shopfronts contributes to its significance.

3.32. Internally, the units were stripped back in the year 2000 when the wider site was previously redeveloped. As part of these works, the units were retained as retail and active commercial uses, as per their original use, with offices and storage space occupying the upper floors of the Deansgate Terrace.

3.33. Although all original sash windows and timber shopfronts were replaced in c.2000, their replacements were designed using the original spirit of the design and are of high aesthetic value, and contribute to the understanding of the building and its original architectural design.

3.34. Although the exposed brickwork and fireplaces to each shop were originally covered with plaster, their exposure in c.2000 contributes to the simplicity of each shop unit. The remaining plastered ceilings to upper floors containing the original plaster finishes and mouldings to beams are of high significance.

3.35. The retained original iron entrance gates, and the retention of the open entrance way from Deansgate into the Great Northern Square is of high significance, and yields high historical, evidential and communal value.

3.36. Modern additions, partition walls and staircases inserted as part of the c.2000 refurbishment of the Site are of no significance. The east elevation is largely hidden beneath the modern concrete deck, which is detrimental to the significance of the Warehouse and Deansgate Terrace.

3.37. Although not in a Conservation Area, the Warehouse and Deansgate Terrace provide views from and into the Peter Street Conservation Area located directly to the north. The site is also located directly east of the Castlefield Conservation Area, which borders the Deansgate Terrace to the west.

Conservation Areas

3.38. Although not in a Conservation Area, the Warehouse and Deansgate Terrace provide views from and into the Peter Street Conservation Area located directly to the north. The Site is also located directly east of the Castlefield Conservation Area, which borders the Deansgate Terrace to the west.

Deansgate / Peter Street

3.39. The Deansgate / Peter Street Conservation Area to the north was designated as a Conservation Area in 1985 and is contiguous with other designated areas covering a substantial part of the Victorian city centre.

3.40. The Great Northern Warehouse and Deansgate Terrace are recognised with importance within the Deansgate / Peter Street Conservation Area, as they sit on the junction between Quay Street, Deansgate and Peter Street. The below map provides the Deansgate / Peter Street Conservation Area boundary and Listed Buildings.



Figure 3:1: Deansgate / Peter Street Conservation Area

Castlefield

3.41. Castlefield comprises the largest Conservation Area within the city centre and was designated as such in October 1979.

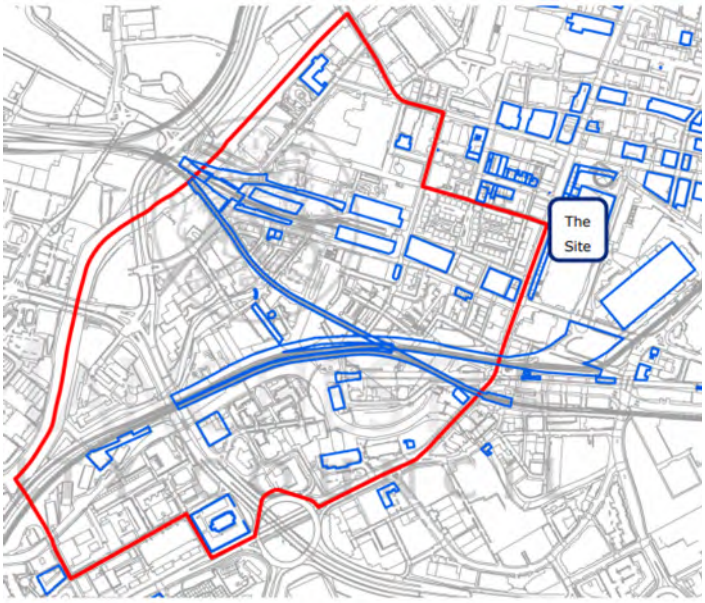


Figure 3:2 Castlefield Conservation Area

3.42. Full details of the Conservation Areas and Heritage Assets are outlined within the Heritage Statement (Part 1) by SLHA, submitted in support of these applications. Figure 3.2 provides the Castlefield Conservation Area boundary and Listed Buildings.

Flood Risk

3.43. The Environment Agency has classified the Site as falling within Flood Zone 1 (low probability) with the land having between a 1 in 1,000 probability of flooding (without mitigation).

3.44. The Site is not within a groundwater Source Protection Zone (SPZ) but is located within the Conurbation Core Critical Drainage Area.

3.45. Full details of the Site's flood risk designation and details of mitigation measures are included within the Flood Risk and Drainage Strategy prepared by Curtins and Civic, as described later in this Statement.

Ecology & Trees

3.46. There are no areas designated as being of ecological importance at the regional or national level on Site or in the immediate locality. There are no sensitive areas located within the vicinity of the Site.

3.47. No records of Protected or Priority Species are held for the Site, and none were discovered when qualified Ecologists from Indigo surveyed the Site in August 2022

3.48. The Square itself comprises an amphitheatre lay out, with a mix of hard and soft landscaping and has 38 no. existing trees, 9 of which are in planters, which are of low to moderate quality. Some of the existing trees located along the pavilion bar and the amphitheatre fall within the southern boundary of Peter Street / Deansgate Conservation Area; however, none of the trees are covered by a TPO.

3.49. Where trees are removed, replacement planting (with a significant uplift to 156 trees) is incorporated within the public realm scheme for the proposals as highlighted in the both Landscaping Strategy prepared by Planit-IE and in Section 4 of this Statement.

Air Quality

3.50. The Site is located within the Greater Manchester Air Quality Management Area, due to the concentration of pollutants Nitrogen Dioxide NO_2 and particulate matter PM_{10}. Full details of the Site conditions relating to air quality are contained in the Air Quality ES Chapter (Chapter 8).

Site Accessibility

3.51. Public transport represents a key mode choice as the Site is in a highly sustainable and accessible location and achieves a GMAL Score of 8, representing the most accessible sites in the Region and summarised as follows:

- Train - The Site is conveniently located for access by several Railway Stations. Deansgate Station is located immediately to the south of the development and is a 5-minute walk away. Oxford Road Railway Station is located to the east, a 10-minute walk away. Both nearby stations offer access to frequent services to local and regional destinations primarily, as well as providing a connection to Piccadilly Station that provides connections to most national rail destinations.

- Metroshuttle - the Metroshuttle bus services cover most of the city centre and provides convenient access to major activity centres. It completes the city's integrated public transport service and gives the Site quick and convenient public transport connections to all mainline railway stations, car parks and retail centres. All three bus routes pass adjacent to the Site. Metroshuttle buses are free of charge, accessible by the mobility impaired, highly branded and are instantly recognisable to workers and visitors. High quality stops are provided along the service routes with clear branded images on bus stop plates to enable instant recognition.

- Metrolink - The existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts. Deansgate is the closest Metrolink stop being a 2-minute walk away for visitors and employees, with a new pedestrian connection provided from Great Bridgewater Street as part of the works. Approximately 72 trams pass through the City Centre in the peak hours to and from destinations such as Bury, Oldham, Rochdale, Ashton, Didsbury, Manchester Airport, Altrincham and Eccles. This offers excellent transport for staff and visitors to the Site.

3.52. Existing pedestrian links are present around the Site, which leads to the primary routes towards the centre of Manchester along Deansgate (north-south) and Peter Street toward St. Peter's Square, Piccadilly and Oxford Road. Pedestrian connectivity around the Site can therefore be considered good, given its city centre location and range of shops, offices, services, transport connections and residential accommodation nearby.

3.53. However, pedestrian permeability in and around the Site is problematic; with level changes making it inaccessible to wheelchair users, inactive frontages within the Site, areas that are generally under-utilised and poor-quality modern additions that obstruct wayfinding. This lack of pedestrian permeability is revocable and is one of the primary reasons for the proposals being brought forward - the Site will be substantially opened up as a result.

3.54. Cycling is an increasingly popular mode of transport and is an effective mode for short trips. There are several designated cycle routes and facilities in the area, which provides the required infrastructure and the propensity for cyclists to gain access to and from the Site. The cycle infrastructure has been improved more recently as "Bee Bikes" has been introduced in the city, allowing individuals to rent bikes per minute and travel around the city via Greater Manchester's "Bee Network".

3.55. The works to the Great Northern Complex will also contribute to the city's overall ambitions to reduce car dependency, reducing the level of parking provision on Site from 1,240 to 929.

3.56. Full details of the Site's accessibility and current connections to existing and proposed transport networks are set out in detail within the Transport Assessment prepared by Curtins and submitted with this Application.

Planning History

3.57. An examination of the site's planning history reveals that the Great Northern Warehouse has been extensively redeveloped in the late 1990s. This comprehensive redevelopment introduced the current configuration of the Great Northern Warehouse, introduced the Leisure Box extension and Deansgate Mews, and the refurbishment of Deansgate Terrace. To enable these works, the following application was approved (LPA Reference: 052193/FO/CITY3/97):

"Works of refurbishment, alteration and new building for leisure, public car parking and shop use, including ancillary office and other accommodation."

3.58. This comprehensive redevelopment introduced the current configuration of the Great Northern Warehouse, introduced the Leisure Box extension and Deansgate Mews, and the refurbishment of Deansgate Terrace.

3.59. Following the endorsement of original SRF in 2017, planning permission (LPA Ref.: 118568/FO/2017) and listed building consent was secured for conversion, as outlined below:

"Removal of the central atrium, car park ramp and other modern elements as shown on Drawing References: 10161- Z2-A-B5D9-JC20-XP-00-001 and 10161-Z3-A-B5D9-JC20- XP-00-001 retention of reconfigured casino (Sui Generis) and existing restaurant units (Use Class A3) followed by the refurbishment, restoration, and re-use of the Grade II Listed Great Northern Warehouse to provide additional retail units (Use Class A1 or A3 or A4), gym (Use Class D2), 118 residential units (Use Class C3) and associated storage in addition to the refurbishment, restoration and extension of the Grade II Listed Deansgate Terrace and Goods Yard Entrance to form ground floor retail (Use Class A1 or A3 or A4), and 24 residential units above (Use Class C3) in addition to the reconfiguration of Great Northern Square and the introduction of additional public realm with associated hard and soft landscaping, including the formation of Dean Street (as shown on Plan Reference: 10161-Z0-A-B5D9-G100-P-00-001) together with highways works, access, servicing, rooftop plant and other associated works."*

3.60. Due to a combination of leasehold arrangements, feasibility and viability factors, this application did not cover the Leisure Box extension, which was originally anticipated as a later stage of the scheme and subject to a separate application.

3.61. The permission was granted on 14 March 2018 and remains extant in perpetuity (having been lawfully implemented as confirmed by a Certificate of Lawfulness), with demolition, public realm and infrastructure works undertaken within Great Northern Square. However, the conversion of the Great Northern Warehouse and Deansgate Terrace in line with the 2018 permission were never fully realised.

4. Development Proposals

Design Brief and Overview

4.1. In 2021, the development team reconsidered these proposals within a post-pandemic perspective which, along with long-term leasehold expiries and the synergy created with schemes in the immediate surroundings, allowed the whole complex to be looked at; resulting in the comprehensive redevelopment of the Warehouse, Leisure Box and Deansgate Terrace.

4.2. The proposals have been formulated on the basis of a conservation-led approach to regeneration. This has been informed by a holistic vision on both a strategic and site-specific level which includes securing a vibrant and viable long-term future for the Site, developing a true sense of community as a place to live, work and socialise and bringing all listed assets into fully active uses through sensitive refurbishment and conversion.

4.3. To inform the detail of the restorative proposals, comprehensive heritage appraisals of the Great Northern Warehouse and Deansgate Terrace have been undertaken to provide a detailed evidence base of the Site's history and heritage significance, against which development options have been assessed.

4.4. The proposals have also been informed through an extensive consultation process conducted by Trilogy Real Estate and Forever Consulting, in association with the Applicant, which is set out in the Statement of Consultation submitted with this Application.

Design Vision

4.5. At one end of the scheme is the Great Northern Square, an existing public space within the city centre's network of spaces. Detailed community engagement has shaped the proposals for the square, allowing those aspects of the space that people appreciate today to be retained, whilst upgrading the space's functional infrastructure.

4.6. In addition, as a city that developed significant during the industrial revolution, there is an opportunity to create more green spaces in the city centre. The opportunity to create an even greener feel to the Great Northern Square, with a sense of being 'in' nature has been identified as an opportunity from the outset. The proposals will create a multi-functional and characterful space with places where people can be quiet and reflective, as well as playful and sociable, in line with comments received during the pre-application process.

4.7. To restore and better celebrate the historic assets across the site, the opportunity to remove unsuccessful or intrusive modern interventions and to simplify the Site layout and its component parts, has been a key priority. Through removal of the existing car parking ramps, the removal of the existing atrium and the rationalisation of car parking / servicing, it has been possible to improve connectivity and opportunities for public interaction within and around the Site.

4.8. Enhanced pedestrian linkages through the Great Northern Square, along Watson Street and Deansgate Mews, will combine with new at-grade pedestrian connections north-south and east-west. These come in the form of Dean Street; a new route north-south from Great Northern Square and running between the listed Warehouse and Deansgate Mews, and Alport Street; comprising an east-west connection that will restore a direct connection between Deansgate and Watson Street. Building interfaces with new streets have been design in all case to support animation, natural surveillance, and pedestrian comfort, to maximise a positive urban experience.

4.9. The Great Northern Warehouse design will celebrate and preserve the character that makes the Site so significant. The proposals will remove intrusive areas of car parking, which are not considered fit for purpose and have affected the building's fabric, and will restore and repurpose the building overall to secure its long-term future reuse. Overall, the scheme retains and enhances key elements of the significant historic fabric within the complex to reveal the Warehouse and the Terrace. The scheme's overall design seeks to respect the existing buildings by integrating high-quality and complementary materials to those in situ.

4.10. Regarding new components of the Proposed Development, a series of residential buildings have been designed and introduced at the part of the Site currently forming the Leisure Box. These proposals have been rigorously tested to ensure that the designs have considered their effect on the historic environment, including the setting of the listed buildings on the site.

4.11. Importantly, the evolution of the design proposals has carefully considered their effects on adjoining residential properties, including the Great Northern Tower and Beetham Tower and other adjoining owners and occupiers. This has been done through an iterative design process which has responded to detailed environmental appraisals of the Site. More detail is provided in the Tall Building Assessment contained in Section 7 of this Statement, which is set out relative to adopted development plan policy and Historic England guidance.

4.12. Due to combination of leasehold arrangements, feasibility and viability factors, the construction logistics of the proposed development is not without its complexity. For the purpose of this submission, they have been three distinct phases of development have been identified, each capable of coming forward in a sequence, or alternatively as discrete components. The phases are broadly as follows:

- Phase A: the refurbishment and conversion of the Great Northern Warehouse (including the removal of modern features) and the northern end of Deansgate Terrace for commercial use, alongside the enhancement of Great Northern Square and retention of existing ground floor occupiers;
- Phase B and C: partial demolition of the Leisure Box and retention of car parking below followed by the erection of residential elements (B) and refurbishment and conversion of the southern end of Deansgate Terrace (C).

Summary of Options Tested

4.13. The design development of the scheme, in relation to both the Warehouse and Leisure Box, has rigorously tested the proposals iteratively through discussion with statutory consultees, members of the public and other third-party organisations. These options have been developed in the context of the constraints of the Site, primarily the need to retain existing commercial areas for retained occupiers (e.g., 235 Casino, ground floor occupiers such as Lane 7, and the Leisure Box car park).

4.14. The focus of the design development options has principally related to minimising the impact on the listed buildings on and around the Site, and the wider townscape and neighbourhood amenities issues related to the erection of residential towers. Namely, the key design moves are set out as follows:

- Creation of Warehouse atrium: In order to successfully repurpose the upper floors of the Great Northern Warehouse, due to their deep floorplates and ever diminishing natural light penetration from the exterior window openings, it has been necessary to introduce more natural light The principle of creating an atrium within the middle of the Great Northern Warehouse through the top three floors of the building has been established by the previous planning permission and listed building consent (118568/FO/2017 and 118569/LO/2017). The previous iteration of this atrium for the residential scheme was larger in scale, as lifts were proposed to allow for access for residents through the central area. The conversion of the Warehouse from residential to office has allowed for a reduction in the gross size of the atrium since office floor plates allow for deeper floor plans for internal daylight purposes. The roof of the Warehouse is non-original and therefore non-significant, and it has been possible to work with the structure of the building in a way that minimises impact, whist allowing for the future beneficial and sustainable re-use of the building. In other words, the level of impact is minor and proportionate. The form of this newly designed atrium has been discussed in detail and agreed with key stakeholders including Historic England and the local planning authority.
- Great Northern Warehouse office space lift core and entrance In order to minimise the scale and impact of the new atrium, design options analysis demonstrated that moving the lift core to an external location, aligned with the historic location of the goods lifts for the Warehouse, represented the optimal solution. The resultant proposals comprise of a light weight, glazed structure, designed to minimise the visual impacts on the heritage assets on Site. As well as benefitting the form of the atrium, this option directly responds to challenges associated with access in the building and allows the requirements of Building Regulations, including in relation to fire safety, to be successfully addressed. The proposals also include the introduction of a bridge link which reinstates a historic connection and will support connectivity between the upper levels of Deansgate Terrace and associated business space and the Warehouse, offering a more holistic business community with shared amenities. The approach, position and design of the glazed lift element and bridge link has been discussed and agreed with Historic England and is considered to be the least visually intrusive way to introduce an independent office entrance, whilst working around leasehold constraints.

- Form of Great Northern Square: Building on both the previous iteration of the Great Northern Square design from the consented scheme (118568/FO/2017 and 118569/LO/2017) and through the positive pre-application community consultation process, the Square has been refined to meet the needs of the local community and reflect the importance of Great Northern Square as a place to relax and maximise the amount of greenspace within the city centre. Other additional key moves include the provision of play spaces, which has been a demonstratable success as part of the refinement of the Great Northern Square over the last 3-5 years. An additional key consideration has been to maintain the existing operation of the Impossible Bar, including the need for a fire escape onto the Great Northern Square. Full details of the consultation process and how the proposals have responded, are provided within the Statement of Community Consultation which has been provided in support of this application.
- Number of towers: A range of options were tested with regard to the residential elements on the Leisure Box site. The configuration of and scale of the proposed residential buildings have been developed with consideration to architectural quality, the site's townscape, visual impact and heritage context. The townscape and heritage implications have been mitigated through the introduction of "shoulder" podiums, which reduce height and allow the introduction of shared residential amenity space.
- Massing, orientation and layout of the residential towers: A number of iterations of the form of the residential towers located on the Site of the Leisure Box have been tested with regard to a range of technical disciplines, specifically to minimise the impact on local residential amenity. As well as the form of the towers, options have been tested regarding the materiality of the towers.

4.15. Full details of all options tested have been set out in detail within the submitted Design and Access Statement and are also reflected in the consideration of alternatives section of the Environmental Impact Assessment (Chapter 4).

Proposed Development

4.16. The description of development, as stated in Section 1, is as follows:

"Phased redevelopment of the Great Northern Warehouse (GNW), Deansgate Terrace and Leisure Box, including areas of public realm, comprising:

- *demolition of the central atrium, GNW car park ramps, and other modern elements, alongside removal of 519 car parking spaces from the GNW, retention of casino (Sui Generis), bowling alley and existing food and drink unit (Use Class E) alongside the refurbishment, restoration, and re-use of the Grade II* Listed Great Northern Warehouse to provide office, retail and / or food and drink use (Use Class E) and ancillary areas;*
- *the refurbishment, restoration, partial demolition and 3-storey extension of the Grade II Listed Deansgate Terrace (northern section) and Goods Yard Entrance to form office, retail and / or food and drink use (Use Class E) and drinking establishments / hot food takeaway (Sui Generis), with associated public realm works comprising the reconfiguration of Great Northern Square and the introduction of additional public realm with associated hard and soft landscaping, together with highways works, access and servicing facilities, rooftop plant and other associated works;*

- *partial demolition of the existing leisure box prior to conversion; reconfiguration and extension of existing car parking to provide 929 parking spaces and associated plant, followed by construction of three residential buildings to provide 746 no. apartments (Use Class C3) above the retained car park comprising ground floor plus 16, 27 and 34 storeys respectively including 753 cycle parking spaces, with office, retail and / or food and drink use (Use Class E), or Sui Generis (drinking establishments / hot food takeaway) at ground floor and level 3, hard and soft landscaping, together with highways works, access and servicing facilities, rooftop plant and other associated works; and,*
- *external alterations and restoration of Deansgate Terrace (southern section) to provide office, retail or food and drink use (Use Class E) or Sui Generis (drinking establishments / hot food takeaway / live music venue), along with delivery of associated public realm, highways works, plant, and associated works."*

4.17. The Proposed Development will facilitate the delivery of the following:

- 746 residential units (Use Class C3) and 2,057 sq.m of associated amenity space;
- 12,076 sq.m of reconfigured public realm;
- 19,926 sq.m (GIA) of office floorspace (Use Class E(c) following extension and conversion of the Deansgate Terrace and conversion of the Great Northern Warehouse;
- 8,256 sq.m (GIA) of retained commercial areas (Use Class E or Sui Generis) within the ground and first floors Great Northern Warehouse;
- 5,739 sq.m (GIA) of retained and refurbished commercial floorspace (Use Class E or Sui Generis) within the Deansgate Terrace;
- 4,462 sq.m (GIA) of refurbished and new build retail floorspace within the upper floors of Deansgate Mews;
- 155 sq.m (GIA) of community floorspace (Use Class E or F2(b));
- 25,777 sq.m (GIA) of retained, reconfigured and extended car parking area (Sui Generis), comprising 929 spaces in total; and
- 12,563 sq. m (GIA) of ancillary cycle parking for office users, plant rooms, circulation and back of house space.

Site Layout

4.18. The Proposed Development includes the retention and improvement of the Great Northern Warehouse, the Great Northern Square and Deansgate Terrace. The Leisure Box extension, the atrium between the Warehouse and Leisure Box, and the modern alterations to the Listed Assets, will be removed to facilitate their full redevelopment.

4.19. The alterations and demolitions will facilitate the creation of two new, distinct areas of public realm - Dean Street and Alport Street - which will feature ground floor retail, commercial and food & beverage uses.

4.20. The layout of the Proposed Development can be split into distinct building elements, comprising the Great Northern Warehouse, Deansgate Terrace and the Leisure Box, as described below and shown in Figure 4.1.

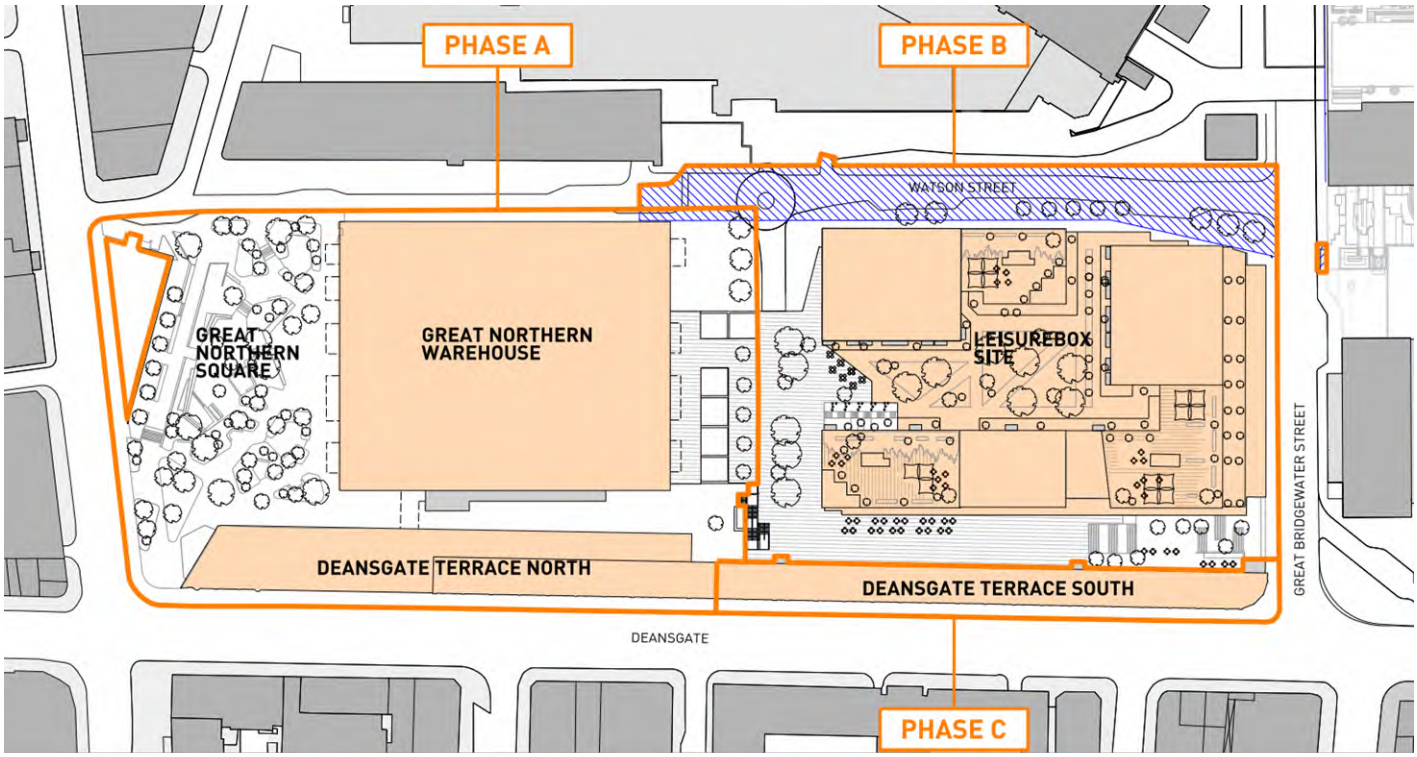


Figure 4.1. Site Layout (credit SHP).

Great Northern Warehouse

4.21. The Great Northern Warehouse is to be retained, refurbished, and improved. Following from the 1997 application, the upper levels of the Warehouse are currently used as a multi-storey car park, with retail, food and beverage and leisure uses on the lower floors. Internally, the Great Northern Warehouse will retain its commercial uses on the ground and first floor.

4.22. To re-imagine and revitalise the Site and allow it to fulfil its potential, a primary component of the scheme is to remove modern additions that have compromised the ability for the Great Northern Warehouse to function successful, as well as replacing the car park with a new active use.

4.23. As such, the car park ramp into the Warehouse, located between the Warehouse and Deansgate Terrace, as well as the atrium that sits between the Warehouse and the Leisure Box, will be removed. These will facilitate the creation of two new public spaces, "Alport Street" and "Dean Street", and the treatment of these areas is described in more detail under the public realm subheadings below.

4.24. The car park on the upper levels (floors 2-4) of the Warehouse will be primarily replaced by 16,129 sq. m. (GIA) of Grade A office space. Given the massing of the Warehouse, the office space will be centred on a new internal atrium space to allow light to penetrate deep into the floors below and create high quality, bright office space despite the challenge of the building mass. In terms of any future phasing of the Proposed Development, a key principle is that no additional car parking will be brought into use within the leisure box proposals, until such time as the car parking within the Warehouse has ceased to operate.

Leisure Box

4.25. The endorsed SRF, identifies the Leisure Box site as being suitable for tall buildings and residential use. Indeed, the site's surrounding context of tall buildings would further support this conclusion. The proposed masterplan has been developed in line with this approach, with the previse form of the tall buildings then tested through detailed planning assessments, as part of this application.

4.26. The configuration of the proposed new residential buildings has been developed with careful consideration to established criteria for assessing tall buildings. This assessment is set out in full within Chapter of this document. Key issues include architectural quality, the Site's townscape, visual impact and heritage context, the effect and impact on the local microclimate, amenity, daylight and privacy of adjacent residential uses, in the context of the constraints of the Site.

4.27. The Leisure Box will be partially demolished, with the lower-concrete framed section being retained and reused. This retained space, which currently accommodates the existing car park, will be expanded to provide additional car parking space in this part of the Site and reflect the removal of car parking from the Warehouse (net decrease of 313 spaces overall). The concrete structure will be retained and adapted to accommodate the provision of new residential cores, structure and ancillary spaces, in addition to the creation of new active ground floor uses to help animate the east elevation of Watson Street.

4.28. On top of the existing car park structure, a two-storey podium will be constructed to accommodate 2 additional levels of car parking and to accommodate new commercial, retail, food & beverage, and amenity facilities to activate and animate the upper levels of Deansgate Mews and Viaduct spaces.

4.29. Three separate residential elements (Buildings A, B & C) will then be constructed on top of the concrete podium structure, accommodating 746 high-quality residential apartments and shared/private amenity spaces in the form of a terraced garden. The apartments meet the criteria set out within the Manchester Residential Quality Guidance, with spacious, open-plan apartments, which will benefit from good natural light and provision of natural ventilation. Full height windows will provide far-reaching views, and 37% of apartments will feature a dual or triple aspect spaces.

4.30. At levels 10 and 12, the extent of building B is cut back to articulate the taller southern element of the building. A generous shared residents' terrace space is proposed on the roof of the lower element of the buildings, accessed from the internal lifts and stairs, via a double height internal amenity space.

4.31. The roof spaces for all three buildings include perimeter rails for roof-mounted maintenance equipment situated behind the building parapet. Set back behind the rails, each building includes a plant screen to visually screen roof-mounted plant equipment, lift overruns and roof access hatches, and the parked position of the roof-mounted maintenance equipment.

Deansgate Terrace

4.32. The redevelopment and refurbishment proposals for the Deansgate Terrace are as follows:

- **Deansgate Terrace North:** Demolition of the existing non-original structures added in the 1990's conversion. Part new build, part refurbishment of existing space to create new office studios space within the upper three levels, with part existing and part new build commercial retail space at ground floor with active frontages to Deansgate and Dean Street. Fabric repairs and refurbishment as recommended within conditions surveys.
- **Deansgate Terrace South:** Light refurbishment of existing internal spaces to provide flexible commercial spaces within upper levels, in addition to community space and ground and first floor commercial retail spaces with active frontages to Deansgate and to Deansgate Mews. Fabric repairs and refurbishment as recommended within Conditions Surveys.
- **Deansgate Mews:** This area is to be retained and refurbished and repairs, as per the Condition Surveys undertaken as part of this proposal. To facilitate these improvements, the bay immediately south of the existing stepped access to Deansgate Mews will become part of the new access to the new at grade pedestrian connection through the Site. To facilitate this, the non-original shopfront will be carefully removed, and a new opening created through the east elevation.

4.33. Between each of the building components, there a series of new public spaces created and upgraded as part of the proposal, namely the Great Northern Square, Dean Street and Alport Street. These are discussed in more detail under the public realm heading in this section.

Use and Amount

4.34. The amounts contained within each element of the proposals are set out below, with further detail provided in the table below:

- 746 residential units (Use Class C3) and 2,057 sq. m of private external amenity space plus 4726 sq. m of shared amenity space (972 sq. m interna and 3,744 external);
- 19,926 sq. m (GIA) of office floorspace (Class E) following extension and conversion of Deansgate Terrace North and conversion of the Great Northern Warehouse;
- 8,256 sq. m (GIA) of retained commercial floorspace (Use Class E or Sui Generis) associated with the existing tenancies within the ground and first floors Great Northern Warehouse;
- 5,739 sq. m (GIA) of ground floor commercial (Use Classes E, Sui Generis (Drinking Establishments, Hot Food Takeaway or entertainment venues) across the Site.
- 4,462 sq. m (GIA) of upper level commercial floorspace (Class E)
- 155 sq. m (GIA) of community floorspace (Use Class E or F2(b));
- 25,777 sq. m (GIA) of retained, reconfigured and extended car parking area (Sui Generis), comprising 929 spaces in total; and
- 12,563 sq. m (GIA) of ancillary cycle parking,, plant and back of house space.

Description	Use Class	Status	Internal Area		External Amenity Area (m2)			No. of Residential Units		
			NIA (m2)	GIA (m2)	Private Amenity	Internal Shared Amenity	External Shared Amenity			
Office	E(c)	New Build/Proposed Refurb	13,308	19,926	474	508		N/a		
Residential	C3	New Build	48,973	67,125	2,057	982	3,744	746		
								1 bed – 246 (33%)	2 bed – 430 (57.6%)	3 bed – 70 (9.4%)
Commercial Business & Service (Warehouse Existing Uses)	E or Sui Generis	Existing Non-Refurbished	n/a	8,256	-	-	-	N/A		
Commercial Business & Service (GF/L01/L02 Commercial Units)	E or Sui Generis	Existing Non-Refurbished/Proposed Refurbished/New Build	n/a	5,739	-	-	-	-		
Commercial Business & Service (Upper Level Commercial Units)	E	Existing Non-Refurbished/Proposed Refurbished/New Build	n/a	4,462	-	-	-	-		
Community	E or F2 (b)	Existing Refurbished	n/a	155	-	-	-	-		
Car Park	Sui Generis	Proposed Refurbished/New Build	n/a	25,777	-	-	-	-		
Cycle Parking, Plant & Back of House	Ancillary	Existing Non-Refurbished/Proposed Refurbished/New Build	n/a	12,563	-	-	-	-		
Total			**-**	**144,146**	**2,057**	**1,456**	**4,252**	**746**		

Appearance

Great Northern Warehouse

4.35. The windows across the façade will be repaired and reinstated with new fittings. The existing external brickwork will be retained and cleaned as part of the redevelopment proposals, which forms the main components of the building elevations. However, some areas of the Warehouse will need to be reinstated following the removal of modern additions, and changes will be required to the roof to accommodate the new atrium, as described below.

4.36. The west elevation of the warehouse originally accommodated a series of vertical hatchways used to transport goods between floors. The hatchways have since been removed and the hatchways infilled with brickwork. The proposals seek to provide a modern infill to these areas to recognise that they are modern, rather than pastiche of the historical brickwork or reinstating what was there previously.

4.37. Additionally, the west elevation of the building originally accommodated a carriage ramp at level 1 of the warehouse, between the Warehouse and the Deansgate Terrace, which ran behind the screen wall facing Deansgate, and along the (now demolished) range of buildings facing Peter Street. This connection between the buildings remained until it was demolished as part of the 1990's conversion. Again, this will be subject to a modern infill as shown on the planning and listed building consent drawings.

4.38. The proposed new external lift core will be designed as a contemporary interpretation of the historic hatchway structures. Whereas the original hatchways transported goods up and down the building facade, the lifts will transport the office workers, who will be able to see and experience the external warehouse facade panoramic views from the building.

4.39. The lift enclosure has been designed as a glazed, transparent element, through which the warehouse facade will be visible. The lift enclosure will be visible from direct views from Peter Street and within the Great Northern Square, where it will help to announce the office entrance in the corner of the warehouse building and provide animation to Dean Street.

4.40. To provide connectivity between the Great Northern Warehouse and the Deansgate Terrace, a glazed link bridge is proposed adjacent to the glazed lift enclosure. The glazed lift enclosure and bridge link will integrate into an existing set of hoist way openings and share a consistent materiality and style. The proposed position of the bridge is at level 2 of the Warehouse will reinstate a historical connection between the office hub/amenity space at this level and the proposed shared office roof terrace above the Deansgate Terrace North.

4.41. In addition to the removal of the non-significant elements of the building and the proposed alterations to allow for the creation of a new atrium and new additions set out above, the following fabric repairs will be undertaken to the warehouse:

- Complete replacement of the roof covering with new thermally insulated roof, including new gutters and any integrated safety and access measures, and repairs as required to original timber roof structure. The roof covering was entirely replaced during the building's conversion in the 1990's and is not original. This will be partially replaced by the new glazed atrium space and the original Warehouse roof trusses will be retained as part of the new roof design.
- Refurbishment and re-glazing of all existing metal framed windows, refurbishment or replacement of existing non-original timber external doors at ground floor, cleaning and repairs to masonry and stonework, including the parapet, and repairs as required to other façade elements.
- Repairs as required to remediate minor structural defects internally and externally, including repairs as required to steel structural frame to mitigate any corrosion or damage and repairs as required to original floor structures following intrusive surveys, to mitigate any damage/cracking.

4.42. A full summary of all historic building interventions to the Warehouse are set out in detail in the supporting Design and Access Statement and Listed Building Consent drawings prepared by SimpsonHaugh and the Heritage Assessment prepared by SLHA (Appendix 7.1).

Deansgate Terrace

4.43. To introduce new office uses above the proposed ground floor restaurant uses, a new integrated steel-framed structure extends for the full length of the northern section of the Deansgate Terrace. This creates a new termination to the Terrace at the junction of Deansgate and Peter Street. This is in line with the previously approved scheme for the Deansgate Terrace North and the ambitions of the SRF as set out in Section 3.

4.44. The elevational design of the new frontage to Dean Street is conceived as a contemporary interpretation of the historic façade pattern evident on the Deansgate façade. This comprises of a strong expression of regular primary vertical and horizontal elements reflecting the rhythm of the Deansgate façade and structural module of the existing building, infilled with bays of brickwork and fenestration based on the typical proportions of fenestration on the Deansgate façade.

4.45. The new facades will be faced in brick to closely match the existing brickwork to the Deansgate elevation, The primary vertical and horizontal elements will be expressed, with infill panels recessed to provide modelling and articulation to the façade.

4.46. New glazed frontages will be provided to the existing openings at the northern end of the west facade facing Deansgate, designed as simple, contemporary glazed elements to complement the weight of the masonry treatment of the existing building.

4.47. A shared office roof terrace is proposed above the northern section of the offices to provide shared amenity space for the Deansgate Terrace office accommodation, and for the Great Northern Warehouse, via a bridge connection between the two buildings.

4.48. At ground floor level, new commercial retail and restaurant uses provide animation and activation to Dean Street. These new units will be located within the new build component, and also partly comprise refurbished retail space within the existing building.

4.49. The proposals for the southern section of the Deansgate Terrace mainly comprise a light refurbishment of the internal spaces to provide flexible commercial spaces and community space within the existing units. The existing circulation cores within this section of the building will be retained and used for access to the upper-level spaces.

4.50. At the midpoint of this section of the Deansgate Terrace, a new residential entrance will be created within two bays, comprising the removal of two of the non-original shop fronts, and replacement with new glazed facade. This will also require the removal of material on the existing east face of the building to create an opening into the residential reception and amenity space.

4.51. Within the northern section of the Deansgate Terrace, a new heating and cooling VRF system is proposed to serve the new ground floor commercial uses and new office use above. Service routing and lighting will be within ceiling voids for the new build elements and integrated into purpose designed exposed plant elements mounted on the exposed original soffits and roof structure, within the existing refurbished spaces.

4.52. A new dedicated roof plant space discretely positioned behind the existing pitched roof on the east side of the building will accommodate the plant equipment serving this part of the Deansgate Terrace.

4.53. In line with the recommendations of the condition surveys undertaken and submitted with this Application, the alterations to the listed buildings comprise the following:

- Refurbishment and repairs to existing, original roof covering, including new gutters and any integrated safety and access measures where required, and repairs as required to original roof structure.
- Thermal upgrade to northern section of roof associated with proposed new office space. The existing slate tiles will be reused where possible.
- Refurbishment and re-glazing of all non-original existing timber framed windows.

4.54. Within the southern section of the Deansgate Terrace, the existing service provision will be retained as part of the overall light refurbishment proposed, with upgrade and replacement of specific elements where required. Both sections of the building incorporate natural ventilation using existing and new windows.

4.55. Internally, the proposals have aligned the refurbishment with the existing bays of the Deansgate Terrace to minimise the interventions to the listed fabric. Some lightweight partitions, linings and may be required to subdivide the space but, where possible, the original building fabric will be left exposed.

4.56. The internal alterations proposed to the southern section of the Deansgate Terrace relate primarily to the light refurbishment of the existing spaces within the building. The bay immediately south of the existing stepped access to Deansgate Mews will become part of the new access to the new at grade pedestrian connection through the Site. To facilitate this, the non-original shopfront will be carefully removed, and a new opening created through the east elevation.

4.57. Full details of all the listed building interventions to the Deansgate Terrace are set out in the Heritage Assessment prepared by SLHA (Appendix 7.1 of ES Volume 2).

Leisure Box - Residential Element

4.58. The residential element's materiality and form has also been through several design iterations, which have been informed through public consultation and discussions with statutory consultees, such as Historic England and the local planning authority.

4.59. The design team's objective was to establish a suitable strategy to respect and build on the setting of the listed buildings, allowing the proposed residential towers to integrate into the area's strong character. Four main options were tested, which are set out in the Design and Access Statement prepared by SimpsonHaugh and submitted with this Application.

4.60. For the chosen option, the façade materiality comprises a simple, ordered, repetitive grid, reflecting the Victorian simplicity and repetitiveness of the Warehouse and Deansgate Terrace. The proposed 3x3m grid provides an ordered framework within which tonal and textural elements can be integrated to create richness and a variation across the facades.

4.61. This approach also allows the integration of a variety of amenity spaces, including projected balconies, inset balconies, and private/shared terraces. The proposed primary material for the facade grid elements is pigmented pre-cast concrete. This material can be provided in a range of high-quality finishes and textures and can be coloured to complement the tones of the listed buildings.

4.62. This will allow the expression of the buildings to be imbued with very similar tonal and textural qualities to brick and stone of the listed buildings, and to incorporate subtle detailing and articulation, allowing a cohesive and integrated overall appearance between the new and the old buildings, whilst using a contemporary form and expression. The material will convey the visual 'weight' of the masonry construction of the listed buildings whilst also allowing the grid elements to be slender and elegant in their proportions, and suitable for use in buildings of the height proposed.

4.63. The decorative metal perforated screens and balustrades will be constructed in anodised aluminium with a warm brown/grey tone to complement the tones of the precast elements and provide a high quality finish. The window frames and cills will be constructed of dark grey powder coated aluminium.

4.64. The facade design has been developed to express key formal and programmatic elements of the buildings. The double height internal amenity spaces are expressed as glazed 'cut-outs', providing articulation of the forms, and expressing the different uses of these spaces from the residential accommodation.

4.65. Roof terraces are articulated with glazed infills to the precast grids to provide sheltered wind screens to external areas. The podium elements at the base of the building will be articulated through the expression of deeper horizontal and vertical grid elements and wider grid spacing.

Podium Facades

4.66. The precast grid continues through to the podium levels and is differentiated from the residential levels above through the expression of deeper horizontal and vertical grid elements, and wider spacing of the grid, providing a clear articulation of the base of the buildings

4.67. The wider grid spacings at podium level creates spaces suitable for the various glazed commercial unit frontages and glazed areas are expressed with a similar 'crittal' expression to visually integrate with the expression of the residential levels. A high-level louvre band is included to all glazed frontages to provide mechanical intake/extract as required.

4.68. Louvred plant areas will comprise decorative perforated screens to match the colour and finish of the residential perforated screens and balustrades, with dark grey performance louvres set behind.

4.69. Perforated screens will also be provided to the car park areas. At night these screens will glow with the light from inside the building, providing illumination and animation when viewed externally.

4.70. Full details on the form, materiality and treatment of the Proposed Development can be found in the Design and Access Statement prepared by Simpson Haugh.

Public Realm

4.71. Following extensive public consultation and dialogue with residents, the Great Northern Square will be completely reconfigured to provide level-access, formal and informal seating, and a range of hard and soft landscaping.

4.72. Additionally, the proposals will improve the Deansgate Mews between Deansgate Terrace and the Leisure Box through the addition of more ground floor active uses on the former Leisure Box site, as well as the provision of planting, landscaping and fixed and semi-fixed furniture.

4.73. The alterations to the Warehouse and the demolition of the Leisure Box will facilitate the creation of Dean Street and Alport Street, two new 'mews'-style streets with ground floor units providing a range of retail, commercial and food & beverage uses. Watson Street will also undergo significant improvement, facilitating a more pedestrian-friendly area with a range of retail units providing active uses.

4.74. The Proposals for Great Northern will facilitate the delivery of 12,076 sq. m. of new public realm, including 156 new trees. The landscaping strategy replaces 29 low-quality trees with a mix of high-quality semi mature trees. A further 9 trees currently located in planters will be relocated as part of the overall total number.

4.75. The public realm can be divided up into several areas, described as follows:

- Great Northern Square: An important element of the re-design is to retain the welcoming character that the central space currently provides, creating a lush verdant space in the heart of the city centre. The new design also reintroduces children's play equipment, including a sand pit, and forms an enclosed space centrally that has the flexibility to incorporate a programme of family friendly activities.
- Dean Street: The creation of Dean Street has been achieved with the removal of structures added in the 1990s and subsequent conversion of the Warehouse, which better stitches into the wider connections to improve circulation through the Site. The street allows the western facade of the warehouse to be appreciated for the first time since the 90s development and provides a vibrant North-South link within the Site.
- Alport Street: The former stepped connection from Deansgate to Deansgate Mews has been removed with the creation of 'Alport Street'; a flush at-grade route connecting through to Watson Street. The original beams of the viaduct will be revealed and provide an enticing setting to draw users into the Site and provides a cut through from Castlefield to the rest of the City Centre.
- Deansgate Mews: The first floor of the development provides a key north-south link within the Site via the Deansgate Mews and had been developed to create an enticing and welcoming ascent. The character will feel very independent with lots of small units able to inhabit and spill out onto the space.
- Petersfield works: As part of the early design process a vision study was undertaken to consider the potential future opportunities that could be possible along Watson Street and Great Bridgewater Street. The current configuration is vehicle dominated at its southern end, and requires repositioning in light of the Viadux scheme and the new north-south linkages which will establish it as a key desire line. This is a long-term future view that has been used to inform the design for possible works within the redline boundary for the current application.

4.76. The materiality and appearance of the public realm has been through multiple design iterations and discussions with the design team.

4.77. Materially, the general areas of ground floor public realm surface will feature a uniform natural stone paving, featuring warm greys and pink tones, around all areas of the Great Northern, to create a cohesive public realm and celebrate the tones and materiality of the Great Northern Warehouse and stitch it into the wider MCR city scape.

4.78. To maintain the desire lines and, to highlight the main routes and the centre of the Square, a resign bound gravel aggregate will be utilised, selected due to its permeability and hard-wearing qualities. Additionally, elements of composite timber decking will be utilised in the Square to facilitate a variety in tones and texture. The proposed sand pit, which replaces the one currently on Site and requested as part of the public consultation, will be managed daily by the site team.

4.79. To encourage exploratory and informal routes, a range of materials will be utilised, such as raised wooden planter across soft landscaping (to encourage playfulness), iron meshes to celebrate the area's industrial history, and paving blocks within areas of gravel to communicate with visitors that the area is to be enjoyed, explored and played in.

4.80. Furnishing across the public realm will be a variety of robust finishes, detailed to fit in with the blend of contemporary and industrial aesthetics. Attention to detail and consideration of intended uses and footfall are key to creating a robust landscape that will wear and age appropriately.

4.81. The history of the Site can be revealed with details, materials and forms adapted from, for example, the old railway tracks, which helps to evokes the heritage of the Site. A suite of site furniture and features will form a major part in the Site narrative and a connection to the past. Standard benches and fixed picnic benches will be implemented for formal seating areas, and a range of interesting, fun and uniquely designed informal chill-out seating will be on Site for friendly meetings, play-time and spontaneous, informal events.

4.82. The partial retention of the Leisure Box will maintain the Deansgate Mews route at an upper level via a new series of stepped access points. However, lift access will be improved as part of the development and the steps will feel generous, well-lit and safe throughout the day into night.

4.83. This first floor public realm provides a vital north-south link directly from Great Bridgewater Street to Peter Street (with the creation of the new Dean Street) and will feature independent retailers occupying the retail units on the Deansgate Mews. The mix of retailers is anticipated to create spill out, as such the public realm will provide a mix of fixed and semi-fixed elements, including planters, external seating and trees.

4.84. Circulation on Deansgate Mews is influenced by the linear layout of the streetscape, creating a natural corridor as a means of a direct route form Watson Street to Great Bridgewater Street. Improving accessibility is key to the reinforcement of this route and, as such, lifts will be introduced at both ends.

4.85. Standard benches and fixed picnic benches will be implemented for formal seating areas, and a range of interesting, fun and uniquely designed informal chill-out seating will be on Site for friendly meetings, play-time and spontaneous, informal events.

Lighting

4.86. The exterior lighting scheme will be in harmony with the proposed landscape design principles and will reintegrate the Site with the surrounding buildings. The landscape, building façades and public realm characteristics will be emphasised, but at the same time, the Site as a whole will be lit in such way that it expresses a coherent identity.

4.87. The landscape lighting design concept is to illuminate key routes and gathering nodes using selective use of lighting colour, and appropriate use of lighting intensity by integrating lighting wherever possible as an integral part of the landscape. Where this is not possible, lighting is to be an integral part of the architectural elements of the public realm and integrated into walls, handrails, ramps, steps.

4.88. Full details of the public realm are provided in the Public Realm Strategy document prepared by Planit-IE and submitted with this Application. Similarly, a full exterior lighting strategy has been undertaken and can be found within the Lighting Strategy Report prepared by Light Bureau submitted as part of this application.

Access and Highways

Entrances

4.89. The design team have adopted an approach that will facilitate access and use by all people who occupy or move around the existing and proposed new buildings including those with mobility, sensory or cognitive impairments.

4.90. The levelling of the amphitheatre within the Square will create level and accessible access into the Square from Peter Street, Watson Street and Deansgate. Broadly, access into the Great Northern Warehouse will remain unchanged, with access provision as existing.

4.91. The central mall space will be retained as continued to be in use as a publicly accessible space. Two platform lifts from ground to first floor will be added to improve accessibility between these levels.

4.92. As the existing restaurant in the north west corner of the Warehouse is proposed to be converted into the office reception and entrance, the addition of a new external glazed lift is proposed. A bridge connection is also proposed at this location, to reinstate the historic connection between the Warehouse and Deansgate Terrace. The new bridge will be positioned on Level 2 to connect the office shared amenity space to the proposed new roof terrace above Deansgate Terrace.

4.93. The removal of the modern ramps, and the introduction of the new lift and bridge connection, will facilitate the creation of Dean Street. This newly created street provides access to Deansgate Mews and Alport Street.

4.94. An additional tenant entrance will be created in the south east corner of the building, with the two existing lifts in this location (currently serving the car park), retained and adapted to suit a new passenger and goods lift as part of the overall provision for the office conversion.

4.95. Access to the Deansgate Terrace will remain largely unchanged. However, to incorporate the proposed roof terrace, new access is proposed via the lift and stair core within the building, as well as via the bridge connection to the Great Northern Warehouse.

4.96. Deansgate Mews will benefit from its existing access from Great Bridgewater Street, but also be accessible from the Great Northern Warehouse terrace on its southern elevation, and from Dean Street and Alport Street via new stairs and a lift.

4.97. The existing staired access through Deansgate Terrace will be removed to facilitate the introduction of these new streets and level access.

4.98. The proposed new main residential entrance and concierge space is located on the west side of the building, underneath the Deansgate Mews, with access provided through two of the existing shop fronts on the Deansgate Terrace. This space will incorporate a post/ parcel storage area adjacent to the service area, to enable efficient management of post and deliveries to residents.

4.99. Ancillary access to the new residential buildings A and C, and the ground floor commercial retail units, will also be available from Watson Street.

4.100. Access to the new areas of public realm will be via steps and lift access at either end of the Deansgate Mews, providing connection to Great Bridgewater Street and Dean Street/ Alport Street, in addition to the public access through the Warehouse from the viaduct.

Cycle Parking

4.101. Cycle parking for the residential element of the proposals will be provided in excess of the ratio of 1 space per apartment as per standard MCC guidance. On this basis, there are 753 spaces proposed for cycles, all located in a dedicated cycle parking area adjacent to the main residential entrance, at ground (and at level 1) underneath the Deansgate Mews, with a secure access from Great Bridgewater Street, and a direct access through to the main residential reception area.

4.102. Secure cycle parking for the office elements will be provided at ground mezzanine level in the Warehouse with circa 156 spaces, will be accessed from a secure ramp/stair from Alport Street, along the southern edge of the Viaduct. The office cycle parking and end of journey facilities (including lockers, showers and changing facilities will be designed to platinum Cyclescore standards) and will be provided at mezzanine level, from which access to the office spaces is possible via the staff lifts in the south east corner of the building.

4.103. 34 additional cycle parking spaces for the Terraces will also be provided, giving a total quantum of 190 internal and secure spaces. There will also be 10 showers, 228 lockers and changing facilities. The provision of 190 spaces exceeds the MCC cycle standards, which suggests 1 space per 200 sqm for office uses and therefore 95 spaces.

4.104. In addition to the internal cycle parking, additional short stay parking is proposed in the public realm areas for the various commercial/retail units. This will consist of 56 short stay spaces to complement the provision of Beryl Bikes, which have recently been installed on Watson Street.

Vehicular Access

4.105. Due to the constrained nature of the Site, the only viable location for vehicular access to the Site is from Watson Street to the east as existing. Vehicular access or egress is currently not feasible from Great Bridgewater Street to the south, due to the proximity of junctions with Watson Street and Deansgate. However, the design is future proofed in order to allow for a connection to be made if Great Bridgewater Street is redesigned to allow for this.

4.106. Vehicular access is not feasible from the busy thoroughfares of Deansgate and Peter Street to the west and north. There will be no vehicular access to the Great Northern Square, other than for access equipment or vehicles for temporary events.

4.107. Bollards and other purpose designed landscape features have been integrated into the landscape design to prevent unauthorised vehicular incursions into the Site.

4.108. The proposed 929 space car park will be located within the lower levels of the Leisure Box Site, split across 5 levels. As part of the Watson Street improvements, the only viable location for car park access to the Site is from Watson Street to the east.

Servicing

4.109. It is envisaged that refuse collection for the residential, office and terrace components would predominantly take place within the Site in a comparable manner to the existing situation.

4.110. A servicing and delivery area will be situated in the north west corner of the Leisure Box in the location of the existing service bay. This area will be accessible by service and refuse vehicles, which will access this space from Watson Street. This strategy will enable discrete servicing for the Site and avoid the potential for unsightly on street waste storage and collection.

4.111. The management team will coordinate the transport of deliveries, and collection of waste from the main service area and the other buildings within the Site and, where considered appropriate, coordinated these to take place outside of normal working hours. A service access door and route between the service area and Alport street to facilitate transfer between this area and the Warehouse and Deansgate Terrace North.

4.112. This includes post deliveries for the residential accommodation, which can be conveniently transferred to the post and parcel storage area located adjacent to the main residential reception and concierge.

4.113. In addition to the central servicing area, three new loading bays are proposed on Watson Street. Two are in the vicinity of the residential uses and one in the vicinity of the Warehouse.

4.114. It is proposed that service vehicles requiring access to the Warehouse loading bay enter the bay from the south, unload or load and then exit via the one-way section of Watson Street onto Peter Street.

4.115. The existing loading bays located on Deansgate would also be used to serve the Deansgate Terraces and potentially one of the residential towers. Full details of the current proposed servicing arrangements are provided in the Waste and Servicing Strategy prepared by Curtins and submitted with this Application.

Proposed Phasing

4.116. Whilst the preferred option is for the proposals to be delivered in one continuous phase of development, it may be necessary to deliver the scheme in phases and therefore the application tests the scenario whereby the proposals come forward on a phase-by-phase basis.

4.117. The sequencing of the phasing has been tested on the basis that Phases A, B and C come forward sequentially, potentially with overlapping phases. However, this is indicative at this stage until a contractor is appointed. A condition will therefore be required for discharge that ensures the submission of the final details of the proposed phasing, submitted for approval by the Local Planning Authority prior to commencement of each phase.

4.118. Similarly, there will be interface areas between the Leisure Box and the Great Northern Warehouse phases that will be required to be adaptable during the delivery of the scheme. This is to ensure that placemaking objectives can be delivered between each phase whilst allowing construction activity to complete other phases of works, namely on the newly created Alport Street and the Viaduct.

4.119. However, it is acknowledged that any material deviation from the scenarios tested in the Environmental Impact Assessment and other supporting technical information would need to be tested and fully justified. The details of the works associated with each phase of development are set out in the following subheadings to align with the phasing strategy set out in Chapter 5 of the EIA (Construction Management and Logistics) and supporting technical appendices.

Phase A – Great Northern Warehouse, Deansgate Terrace North and Great Northern Square

4.120. At ground floor level of the Warehouse, the existing commercial uses (the casino, bowling alley, and the restaurant in the north east corner of the building) are to be retained, with access provision as existing. The mezzanine to the restaurant will also be retained. The casino space at first floor level will also be retained as its current use, together with the associated level 01 mezzanine space and plant space running along the west side of the building whilst the conversion of the Great Northern Warehouse takes place.

4.121. During the conversion of the Warehouse and Terrace, Great Northern Square will be partially closed on the western side to allow for construction traffic. Once the works to the buildings are complete, the public realm will be completed in this area used for construction traffic and the hoarding line will be repositioned so that the remaining areas of the Square can be delivered, such as the reconfiguration of the existing amphitheatre space.

Phases B and C – Leisure Box and Deansgate Terrace South

4.122. Phases B and C of the proposals comprise the residential element of the scheme and require the demolition of the upper, steel-framed section of the building currently accommodating the cinema, together with the atrium structure located above the viaduct and the disused pedestrian bridge across Watson Street and the works to Deansgate Terrace South.

4.123. Adaptive re-use of the lower, concrete-framed car park section of the building will then take place by retaining the existing car park use and altering the structure to accommodate the provision of new residential cores, structure and ancillary facilities.

4.124. This will be followed by the creation of a new 2 storey podium above the existing car park structure, incorporating 2 levels of car parking in addition to new commercial retail/restaurant and amenity facilities. The 3 residential elements will be built on top of the existing concrete structures, to facilitate 746 new high-quality residential apartments, including shared and private amenity spaces, generous reception spaces and facilities.

4.125. As part of these works, the hoarding line will be positioned along Alport Street to allow for construction traffic to route around the Leisure Box part of the Site. Construction traffic will likely enter the Site from Great Bridgewater Street and route in a clockwise manner around the Leisure Box part of the Site.

4.126. Full details of the proposed phasing of the development have been provided in Chapter 5 of the Environmental Statement (Construction Management and Appendix 5.1), including temporary interfaces between the proposed phases of the development. It is considered that these temporary interfaces between phases will be required for submission by way of planning condition as phases come forward.

Petersfield Area

4.127. Following extensive pre-application discussions with Manchester City Council and neighbouring landowners, an indicative proposal has been conceived that seeks to deliver important placemaking objectives on Watson Street and, namely, it's existing junction with Great Bridgewater Street. This area will provide an important pedestrian connection from Deansgate-Castlefield Metrolink stop and Viadux down to Watson Street, leading to a connection to Peter Street and the wider City Centre.

4.128. Currently, a scheme is in place through the Viadux development to improve this junction and it is envisaged that, once the Leisure Box phase of development comes forward, it will add to the improvement of this junction and allow for further improvements to Watson Street, including the widening of the western side of the pavement and narrowing the vehicle carriageway whilst allowing for the existing function to be maintained. This will be completed once all other Site works are complete to ensure the placemaking objectives are fully realised.

4.129. An interim solution is provided whilst the construction activity on the Leisure Box element of the Proposed Development is being delivered, which ensures the widening of the eastern side of Watson Street by the Viadux delivery team. The western side of Watson Street is required for construction traffic associated with the delivery of the Leisure Box and therefore, to avoid abortive work, this area of public realm will be completed once this phase of development has ended.

4.130. This area is highlighted on the supporting planning drawings as S.278 Petersfield Study works. The works are shown on drawings but are likely to be further detailed through submission of specifics via the S278 legal agreement and negotiation stage.

5. Planning Policy

Introduction

5.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".

5.2. This section outlines the relevant provisions of local planning guidance and policies that are relevant to the Proposed Development, contained within the Manchester Core Strategy and the Saved Policies of the Manchester Unitary Development Plan (UDP), in addition to the relevant tenets of national policy and other material considerations.

5.3. A summary of planning policy and relevant material considerations are provided in this Section and further consideration is given to individual site-specific considerations in Sections 6, 7 and 8 of this Statement.

Local Development Framework

5.4. The Local Development Framework is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. Within this context the adopted Local Plan for Manchester comprises:

- Saved Policies of the Manchester Unitary Development Plan (2005) ("the UDP");
- Manchester Core Strategy (2012);
- Manchester Proposals Map (2012);
- Greater Manchester Joint Waste Development Plan Document (2012); and,
- Greater Manchester Joint Minerals Plan (2013).

Material Considerations

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

- National Planning Policy Framework (2021);
- National Planning Practice Guidance (2022);
- Great Northern, Manchester Central and Castlefield Quay SRF (2017 and 2019 update);
- Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015);
- Providing for Housing Choice Supplementary Planning Document and Planning Guidance (2008);
- Manchester Residential Quality Guidance (2017);
- Our Manchester Strategy 2016-2025;
- Climate Change Emergency and Playing Our Full Part on Climate Change (2018);
- Manchester Climate Change Framework (2020-2025) (2020);
- City Centre Transport Strategy (2019);

- Draft Places for Everyone (2022);
- Design for Access 2 (2002); and
- GD04 Waste Storage and Collection Guidance for New Development (2017).

Adopted Manchester Local Development Plan

Manchester Core Strategy (2012)

5.6. The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be, to be sustainable, meet local needs and take full advantage of opportunities.

5.7. The following policies, set out in full are of relevance to the Proposed Development and have been assessed in Sections 6 and 7 of this Statement:

Policy SP1 – Spatial Principles

The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.

Development in all parts of the City should make a positive contribution to neighbourhoods of choice including: creating well-designed places that enhance or create character; making a positive contribution to the health, safety and wellbeing of residents considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income; protect and enhance the built and natural environment; minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible; and improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy CC1 – Primary Economic Development Focus

City Centre and Fringe Provision of a range of economic development uses, such as retail, leisure, entertainment, cultural and tourism facilities will be encouraged in the City Centre, in line with Policy C1, to support the development of a vibrant employment location attractive to businesses, employees and visitors to the City Centre.

Policy CC2 - Retail

If a proposal comes forward for comparison retail which cannot be accommodated within the PSA, the Council will consider areas beyond the PSA. Any such proposal should:

- make a positive impact on the built environment and the public realm, ensuring that new development is of the highest design quality;
- Be accessible to disabled people;
- Be carefully considered against its potential to impact on the vitality and viability of the PSA;
- Create strong linkages with the PSA on foot;
- Be accessible by public transport; and
- Have an acceptable impact on the highway network.

Policy CC3 - Housing

The City Centre will see the most intensive development of housing in the City. It is expected that a minimum of 16,500 new units will be provided from 2010-2027. Key locations for the residential development will be Castlefield, Piccadilly, the Southern Gateway and the Northern Quarter.

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 CC4 – Visitors, Tourism, Culture and Leisure

The City Centre will be the focus for culture and leisure in the City Region. Proposals to improve the appearance, use and accessibility of all cultural and visitor attractions and associated facilities will be supported. The improvement of facilities for business visitors will also be supported. Development in the City Centre which improves facilities for visitors, including Manchester residents, will be promoted.

Policy CC5 – Transport

Developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.

Policy EC3 - Regional Centre

Within the Regional Centre development for employment generating uses including offices and other commercial development will be encouraged. Housing will also be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.

Policy CC7 – Mixed Use Development

The City Centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible. Active ground floor uses (shops, food and drink and leisure) will be appropriate in locations which have an established public function, or as part of a development which will create such an environment.

Policy CC8 – Change and Renewal

The approach to development, and redevelopment, in the City Centre will welcome large-scale schemes. Developments which make significant contributions to the City Centre's role in terms of employment and retail growth or which improve the accessibility and legibility of the Centre will be supported, subject to the proposal's impact on key aspects of the City's heritage and character.

Within areas identified for large-scale redevelopment proposals will be expected to be prepared within an approved development framework.

Policy CC9 – Design and Heritage

New buildings will need to be of the highest standard in terms of appearance and function.

The Council will support high density and mixed-use development, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form.

Policy CC10 – A Place for Everyone

The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through increasing the diversity of activity in the City Centre and high standards of accessibility to buildings and across spaces.

Policy H1 – Overall Housing Provision

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.

Policy H8 – Affordable Housing

The following requirements for affordable housing or an equivalent financial contribution currently apply to all residential developments on 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. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.

The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing considering changed economic conditions, subject to a financial viability assessment.

Affordable housing units will be inclusively designed to reflect the character of development on the site.

Policy C10 - Leisure and the Evening Economy

New development and redevelopment that supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/night-time economy will be permitted subject to cumulative impact, residential amenity and balance.

Policy T1 – Sustainable Transport

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

Policy T2 – Accessible Areas of Opportunity and Need

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, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport; and, is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

Proportionate Traffic Impact Assessments and Travel Plans should be provided for all major applications and for any proposals where there are likely to be access or transport issues.

Policy EN1 – Design Principles and Strategic Character Areas

All development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located.

Policy EN2 – Tall Buildings

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

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

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

Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes. Elsewhere within Manchester tall building development will only be supported where, in addition to the requirements listed above, it can be shown to play a positive role in a coordinated place-making approach to a wider area. Suitable locations are likely to relate to existing district centres.

The height of tall buildings in such locations should relate more to the local, rather than the City Centre, urban context. By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.

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

Policy EN3 – Heritage

Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment.

Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development

All development must follow the principle of the Energy Hierarchy, being designed:

- to reduce the need for energy through design features that provide passive heating, natural lighting and cooling;
- to reduce the need for energy through energy efficient features such as improved insulation and glazing; and,
- to meet residual energy requirements through the use of low or zero carbon energy generating technologies.

Policy EN6 - Target Framework for CO2 reductions from low or zero carbon energy supplies

New development, regeneration and retrofit projects, will be expected to take place in the context of more detailed proposals for decentralised low and zero carbon energy infrastructure in the form of energy proposals plans.

Policy EN8 – Adaptation to Climate Change

All new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy EN 9 Green Infrastructure

New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises, and, in accordance with current Green Infrastructure Strategies, the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Policy EN 14 Flood Risk

In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).

In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.

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

The City of Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure.

Policy EN 15 Biodiversity and Geological Conservation

The Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

Policy EN 16 Air Quality

The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

Policy EN 17 Water Quality

With reference to the Manchester-Salford-Trafford SFRA and other relevant documents:

- Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological;
- Development should minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems, to minimise groundwater contamination, and to avoid pollutants reaching watercourses;
- Development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site;
- Development should, where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.

Policy EN19 Waste

The Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.

Policy DM1 – Development Management

All development should have regard to the specific issues including: effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and green infrastructure.

Saved Policies of the Unitary Development Plan (1995)

5.8. The Unitary Development Plan was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012 significant proportions of the UDP have been replaced, however, several polices were saved on 11 July 2012 and remain extant, with the only relevant policy being:

DC26.1 Development and Noise

The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. The Council will consider both the effect of new development proposals which are likely to be generators of noise and the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Other Material Considerations

National Planning Policy and Guidance

National Planning Policy Framework

5.9. The Department for Levelling Up, Housing & Communities published the revised NPPF on 20 July 2021. This document is a material consideration for any planning application and sets out the Government's planning policies for England and how these should be applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.

5.10. At the heart of the NPPF is a presumption in favour of sustainable development; the golden thread running through plan-making and decision taking (para 11). The NPPF notes there are three dimensions to sustainable development; economic, social and environmental. These dimensions are mutually dependent with the NPPF, in its entirety, defining sustainable development.

5.11. Firstly, the economic role should contribute to sustainable development by building a strong, responsive, and competitive economy and ensuring enough and right type of development to support growth. Secondly, the social role is required to support communities by creating well-designed, beautiful, and safe places, with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment.

5.12. The NPPF states that 'the purpose of the planning system is to contribute to the achievement of sustainable development' (paragraph 7). It summarises the objective of sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their needs. It goes on to state that at a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being, and environmental protection.

5.13. The sections that hold the most pertinence to the proposals is discussed in the following paragraphs. The NPPF, however, has been considered throughout the full assessment, including the technical reports prepared for this application.

5.14. Section 5 (paragraphs 60 to 80) is titled 'Delivering a sufficient supply of homes'. It outlines the need to provide high quality homes, widen opportunities for home ownership and create sustainable communities. It identifies that the mix of housing should be based on demographic trends and market trends, and that there is an appropriate mix of size, type and tenure of housing to meet local demands.

5.15. Section 6 (paragraphs 81 to 85) is titled 'Building a strong, competitive economy'. It emphasises the Government's commitment to support economic growth, including that the planning system should help create conditions in which businesses can thrive. Local planning authorities should support existing business sectors, and foster innovation in these sectors to address the challenges of the future including being flexible enough to accommodate new and flexible working practices.

5.16. Section 11 (paragraphs 119 to 125) is titled 'Making effective use of land'. It sets out that planning policies and decisions should promote the effective use of land to meet the need for homes and other uses. In particular it states that substantial weight should be afforded to the use of brownfield land, as well as ensuring developments make efficient use of the land. As part of this, the NPPF notes that a flexible approach daylight and sunlight in high density areas, so long as acceptable living standards are maintained.

5.17. Section 12 (paragraphs 126 to 136) is titled 'Achieving well-designed places'. It states that the planning process in fundamental to creating high-quality buildings and places. Good design is key to sustainable development and contributes to creating better places in which to live and work. It outlines developments should aim to:

- Add to the overall quality of the area and function well over the lifetime of the development;
- Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- Be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- Establish or maintain a strong sense of place, using arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- Optimise the potential of the Site, create and sustain an appropriate mix of uses; and
- Create safe, inclusive and accessible environments which promote health and well-being.

5.18. Paragraph 192 of the NPPF states in determining applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness

5.19. Paragraph 193 states that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

5.20. Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

a) Grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, Grade I and II* listed buildings, Grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

5.21. Section 196 states that where a 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.

5.22. Full details of all relevant tenets of the NPPF are provided in Appendix A to this Statement and have been addressed in full within Section 6 of this Statement.

Planning (Listed Buildings and Conservation Areas) Act 1990

5.23. The relevant policies and legislative framework for considering the heritage aspects of the proposals include the Planning (Listed Buildings and Conservation Areas) Act 1990, the NPPF and the policies of Manchester's Development Plan.

5.24. Section 7 of the Planning (Listed Buildings and Conservation Areas) Act 1990 is of particular relevance as it requires the authorisation of works affecting statutorily listed heritage assets (in the form of Listed Building Consent) where works would "affect its character as a building of special architectural or historic interest".

5.25. Fundamentally, the legislation requires decision-makers to apply considerable importance and weight to the desirability of preserving the significant fabric, architectural character and historic interest of designated heritage assets when determining planning proposals, balanced against identifiable public benefits. This requires appropriate analysis of the Site as a whole, and its physical and visual relationship to neighbouring designated heritage assets.

5.26. Great Northern Warehouse and Deansgate Terrace are both listed, and therefore requires evaluation of the impact of the Proposed Development on the fabric, and/or character and 'setting' of the listed building in the context of Section 66 of the Act, which states:

"In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

5.27. The 'setting' of a listed building is not a heritage designation, it is simply defined in the NPPF as the "surroundings in which a heritage asset is experienced". Thus, it is important to consider the change resulting from the Proposed Development and the overall impact that this would have on the special interest of the listed assets, and any neighbouring designated heritage assets identified.

5.28. The key test, derived from the legislation and subsequent guidance, is the effect on the significance of the asset a whole including its fabric and setting. Thus, it is important to determine the degree of change and whether the proposed physical alterations will result in a negative perception of the listed assets, or diminish their value as designated heritage assets.

5.29. In accordance with the requirements of Section 66, if a negative impact on the identified designated heritage assets is identified, its extent must be defined to determine whether it may be defined as demonstrable 'harm'. This is necessary because limited, or "less than substantial harm", should not be afforded the same weight as that which is deemed to be "substantial harm", and thus requires different considerations in terms of the NPPF and the supporting PPG (which together explain the application of the 1990 Act).

5.30. "Less than substantial harm" is a physical alteration or development affecting the setting of a designated heritage asset which may alter but does not fundamentally compromise its "special architectural or historic interest". Therefore, if a negative (but not fundamental) impact is identified, the Council must determine whether the development is mitigated by its balancing the public benefits of the scheme. If that is the case, and compliance with the relevant policy test in the NPPF is demonstrated, then it is sufficient to satisfy the LPA's statutory duty (as referenced in in Section 66).

5.31. The key planning consideration is therefore whether the Proposed Development would cause any demonstrable, unmitigated 'harm' or erosion of the values of the identified heritage assets. The Council must, therefore, use its judgement (based on relevant material evidence) to understand and objectively define the impact on the affected designated heritage assets, noting that change does not necessarily equate to 'harm'. Therefore, the weight to be applied by the Council must be proportionate to the status of the affected heritage asset and the nature of the proposed change.

5.32. A full assessment of the Proposed Development against the relevant policies and legislation set out above are provided in Section 6 of this Statement. Similarly, the Proposed Development in relation to the requirements of the Planning and Listed Building Act (1990) have been set out in Section 7 (Tall Building Assessment) and Section 8 (Public Benefits Case) of this Statement.

Supplementary Planning Documents and Guidance

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

5.33. The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers, and residents to the sort of development which is anticipated in Manchester.

5.34. In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.

5.35. The documents reflect and provide guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers, and residents to the sort of development that is anticipated in Manchester.

Providing for Housing Choice SPD (2008)

5.36. This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision.

5.37. The SPD highlights that a core driver of success will be the creation of "Neighbourhoods of Choice" with truly sustainable communities where people choose to live because of the quality of life on offer:

"It is through the creation of neighbourhoods of choice that (we) will succeed in delivering the household growth needed to underpin the City Region's economic growth potential. The creation of neighbourhoods of choice will demand an integrated and planned approach that can ensure that there are quality public services in the right location, along with quality local amenities, a choice of housing, a quality local environment and low levels of crime and disorder."

5.38. One of the central themes in the 'Neighbourhoods of Choice' vision is that there should be wide choice of housing, across tenures, with higher levels of home ownership than currently exist and higher overall property values. The needs of existing residents should also be met.

Manchester Residential Quality Guidance (2017)

5.39. The Manchester Residential Quality Guide was published in 2017. The Guide requires proposals for residential development to demonstrate the highest quality of design in accordance with its recommended approach. If a Proposed Development does not comply with the design principles, the developer is required to provide robust justification, evidence and options analysis.

5.40. These standards have resulted in a positive shift in terms of the quality of residential schemes coming forward, and space standards represent only one of the key ingredients for creating attractive and sustainable residential environments. The Guidance completes this picture, providing clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.

5.41. The document outlines the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. The document sets out nine components that, when combined, will inform and help to create high quality residential development and which will be used to shape the delivery of future housing provision in Manchester up to 2025 and beyond.

5.42. The nine components are as follows:

- *Make It Manchester – understand the character and qualities of various parts of the City;*
- *Make it Bring People Together – encourage a sense of community and neighbourliness;*
- *Make it Animate Streets and Spaces – the interrelationship between buildings, streets and spaces in making a place feel safe and inviting;*
- *Make it Easy To Get Around – ensuring the development is accessible, well connected and easy to get around;*
- *Make It Work With the Landscape – enhance and improve the connection with landscape and nature;*
- *Make It Practical – dealing with the clutter of life;*
- *Make It Future Proof – anticipate the impacts and effects of climate change that can make residential design more efficient;*
- *Make It a Home – provide sufficient space, natural light and storage to allow people to settle down and flourish; and*
- *Make It Happen – ensuring that the proposals are delivered as designed, well-constructed and sustainably built.*

5.43. The proposed development has fully assessed the requirements of the Manchester Residential Quality Guidance, as summarised further in Section 7 of this Statement and as set out in detail within the Design and Access Statement prepared by SimpsonHaugh and submitted in support of this application.

City Centre Transport Strategy (2021)

5.44. A City Transport Strategy to 2040 was endorsed by MCC's Executive on 17 March 2021 and Salford City Council's Regeneration Committee on 22 March, before being fully ratified by the Greater Manchester Combined Authority on 26 March 2021.

5.45. The strategy presents an overarching vision for a well-connected, zero-carbon city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live in and visit. In order to achieve this, seven ambitions are set out:

- *Ambition 1: Walking is the main way of getting around the city centre;*
- *Ambition 2: The city centre is cleaner and less congested;*
- *Ambition 3: More people choose to cycle to destinations within the city centre;*
- *Ambition 4: The city centre benefits from better public transport connections;*
- *Ambition 5: Parking in the city centre is smarter and integrated with other modes;*

- *Ambition 6: Goods are moved and delivered sustainably and efficiently into and within the centre;*
- *Ambition 7: Innovation is embraced where it benefits the city centre and its users.*

5.46. As part of the Transport Strategy, the 'City Centre Triangle' has been proposed as a strategic intervention that builds on temporary road closures introduced in response to the COVID-19 pandemic and the Northern Quarter Bee Network scheme.

5.47. After securing funding, this intervention will consider some of the remaining links in the City Centre Triangle, particularly on Deansgate, Liverpool Road, Aytoun Street and Whitworth Street to provide exceptional cycling infrastructure that connects the heart of the City Centre.

5.48. It is also recognised that the amount of Metrolink and train journeys made into the city centre at peak hours will almost double by 2030. Measures and improvements are proposed to both systems to alleviate congestion and increase the capacity of the network.

5.49. In September 2021, Greater Manchester have asked government to back early delivery of a London-style public transport system for the city-region. As part of the vision, which requires an initial £1.4 billion of funding from national government, Greater Manchester will deliver significant investment in transport facilities.

5.50. This is considered integral to the infrastructure required to create the Bee Network, creating vital new connections between towns, high streets and communities, fast orbital bus routes, new and improved stations and high-quality cycling and walking routes. The target for this initiative is to be in place by 2024.

Design for Access 2

5.51. The Design for Access 2 Manual was published in January 2003, it provides a practical guidance to inclusive design. It requires developments to be fully inclusive and accessible and the Council's vision is for Manchester to be recognised as the most accessible City in Europe. MCC recognises that inclusive design needs to take account of cross-impairment and community-based issues.

5.52. The Council will expect developers to comply with the standards detailed in its 'Design for Access 2' Manual, and to produce an access statement, which identifies the philosophy and approach to inclusive design. However, this should also be balanced against new guidance and give consideration of buildings regulations.

5.53. Information of how the Proposed Development has been designed to respond to the requirements of Design for Access 2 is contained within the Design and Access Statement prepared by SimpsonHaugh and submitted in support of this planning application.

Manchester's Green and Blue Infrastructure Strategy (2015)

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

5.55. The vision for green and blue infrastructure in Manchester is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

5.56. Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality-of-life people expect and enhancing the City's global image as a place in which to live, work and invest.

5.57. A summary of how the Proposed Development responds to the strategy is provided in Appendix B of this Statement.

Manchester Zero Carbon Framework: Playing Our Part on Climate Change (2022 Update)

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

5.59. The Climate Change and Low Emissions Implementation Plan (2016-2020) is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps that will be taken to become energy-efficient and investing in the natural environment to respond to climate change and to improve quality of life. It builds upon existing work and set out priorities to 2020 and beyond, including actions to both address climate change and improve Greater Manchester's air quality.

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

- To becoming zero carbon by 2038, significantly accelerated from the original target of 2050;
- To adopt a carbon budget and emit only a maximum of 15 million tonnes CO2 for the period 201 8- 2100. This has been transposed from a global carbon budget which has been calculated as "likely" to maintain global temperature change within 2°C as agreed in the Paris Agreement;
- To achieve a 13% year-on-year reduction in citywide CO2 emissions from 2018 to achieve this carbon budget.

5.61. On 13 March 2019, the City Council fully endorsed the Zero Carbon Framework 2020-2038, outlining how Manchester can meet its aim to being a zero-carbon city by 2038. Building from this, on 10 July 2019, declared a Climate Emergency and that climate change is a serious risk to Manchester's future. The Council committed to embedding the issue as an integral part of council decision-making, making sure that all key decisions are taken with the City's target of becoming zero-carbon by 2038 in mind.

5.62. Areas for action in the Manchester Zero Carbon Framework (2020-2038) Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well- connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.

5.63. Following this commitment, the Council's Executive endorsed the Manchester Climate Change Framework 2020-2025 in March 2020, which has been produced by the Manchester Climate Change Partnership and Agency. Within this, all developments where the Council has additional influence, for example as a client / end-user, landowner or development partner, all new development will need to be zero carbon from 2025 at the latest, when the new Manchester Local Plan is expected to become operational and is expected to become a policy requirement.

5.64. In addition, the Council developed a Climate Change Action Plan 2020-2025 to ensure that all aspects of the Climate Emergency Declaration were converted into clear actions with tonnes of CO_2 savings included where applicable. The Plan builds on over a decade of previous activity, which has seen the Council's direct CO2 emissions reduce by 54.7% between 2009/10 and 2019/20.

5.65. In August 2021, the Manchester Climate Change Partnership adopted and endorsed a roadmap to net zero carbon for new buildings within Manchester. The Partnership is a task force made up of private, public and third sector representatives and has been developed collaboratively with MCC. The roadmap sets out that all new buildings in the City should be net zero carbon from 2023. Whilst the roadmap is not planning policy, it has been indicated by MCC that the roadmap may be considered as part of the new Local Plan.

5.66. Following these conservations, in 2022 MCC produced an update to the 2020 Framework, following a failure to meet its targeted 13% reduction in overall emissions. Whilst the targets are broadly kept consistent with the 2020 iteration, the Update provides "*granular detail on the scale of action required to reduce emissions by 50%.*"

5.67. These include applying the highest zero carbon standards to new developments from 2023, ensuring Manchester City Council engage with developers in the production and regulation of whole-life carbon emission standards in all new buildings, ensuring a high percentage of energy used on site by new builds are from renewable energy or low carbon sources in the locality.

5.68. The Update also stresses the importance of retrofitting existing buildings to ensure the highest energy standards, and that MCC will utilise future planning policy to enshrine this obligation in a future Local Plan.

Places for Everyone 2022 (Examination Draft)

5.69. The Draft Plan outlines a target for 56,528 homes to be built within the 9 relevant Local Authorities of Greater Manchester between 2021-2037. Draft Policy JP-H4 outlines that new housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the Site by walking, cycling and public transport, in accordance with the minimum densities set out in the Plan.

5.70. As part of this it notes that Manchester is a key economic driver for the City Region and will be crucial in meeting the region's housing delivery targets. It suggests that Manchester should deliver 3,333 homes per year and recommends that for the City Centre the minimum net residential density is 200 dwellings per ha.

5.71. The plan has been submitted together with all the supporting documents, background evidence, and representations received during the final stage of public consultation, which took place from 9 August to 3 October 2021. The Plan was submitted to the Secretary of State for Examination on 14 February 2022, with the examination ongoing.

5.72. Given that it is yet to be fully examined, it is considered that the Draft Plan holds limited weight in the determination of planning applications within Greater Manchester. It is anticipated the Plan will be adopted in 2023. However, it is considered that the Proposed Development is in accordance with the principles of the Places for Everyone document.

6. Site Specific Planning Considerations

6.1. This Section assesses the proposals against the policies in the Development Plan and in relation to the key planning considerations of relevance to this application, as set out in Section 5 of this Statement.

6.2. Where material considerations provide additional requirements or detail to the policies of the Development Plan that merit discussion, these are considered in this Section along with the policies set out in Section 5 and cross referenced below. Further assessments relating to tall building policies and the Planning and Listed Buildings Act (1990) are provided in Section 7 and 8 of this Statement.

Principle of Development

6.3. The application site falls within the Regional Centre and meets the requirements of Policy EC3. The proposed conversion of the Warehouse to offices addresses the focus in EC3 on encouraging employment generating uses including offices and other commercial development. This also addresses Core Strategy Policy CC1 (city centre) which identifies the Civic Quarter (within which the Great Northern complex sits) as a strategically important economic location, with this area playing a key role in the city centre's function as a focus of employment growth in the City and Region.

6.4. EC3 also advises that housing will be an appropriate use within the Regional Centre although this should complement the development of mixed use employment areas. Also, subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate. Policy CC7 states that the City Centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible. Other than specifically identified locations it states that residential development will be supported as part of schemes which include employment. In this regard, the proposed residential components will complement and support the proposed employment uses and will ensure that the economic uses on the Site are maximised.

6.5. Policy H1 states that high density developments are considered appropriate in the City Centre and should contribute to regeneration initiatives by providing sustainable, well-designed accommodation.

6.6. The proposed retail and leisure uses are consistent with Policy CC1 which identifies the ned for retail and leisure uses to support the development of a vibrant employment location that is attractive to businesses, employees and visitors to the city centre.

6.7. The combination of uses and scale of the proposed residential development address Policy CC6, which states city centre development will generally be high-density, should maximise its land use efficiency to significantly exceed what is appropriate elsewhere in the city, and (given the proximity of the site to the Deansgate / Castlefield in particular) promote the availability of public transport alternatives. This is further tested through the application of Policy EN2 Tall Buildings which is considered specifically in Chapter 7 of this document.

6.8. The high-density nature of the Proposed Development ensures a sustainable use of brownfield land, which is directly adjacent forms of available sustainable transport modes and encourages walking and cycling and modes of transport through the provision of extensive cycle parking facilities. It is within a 30-minute walk of the entire of Manchester and Salford City Centres.

6.9. The proposed development will improve permeability, accessibility and connectivity in this part of the city centre as well as taking a conservation led approach that will support the refurbishment and long-term viable reuse of the site's heritage assets. This is consistent with Policy CC8 states that the City Centre will welcome large-scale schemes that make significant contributions to the City Centre's role in terms of employment, improve the accessibility and legibility and address impacts on heritage and character.

6.10. The existence of an SRF, and the scheme's compliance with that document in terms of land use and key development principles also supports the requirement in Policy CC8 for large-scale redevelopment proposals to be expected to be prepared within an approved development framework.

6.11. The design justification for the proposed development is set out within section 4 of this document – and as explained in detail within the supporting Design and Access Statement. This part of the submission describes how the site's design challenges and opportunities have been addressed, and (along with the supporting heritage statement) describes the conservation led approach that has been taken. As such, the proposed development addresses Policy CC9 which requires that the design of new buildings will need to be of the highest standard in terms of appearance and function. It states that 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.

6.12. In line with the requirements of Policy CC10, the proposed development has been designed in order to appeal to a wide range of residents and visitors. The proposed uses and public spaces will increase the diversity of activity in the City Centre, including family-oriented activity; and will fully meet the required standards of accessibility to buildings and across spaces in the City Centre.

6.13. The proposals are consistent with the requirements of the NPPF and associated Plan for Growth within planning policy. A such, it meets the 'presumption' in favour of sustainable development that ensures economic, social and environmental gains should be sought jointly, meeting current needs without compromising future generations. This is considered further in section 8 of this document, which identifies the public benefits of the Proposed Development.

6.14. The NPPF (Section 5) states that to support the Government's objective of significantly boosting the supply of homes and that Local Planning Authorities should assess the need for homes and support that need with strategic policies based on this assessment.

6.15. Paragraphs 81 to 83 of the NPPF emphasises the Government's commitment to securing economic growth and increased productivity. Significant weight should be placed on the need to support it through the planning system. Regarding the Manchester Residential Quality Guidance (2017), the proposals will accommodate a range of one, two and three bed properties with generous external public and private amenity spaces, as well as internal private amenity spaces. All apartment sizes within the residential development exceed the internal space requirements set out in the guidance.

6.16. This application is also supported by a Residential Management Strategy, prepared by Urban Bubble, to set out how the residential apartments and shared amenity spaces will be well-managed and meets the needs of the current and future population of Manchester.

6.17. The Proposed Development will improve the supply of high-quality residential accommodation within Manchester City Centre, which is much needed to meet the Local Authority's housing targets.

6.18. It should be noted that the Places for Everyone Draft (2021) policy JP H-1 sets out that Manchester should deliver 56,528 new homes between 2021 and 2037, with brownfield land anticipated to be the predominant source of land in Manchester

Design

Policy and Guidance

6.19. Nationally, Section 12 of the NPPF sets out the need for well-designed places and the need for developments to be inclusive and accessible for existing and future users. Specifically, developments should add to the overall quality of the area, not just in the short term, but for the whole lifetime of the development. Proposals should also be visually attractive as a result of good architecture, layout and appropriate landscaping.

6.20. The NPPG stresses the importance of good design, and that planning should drive up standards across all forms of development. As a core planning principle, plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or space that work well for everyone, look good, last well and will adapt to the need of future generations.

6.21. Locally, Policy EN1 states that all development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located. Policy EN2 sets out the Local Authority's tall building guidance in accordance with Historic England's Guidance Note on Tall Buildings.

6.22. Policy DM1 states that development should have regard to these principles in the context of the impact on the surrounding area amenity and be fully accessible, which is also a requirement of Policy CC10. In this regard, Design for Access 2 is also relevant and sets out guidance on how to improve accessibility.

6.23. Regarding the residential aspect of the Proposed Development, the Manchester Residential Quality Guidance (2017) sets several design criteria that should also be followed during the design development stages that are referenced below.

Compliance of the Proposed Development

6.24. The Design and Access Statement prepared by SimpsonHaugh, submitted in support of these applications for planning and listed building consent, provides an assessment of the Proposed Development against relevant design policies and guidance. Additionally, a Public Realm Strategy has been prepared by Planit that sets out the design quality and accessibility of the public realm.

6.25. In summary, the scale and form of the new building elements responds to the surrounding areas both regarding height and massing, as well as the potential impact on the historical environment. Site specific considerations have informed the design, including surrounding existing and cumulative developments, the location and accessibility of the Site, the proposed public realm, and sensitive receptors.

6.26. Through design development, the layout, massing, and façade have been tested and refined so that the buildings maximise the development potential and provides a high-quality addition to Manchester's built environment. As a result, the architecture of the Proposed Development is of the highest quality in both an aesthetic context and in a functional capacity.

6.27. Given the diverse range of activities and uses proposed, much like the existing function of the Warehouse and Deansgate Terrace, the scheme will provide a development that appeals to a wide range of residents and visitors and is highly accessible at all levels, including those who are visually, aurally, and physically impaired. Further details can be found within the Design and Access Statement prepared by SimpsonHaugh and the Landscaping Strategy prepared by Planit.IE.

6.28. The high-density towers optimise the Site's potential to make a positive contribution toward the City's housing delivery targets, whilst also providing an extensive green area within the city centre. In addition, this public realm has been designed significantly increase permeability, usage, safety and increase access to Green and Blue Infrastructure, as set out in Appendix A of this Statement.

6.29. The Heritage Statement (Appendix 7.1 of the ES Volume 2) sets out that the impact of the Proposed Development in heritage terms and is addressed later in this Section. In summary, the scheme will physically impact and alter the setting of designated heritage assets but will, overall, bring about several heritage benefits. Heritage matters are addressed in detail below.

6.30. As set out in the Townscape and Visual Impact Assessment (Chapter 6 of the ES Volume 1), the Proposed Development will enhance the current streetscape and introduce a sense of cohesion in the local context of the Site. Section 7 of this Statement (Tall Building Assessment) demonstrates that the Proposed Development is in accordance with the requirements of Historic England Guidance Note 4 on Tall Buildings.

6.31. Local amenity and other environmental considerations set out in Policy DM1 have also been addressed under the sub-headings in the remainder of this Section. In summary, the scheme represents a high-density, mixed-use development and addresses the design challenges associated with a scheme of this scale.

6.32. Overall, policy requirements of EN1, EN2, DM1 and CC10, alongside the Manchester Residential Quality Guidance and DfA2, have been addressed by the Proposed Development.

Heritage

Policy and Guidance

6.33. As section in Section 5 of this Statement, the relevant policies and legislative framework for considering the heritage aspects of the proposals include the Planning (Listed Buildings and Conservation Areas) Act 1990, the NPPF and the policies of Manchester's Development Plan. With regard to the NPPF, Paragraph 189 to 196 are of most relevance to the Proposed Development.

6.34. Locally, Policy EN3 states that Manchester City Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. Core Strategy Policy CC9 states the Proposed Development should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.

6.35. Historic England's Tall Building Guidance and Policy EN2 of the Core Strategy have been addressed in Section 7 of this Statement regarding Tall Buildings and cross references the physical and visual impact in heritage terms as set out in this Section.

Compliance of the Proposed Development

6.36. The Applicant's ambition for the Site is to allow these historic Grade II* and Grade II Listed Buildings to realise their potential as part of a special mixed-use destination. Stephen Levrant Heritage Architecture have produced an ES Chapter (Chapter 7) and Heritage Statement (Appendix 7.1) in support of these applications that sets out the significance of the assets, the Proposed Development, and the overall impact in visual and physical terms.

6.37. The Heritage Assessment sets out that the Terrace and Warehouse yield high evidential, historic, and aesthetic value. From a physical impact perspective, due consideration has been given to ensure that the proposed alterations to the Deansgate Terrace and Great Northern Warehouse are minimised and respect significant areas of the buildings. The direct impact on the heritage assets within the Site is identified as incurring both beneficial and adverse impacts. Compared to the approved scheme, this change presents several benefits, such as allowing for flexible and open spaces and a significant reduction to the size of the roof atrium.

6.38. In accordance with Historic England's pre-application advice, the design team tested several options and devised an innovative strategy to minimise internal fabric loss: the external circulation core and link bridge. This approach has reduced the loss of original fabric within the building from approximately 9% to 3%. While the conversion will necessitate the removal of some historic elements, these are proposed to be both sensitively managed and original elements reinstated where possible.

6.39. The assessment of impact concludes that the Proposed Development will result in limited instances of minor adverse impact, with no instances of significant adverse impact in physical terms. Most of the physical interventions of the Site will result in a negligible, minor, or moderate beneficial impact on the buildings.

6.40. Special regard to the desirability of preserving the building through its ongoing occupation and functionality for its optimal viable use has also informed the decision-making process. The proposals reflect the works required to introduce and accommodate new uses to the Site. Where areas of alteration or deconstruction are proposed, these physical interventions to the historic fabric are necessary to enable the successful and viable reuse of the Site, whilst retaining and enhancing the retained buildings and significant elements.

6.41. Similarly, the proposals will visually consolidate a highly significant grouping of Listed Buildings focussed to the southern end of Deansgate, resulting in an overall moderate beneficial impact upon their setting. The proposals are considered to enhance and complement the character and distinctiveness of the area and would not adversely affect established valued townscapes or landscapes, or adversely impact important views. The improvements to this prominent building would contribute positively to place making.

6.42. In evaluating the overall impact of the works, careful consideration has been given to the balance of heritage and wider benefits to reach a proportionate and justifiable conclusion. It is considered that the instances of harm associated with the physical and visual alterations are necessary to ensure a sustainable use for the Site. This harm is outweighed by the heritage and wider public benefits of returning a longstanding, underutilised Site back into full active use.

6.43. Overall, it is concluded that the proposals cannot be considered to result in anything more than limited instances of 'less than substantial harm', since the special architectural interest of the Listed Buildings will not be fundamentally compromised. On this basis, wider public benefits are required to be set out to demonstrate that the Proposed Development meets the tests set out in the Planning and Listed Building Act (1990).

6.44. Section 7 of this Statement sets out the scheme's compliance with Historic England Guidance in relation to Tall Buildings alongside the Proposed Development's compliance with Policy EN2. As summarised in Section 8 of this Statement, it is considered that the that the Proposed Development will deliver several broader social, economic and environmental public benefits will outweigh the perceived 'less than substantial harm' to the Listed Buildings.

6.45. Further information is contained within the Heritage ES Chapter and supporting technical appendices (Appendix 7.1). This, and the summary above, demonstrate that the scheme is compliant with national and local planning guidance and other material considerations.

Archaeology

Policy and Guidance

6.46. Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects relating to archaeological heritage and Paragraph 194 of the NPPF sets considerations related to below ground assets.

Compliance of the Proposed Development

6.47. A desk-based Archaeological Assessment has been undertaken by Salford Archaeology. The Assessment confirms that the Site does not contain any Scheduled Monuments or Registered Parks and Gardens.

6.48. Based on the evidence available, the Site may contain potential remains of late 18th to early 19th century housing; early 19th century to early 20th century industrial and railway buildings, which could all be of low regional or high local significance, depending upon the full extent of survival and condition. Given the extent of previous development in the early 2000s, and the resultant impact on buried remains, any buried remains are likely to be fragmentary, reducing their significance to low local or even negligible.

6.49. It may be anticipated, however, that ground-breaking works peripheral to the extant buildings will need to be monitored by an archaeological watching brief, as this would represent an appropriate strategy in this instance to mitigate the impact on any buried archaeological remains.

6.50. On this basis, the Proposed Development is considered to be compliant with Policy DM1 of the Core Strategy and Paragraph 194 of the NPPF.

Transport

Policy and Guidance

6.51. Nationally, Section 9 of the NPPF (Paragraph 104) states proposals should address impacts on transport networks, promote sustainable public transport alongside walking and cycling and reflect patterns of movement.

6.52. Locally, Core Strategy Policy T1 seeks to deliver a sustainable, high quality, integrated transport system and T2 sets out that developments should provide a level of car parking that reflects the realistic requirements of the users of the development. Regard should also be given to the need for those with accessibility requirements and cycle parking. Policy CC5 outlines developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.

6.53. With regard to waste, Policy EN19 Waste requires all developers to demonstrate the proposals consistency with the principles of the waste hierarchy through a waste management plan. MCC has prepared a Waste Storage and Collection Guidance Note (GD04) to promote recycling.

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

Compliance of the Proposed Development

6.55. Transport, waste, and servicing has been considered in detail in relation to the Proposed Development as set out in the Transport Assessment, Framework Travel Plan and Waste Management Strategy prepared by Curtins and submitted with this Application. In relation to policy requirements, a summary of these documents is provided below.

6.56. The existing Site currently provides 1,240 car parking spaces, with 519 bays in the Great Northern Warehouse and 721 bays in the Leisure Box, accessed from Watson Street. An audit of highway safety in the Transport Assessment concludes that there is no existing highway safety issue that is likely to be exacerbated by the Proposed Development.

6.57. The Site is highly accessible by a range of sustainable modes of transport and the surrounding area exhibits good levels of pedestrian and cycling infrastructure, with several public transport routes accessible within acceptable walking distance of the Site. Located immediately adjacent to Deansgate railway station and Deansgate-Castlefield Metrolink, the Proposed Development will be well served by local and national sustainable transport networks. Improvements are also envisaged to Deansgate in the future that will help to improve the walking and cycling accessibility of the City Centre.

6.58. By foot, a 2km walk covers the city centre and its wide range of facilities, employment opportunities, transport interchanges and residential neighbourhoods. Given the city centre location of the Site and the pedestrian infrastructure surrounding it, pedestrian accessibility to and from the surrounding area is very good. The Oxford Road Corridor and a number of other Strategic Regeneration Areas are within walking distance of the Site.

6.59. The Proposed Development will deliver secure, internal cycle storage provision at a ratio of 1:1 for residents and will also provide sufficient bike storage for visitors and workers, totalling 753 spaces in a large secure cycle store within the Leisure Box element of the scheme. Secure cycle parking will also be provided for the occupiers of the renovated Warehouse, totalling 156 secure spaces. An additional 34 cycle parking spaces will be provided for the Terraces, giving a total quantum of 190 internal and secure spaces

6.60. Due to the highly accessible location of the Site, sustainable transport options to the existing Site and the Proposed Development will be readily available for employees, visitors and residents once operational. Additionally, measures are proposed in the accompanying Framework Travel Plan to increase the level of walking, cycling and public transport use to and from the Site, and to reduce reliance on the private car.

6.61. Overall, the car parking on the existing site will be consolidated to the Leisure Box part of the development, representing a net reduction in car parking spaces of 313 spaces to a total of 927 spaces. This reduction is to reflect that the Site is highly accessible using sustainable transport modes and will help to achieve the Council's objectives of reducing car dependency in the city centre.

6.62. Trip generation forecasts using TRICS data and 2011 Census Journey to Work data have demonstrated that there is a negligible highway impact and the removal of 313 car parking spaces significantly reduces the trip generating potential of the Site. However, given the under-utilised nature of the existing car park, informed by surveys, it is expected that the overall number of trips to and from the car park will marginally increase. It is considered that this level of car parking is considered appropriate given the sustainable location of the Site within Manchester City Centre and reflects MCC's ambitions for carbon reduction and wider obligations for the Government in terms of their carbon reduction targets.

6.63. Spaces will also be future proofed with containment channels that enable cable connections to be installed as and when required. This allows the choice over appropriate charging points according to car type and provides flexibility in terms of EVC point specifications and location within the car park. The method will ultimately maximise EVC point up-take by providing the appropriate points at the most convenient locations, which will be secured by way of planning condition.

6.64. The proposed arrangements for management of waste are set out within the Waste and Servicing Strategy prepared by Curtins, which confirms that these are appropriate for this scale of development and that servicing and waste collection can be undertaken in an efficient manner.

6.65. In summary, there is a dedicated bin storage area located away from existing residential properties that can be easily accessed by a range of waste collection vehicles via Watson Street. The waste storage areas are separated in accordance with the GD04 Guidance prepared by Manchester City Council, in addition to providing the necessary amount of bins associated with each waste stream.

6.66. Overall, it has been assessed that the Proposed Development will have no material impact on the surrounding highways networks and that measures are in place to actively promote sustainable transport and reduce car dependency in a highly accessible city centre location.

6.67. On this basis, it is considered that the proposals are in accordance with the Local Plan Policies T1, T2, CC5 and EN19 along with the key tenets of the NPPF.

Ecology and Arboriculture

Policy and Guidance

6.68. Nationally, Section 12 and 15 of NPPF are relevant regarding ecology and arboricultural effects, highlighting the important contribution that trees make to the character and quality of urban environments and identifies ways in which planning policies and decisions can contribute to and enhance the natural and local environment.

6.69. Locally, Policy EN1 outlines that the Council will seek to maintain and enhance sites of ecological value and for proposals to consider their impact on protected species and areas. Policy EN9 highlights that new development will be expected to maintain existing green infrastructure and promote new ecology and planting.

6.70. The Manchester Residential Quality Guide (2017) is also a relevant material consideration and sets out that removed trees will have to be replaced on a 3-to-1 ratio.

Compliance of the Proposed Development

6.71. A Preliminary Ecological Assessment, Biodiversity Net Gain Assessment and Arboricultural Impact Assessments have been undertaken by Indigo Surveys and are submitted as part of these applications.

6.72. In terms of ecology, the assessment concludes that the Site has limited ecological potential relating to flora and fauna and no signs of bat activity or occupation were found. The suitability of roosting pipistrelles or other bat species was considered negligible due to a lack of vegetation and the bright illumination of the city centre Site. As such, there will be no impact on any of the species noted in the ecological data search because of the Proposed Development.

6.73. Regarding trees, the proposal will result in the removal of 29 existing trees and the replacement with 156 new trees, planting and other public realm areas. This will help to improve the ecology and biodiversity of the city centre, with an improvement of 1644% (1.35 points) on biodiversity net gain reflecting the Site's current poor ecological contribution, as well as bringing about air quality and carbon sequestration benefits.

6.74. On this basis, it is considered that the Proposed Development meets the requirements of the NPPF, Policy EN1, EN9 and the Manchester Residential Quality Guidance.

Ground Conditions

Policy and Guidance

6.75. Paragraph 183 of the NPPF requires that risks for land stability and contamination are considered and mitigated. Locally, Core Strategy Policy EN18 sets out that the Council will give priority for the remediation of contaminated land to strategic locations.

Compliance of the Proposed Development

6.76. A Phase 1 Preliminary Site Assessment has been prepared by Curtins in support of the applications, focussing on the suitability of the Site for the proposed land uses as well as the health and safety of construction workers and the extent of further intrusive investigatory works required.

6.77. Across the Deansgate Terrace area, there is potential for contamination within the made ground from historical uses including a tannery, lead mill and goods station. However, it is a low likelihood that the end-users of the development would encounter such contamination. In summary, the following recommendations are made in the supporting Phase 1 report:

- Undertake an intrusive ground investigation;
- Undertake a GQRA as part of the ground investigation;
- Undertake ground gas monitoring over a period of three months for potential hazardous gases; and
- Provide a detailed UXO Report.

6.78. A detailed UXO Survey has been provided with the application to consider the risk posed by unexploded ordnance and determines the threat as being low.

6.79. With regard to contamination, it is anticipated that a planning condition will be required to agree to the details of the ground investigations and the consequential remediation strategy as determined in later ground investigations.

6.80. Overall, it has been assessed that the Proposed Development are in accordance with the Development Plan and NPPF with regards to ground conditions.

Flood Risk and Drainage

Policy and Guidance

6.81. Nationally, Chapter 14 of the NPPF provides policy guidance on climate change, flooding, and coastal change. Paragraph 159 explains the basic principle that inappropriate development in the areas at risk of flooding should be avoided.

6.82. Policy EN14 outlines that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. This should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). Similarly, Policy EN17 sets out water quality must be maintained.

Compliance of the Proposed Development

6.83. A Flood Risk and Drainage Strategy has been prepared by Curtins, focusing on the Great Northern Warehouse and Deansgate Terrace elements. A separate Flood Risk Assessment and Drainage Strategy has been prepared by Civic Engineers, setting out the approach to the Leisure Box element of the proposals.

6.84. There is currently no flood risk identified on the flood risk maps for the Site and it is therefore regarded to be at very low risk from tidal flooding, and the Site is at very low risk of canal flooding. It is considered the risk of flooding from public sewers or highway drainage is considered low. The Site is in Flood Zone 1.

6.85. The Flood Risk assessment concludes the main types of flooding which may apply to the site are:

- Groundwater flooding (potential);
- Public sewer flooding (potential);
- Surface water flooding to the Site; and
- Surface water flooding from the Site.

6.86. A separate foul and surface water system is proposed. The existing foul drainage from the Great Northern Warehouse is proposed to be retained, with the additional capacity infrastructure installed. A diversion to the existing combined drainage system will be required to facilitate the Proposed Development. The proposed diversion will be designed in detail to provide sufficient capacity for the existing and additional flows from the Great Northern Warehouse and Deansgate Terrace.

6.87. The combined drainage diversion will connect to the existing 300mm diameter combined drainage sewer, which discharges to the existing 2400mm diameter combined sewer system in Deansgate. The existing Warehouse drainage and most of the drainage systems serving it will remain in place. Some diversion works will be required to the combined drainage to avoid the amended building footprint adjacent to the western boundary of the Site.

6.88. Surface water run-off to all external areas will be collected either by linear drains, or by permeable filter drains situated in landscaped areas. Any roof drainage will connect to the main drainage runs. Regarding the Leisure Box, the proposals include a permeable sub-base layer underneath the surfacing for all the shared external areas. This will be used for attenuation storage for surface water throughout the Site.

6.89. Surface water will be managed using blue and green roof features, providing a total of 358.5m^3 of effective storage and restrict the discharge rate to 31.55l/s from attenuated areas for up to the 1-in-100-year event and providing up to a 77% betterment on the existing surface water discharge rates. The required attenuation volume has been estimated using the Causeway Flow+ software and verified with a blue/green roof supplier, to ensure there is no flooding for up to the 1 in 100-year storm event +45% allowance for climate change.

6.90. Where feasible, hard landscaped areas of the podium will drain towards the soft landscaped areas, to maximise natural irrigation and sustainable benefits. The sustainable urban drainage system will be designed in collaboration with the landscape architect on the project with the aim to achieve a wide range of benefits including water quality, amenity, and biodiversity.

6.91. Foul water collected from the development will be routed at high level in the basement and connect to external drainage through the basement wall. The external foul water drainage will discharge three outfall locations: two in the public combined water sewer running underneath Watson Street and one into the public sewer underneath Bridgewater Street.

6.92. Therefore, an extension of the existing basement toward Watson Street, as well as changes to the ground floor and basement layouts, are necessitated to connect to these public sewers.

6.93. Overall, it is considered that, through the inclusion of significant surface water attenuation and drainage techniques applied to the Warehouse, Deansgate Terrace and the Leisure Box, the requirements of Policy EN14 and EN17 have been addressed.

Aviation Considerations

Policy and Guidance

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

Compliance of the Proposed Development

6.95. An Aviation Impact Assessment has been undertaken by Pager Power and is submitted with these applications.

6.96. It concludes that the Proposed Development will not infringe the Obstacle Limitation Surfaces associated with Manchester Airport. Two of the three towers are predicted to be in partial radar line of sight to the Secondary Surveillance Radar at Manchester Airport. However, the operational impact is likely to be small because the development is located amongst existing obstructions with a greater technical impact.

6.97. The Proposed Development is not predicted to affect any instrument flight procedures due to its height and position relative to these procedures and its size in the context of surrounding developments. Prior to construction, NATS and Manchester Airport will be consulted to agree a Crane operation Scheme.

Residential Amenity

6.98. Nationally, Paragraph 125 of the NPPF stipulates that developments should promote a high standard of amenity for existing and future users. Authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site.

6.99. Policy DM1 Development Management states that all development should have regard to effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.

6.100. Saved UDP Policy H2.1 states that the Council will not permit development that will have an unacceptable impact on residential areas. Saved UDP Policy DC26.1 outlines the Council intends to use the Development Control process to reduce the impact of noise on people living and working in, or visiting, the City.

6.101. Core Strategy Policy EN16 states that developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development. Policy EN2 Tall Buildings sets out how amenity effects can be caused by tall buildings and a full assessment of the compliance of the Proposed Development has been set out in Section 7 of this Statement. The Manchester Residential Quality Guidance (2017) acknowledges that taller buildings can have an impact on the character and atmospheric quality of the spaces immediately around them.

6.102. In accordance with MCC's validation checklist, any development over four storeys require a TV reception impact assessment. The report should assess the possible interference created by the Proposed Development on TV and radio reception within the area. All new residential developments must also incorporate measures to facilitate digital connectivity.

6.103. The conclusions of the assessments that consider the impact of the Proposed Development on residential amenity are summarised in this Section, covering the following topic areas:

- Air Quality
- Daylight, Sunlight and Overshadowing
- Solar Glare
- Wind
- Noise
- Crime and Safety
- TV Reception and Broadband

6.104. This planning application is supported by a full suite of technical assessments, including an EIA, which have considered the proposals in respect of their impact on surrounding residential amenity. The subheadings below have been used to provide an assessment of the scheme in policy terms.

Compliance of the Proposed Development

Air Quality

6.105. Regarding air quality, a dedicated Chapter is provided in the EIA (Chapter 8 and Appendix 8.1) setting out the potential air quality impacts associated with construction and operational phases of development, as well as potential mitigation measures that could be introduced in order to resolve any significant impacts on existing or introduced receptors.

6.106. It is considered that a Construction Environmental Management Plan (CEMP) would be implemented during construction works, which would provide general best practice mitigation in line with appropriate legislation, guidance, and measures to minimise emissions from construction traffic and dust generated by onsite construction activities. An Outline Construction Management Plan is contained in Appendix 5.1 of the EIA.

6.107. The impact of construction traffic on local air quality has been predicted using ADMS-Urban at existing sensitive receptor locations. Adopting appropriate mitigation measures as part of a CEMP will allow for all demolition and construction activities to be undertaken whilst minimising the emissions to air.

6.108. During the operational phase of development, measures are set out in the Air Quality ES Chapter and supporting technical appendices to mitigate any potentially significant effects, recommending a ventilation strategy is prepared in relation to the scheme. A Ventilation Strategy has been prepared by WSP and is submitted in support of the Proposed Development.

6.109. The Ventilation Strategy details the supply and extract ventilation strategy for the Proposed Development and describes how ventilation requirements have been incorporated into the design of the buildings, including car parking areas. With the incorporation of the design interventions and the provision of best practice measures, conditions that are suitable for residential amenity can be achieved during the operational phase of development.

6.110. Regarding transport related air quality effects, a Framework Travel Plan has been prepared that would be implemented once the Proposed Development is operational. This will encourage sustainable travel options and reduce the need for personal car travel. By adopting the measures within the travel plan, it is anticipated that road traffic emissions generated by the Proposed Development will be minimised.

6.111. Additionally, the anticipated advances in vehicle technology and changes in fleet composition are expected to reduce vehicle emissions over time. There is good evidence from real-world testing of EURO 6 (VI) compliant vehicles of substantial improvements in vehicle emissions compared to earlier EURO categories, with respect to NOX emissions.

6.112. Furthermore, MCC are actively striving to reduce road traffic in the city centre and encourage greater uptake of sustainable travel methods such as public transport, walking and cycling. In addition, there are plans regarding the closure and potential pedestrianisation of some major roads within Manchester that are likely to lead to a reduction of road traffic in the city centre and improve local air quality.

6.113. Once the Proposed Development is fully operational, the findings of the air quality assessment conclude that the changes in local air quality are not significant. On this basis, the policy requirements relating to air quality have been addressed.

Daylight, Sunlight and Overshadowing

6.114. Then Proposed Development is supported by an EIA Chapter relating to Daylight, Sunlight, Overshadowing and Solar Glare, prepared by AA Projects.

6.115. A full summary of the assessment is provided in Section 7 of this Statement and notes that proposals will not cause any materially unacceptable effects in terms of neighbouring properties' daylight conditions, nor amenity conditions in nearby open spaces from an overshadowing perspective.

6.116. In relation to solar glare, there are minor instances of glare at two separate viewpoints that are not considered to be sensitive. The glare covers the top of the field of vision and can be easily and safely shielded by a sun visor. The Chapter concludes that no mitigation is required with regards to Solar Glare, and that only negligible and minor adverse impacts are expected.

Wind

6.117. A Wind Microclimate ES Chapter and supporting technical appendix (Chapter 10 and Appendix 10.1) has been prepared by WSP and is submitted in support of these applications.

6.118. Wind modelling has been used throughout the design development of the proposals to identify potential mitigation measures at an early stage. Therefore, the design of the buildings and the curated public realm include embedded wind microclimate mitigation.

6.119. The results of the assessment indicate that the Proposed Development is likely to modify the local wind environment and create both localised improvements as well as some areas where accelerated winds could prevail. Where there will be potentially accelerated winds, the comfort ratings remain appropriate for their intended use. Likewise, wind conditions at street level within and in the vicinity of the Proposed Development are free from breaches of the safety criteria.

6.120. Mitigation measures have been included in the design of the Proposed Development, including porous façade finishes, porous screens along the pavement on Watson Street, tree planting on Deansgate Mews and solid balustrades on western-facing balconies on the towers. Part of this mitigation is located outside of the title boundary and therefore will be incorporated into the S.278 works to be agreed in relation to Watson Street.

6.121. The completed Proposed Development, in the context of both existing and cumulative surrounds, with the inclusion of mitigation measures, results in residual effects that are negligible and not significant.

Noise

6.122. The Proposed Development is supported by an ES Chapter on Noise and Vibration (Chapter 9), which assesses the impact of the proposals upon the local environment, recommends mitigation measures where necessary.

6.123. The Chapter describes the methods used to assess the impacts, the baseline conditions currently existing at the Site and surroundings, the potential direct and indirect impacts of the Development during the construction and operational phases of development, and the mitigation measures required to prevent, reduce, or offset the impacts and the residual impacts.

6.124. This assessment concludes that, provided best practice measures are followed during the construction phase, that the Proposed Development will have an acceptable degree of impact regarding noise. Similarly, a Construction Management Plan has been produced by Real PM that will control the noise produced during the construction of the development (Chapter 5 of the EIA).

6.125. Operational noise from to the Proposed Development, as well as the existing and committed developments in the surrounding area, would include mechanical services noise, transport noise, and entertainment venue noise, which all have the potential to generate unacceptable levels of noise if unmitigated.

6.126. Building services plant noise emissions from the Proposed Development will be controlled through careful design and specification of building services plant and by provision of acoustic screens and attenuators where required, to meet the noise emissions criteria at each noise sensitive receptor at and around the Site. As such, negligible impact is expected.

6.127. It is considered that, through appropriate management strategies, co-ordination of deliveries and acoustic screening of plant, the Proposed Development will not have an adverse impact on the amenity of either on Site or surrounding residential uses.

6.128. A Residential Management Strategy has been produced by Urban Bubble which will detail strategies to manage residential areas. Hours of operation for the various commercial units and external terraces proposed will require the submission by way of planning condition and are set out in the Operational Management Strategy submitted with the applications.

6.129. Overall, both the Construction and Operational Phases will lead to negligible to negligible / minor-adverse noise and vibration impacts on sensitive receptors, with the appropriate mitigation as outlined in the Noise and Vibration chapter.

Crime and Safety

6.130. A Crime Impact Statement ('CIS') has been prepared by GMP, which identifies the following positive aspects of the scheme:

- The building provides ground floor activity in the form of residential entrances, office and reception space, commercial/retail use and in-turn these uses offer good levels of activity and natural surveillance of the adjacent public realm;
- The foyer/reception zone provides the opportunity for good levels of security at a central control point for the commercial/office space;
- The car parking has been well laid out, avoiding potential hiding spaces for intruders;
- The proposal will seek to create a connected community through enhancing existing routes and links across the public realm and to new developments; in doing so this will allow economic growth for the area through the proposed developments and forge new links. The new development will encourage emerging new businesses and communities to develop within and around the proposed Site, thus supporting the future development and growth of the Site and surrounding area; and
- The proposed Site will see the redevelopment of the area which, in places, has been a generator of anti-social behaviour and criminal activity. In particular, this behaviour relates to the existing car park, which has resulted in some car-related crimes and antisocial behaviour in poorly overlooked areas.

6.131. The CIS outlines several possible improvements to the scheme that should be considered for incorporation into the final design. The project team have subsequently revised the design to address any valid concerns. In conjunction with the CIS, a further Threat and Security Needs Assessment has been produced to provide further detailed design recommendations for the scheme.

6.132. Full details in relation to the design of the scheme can be found in the Design and Access Statement prepared by SHP.

TV Reception

6.133. A Television Baseline Survey Report has been prepared by Pager Power and is submitted in support of these applications. The Proposed Development is within the coverage area for the Winter Hill television transmitter, which is the main transmitter serving the area.

6.134. Any interference would be due to shadowing effects caused by the weakening of the transmitted signal due to the physical presence of the buildings. Negative effects upon signal strength are most likely at locations close to the Proposed Development e.g. within 1km of the Proposed Development and within its shadow zone. The average terrestrial signal strength ranges from good to low in the Proposed Development shadow zone.

6.135. At locations beyond 1km and within the shadow zone, the signal strength was on average very good and no pre-emptive action is recommended, however any reported television interference should be investigated by means of a post-construction reception measurement. The survey can then be compared alongside the baseline survey results and modelling results to determine whether the effect is attributable to the development.

6.136. It is not considered that the Proposed Development will cause any unacceptable impact regarding television signals.

Broadband Connectivity

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

6.138. Arqiva, British Telecom (BT), the Joint Radio Company (JRC), MBNL, and Virgin Media O2, have confirmed that they do not operate any communication links within close vicinity of the Proposed Development and therefore have no objections to the Proposed Development with regard to maintaining their assets.

6.139. It is considered that there is availability of superfast broadband in the area, but more connections may need to be established. Enquiries will be made to BT OpenReach to ensure that any additional necessary connections can be made as part of the Proposed Development.

Construction Management

Policy and Guidance

6.140. Core Strategy Policy DM1, states that development should have regard to effects on amenity, including noise, air quality, road safety and traffic generation.

Compliance of the Proposed Development

6.141. The Construction Methodology and Programme detailed within Chapter 5 of the ES (Volume 1) has been prepared by Real PM. The Chapter sets out the best practice for the construction process to minimise the impact on residential amenity and the surrounding area and has informed the assessment within the ES technical chapters. The phasing of the Proposed Development has been set out in Section 4 of this Statement.

6.142. The construction methodologies have been refined through Real PM's extensive experience in the construction of high-rise and major development. The detailed on-site mitigation and methodologies will be produced in line with the Construction (Design and Management) Regulations 2015, and a Construction Management Plan will be produced prior to the commencement of the construction of any phase of development.

6.143. It is considered that the Proposed Development will inevitably have the potential to produce effects during the construction phase, due to its scale and complexity. However, these effects are capable of being mitigated to non-significant levels as set out in the various technical elements of the Environmental Impact Assessment.

Local Labour Agreement

Policy and Guidance

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

Compliance of the Proposed Development

6.145. The Applicant is committed to a promoting employment locally as part of the proposed construction and operational phases of the Proposed Development.

6.146. Further details are provided in the Place Strategy submitted in support of the planning application, which offers a commitment to work with the Work and Skills Department at Manchester City Council as well as several other community-focussed and place-based strategies.

Affordable Housing

Policy and Guidance

6.147. Core Strategy Policy H8 sets out requirements for affordable housing or an equivalent financial contribution, as set out in any published SPD and Planning Guidance.

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

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

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

Compliance of the Proposed Development

6.151. A Viability Assessment has been prepared by the Applicant and CBRE and is submitted in support of this planning application.

6.152. Given the significant financial implications attributed to the extensive delivery of new public realm and wider regeneration benefits, remodelling of the existing car park, the conservation deficit and the overall quality of the scheme, affordable housing contributions cannot be made either on Site or off Site as part of this development.

6.153. The policy compliant viability appraisal demonstrates that, when applying the benchmark land value as a fixed input and incorporating 20% affordable housing (in the form of Affordable Private Rent ('APR') units at 80% of the local market rent), the outturn residual profit margin generated equates to 3.96% on cost.

6.154. The residual profit margin fails to meet the target minimum risk-adjusted developer's return of 10.00% on cost, which is considered to the absolute minimum return required for funding (by lenders) in the current market. A scenario text demonstrates that when affordable housing providing is reduced to nil, the outturn residual profit margin generated is 7.88% on cost, which remains below the minimum risk-adjusted developers return of 10%.

6.155. On this basis, the recommendation is that the Proposed Development does not incorporate any affordable housing units (or a payment in lieu of on-site provision) and any sums toward planning obligations.

6.156. This Viability Appraisal will be assessed by Manchester City Council and independently verified by a 3rd Party Assessor during the determination period in order to confirm that the assumed costs, profit margin and development value are robust and accurate.

Sustainable Design

Policy and Guidance

6.157. Policy EN4 states that all development must follow the Energy Hierarchy and Policy EN6 states that new development, regeneration and retrofit projects, will be expected to take place in the context of more detailed proposals for decentralised low and zero carbon energy infrastructure.

6.158. Policy EN8 states that all new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces. Policy EN9 states that new development will be expected to maintain existing green infrastructure and enhance the quality and quantity of green infrastructure.

6.159. Sustainable design in relation to Policy EN2 has also been provided in Section 7 of this Statement.

Compliance of the Proposed Development

6.160. As detailed in the Energy Statement, Environmental Standards Statement and ES Chapter (Chapter 14) prepared by WSP and submitted with this Application, the Proposed Development has been designed in line with the Energy Hierarchy principles.

6.161. A fundamental element for minimising energy requirements of the listed buildings relate to improvement of plant equipment and fabric efficiency (e.g. the glazing strategy for the Warehouse). The new build elements of the Proposed Development have been carefully designed to minimise both their embodied and operational carbon.

The scheme overall is supported by renewable energy generation through the inclusion of PV cells on rooftop areas and by providing a potential future connection into the District Heat Network. In summary, compliance with Policy EN4 is achieved through:

- Improving existing building fabric where it is permissible (i.e., does not negatively impact the Listed Assets);
- New building elements will outperform the Building Regulations Part L requirements by 15% in terms of Uvalue. This minimises the requirement for heating;
- Maximising the opportunity for natural light. This minimises the requirement for artificial lighting;
- The proposed heating and cooling system are an Underfloor air distribution (UFAD system. This solution consists of a series of floor mounted heating/cooling downflow units located in on the floor which blow cooled (or heated) air into the raised floor plenum. The use of Air Source Heat Pumps, rather than gas boilers, significantly reduces the operational energy of the residential towers; and
- The residential element of the Proposed Development is optimised to reduce heat loss in winter months and minimise heat gains in summer months. This will reduce the energy required to heat and cool the Proposed Development.

6.162. Full details of the measures to reduce CO_2 emissions from the development are provided within the accompanying Environmental Standards Statement prepared by WSP, in addition to the Climate Change Chapter of the EIA (Chapter 14) and the supporting Energy Statement.

6.163. In summary, the Proposed Development will generate on site renewable energy, will be all electric to benefit from the decarbonisation of the grid over time and will also provide a potential future connection into the local District Heat Network, subject to technical and financial feasibility.

6.164. As detailed in the Environmental Standards Statement submitted in support of the application, the development is adaptable to climate change through minimising local flood risk via water attenuation and the ability to control thermal comfort through UFAD systems. Similarly, the Application is supported by a Climate Change chapter of the EIA including a summary of the climate change vulnerability of the Proposed Development.

6.165. The structure of the Leisure Box will be retained to minimise the embodied carbon of the Proposed Development, which has been informed by a pre-demolition audit. Whole life carbon assessment has been produced during the design development, identifying a saving of 500,000 $kgCO_{2e}$ (492.1 $tonsCO_{2e}$) when compared to new build. In addition, the proposals will inherently re-use existing building material in-situ regarding the listed elements of the Site and, where new elements are proposed, there will be a choice of resilient materials for their construction.

6.166. The requirements of Policy EN9 are covered within the Green and Blue Infrastructure Statement provided at Appendix A of this document. It is considered that the summary above as reflected in the submission documents address the policy requirements of EN4, EN6 and EN9.

Summary of Accordance with Planning Policy

6.167. In summary, the Development Proposals broadly accord with the key tenets of relevant national planning policy and guidance and the Development Plan when read as a whole.

- The proposals will provide a high-quality development involving the sensitive refurbishment and restoration of the Grade II* Listed Great Northern Warehouse and the Grade II Listed Deansgate Terrace in an accessible location that will integrate with and support existing and future surrounding uses as part of the emerging Regeneration Areas. Additionally, the Proposed Development complies with Section 6 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- Overall, the proposals will enhance and complement the character and distinctiveness of the area and would not adversely affect established valued townscapes or landscapes, or adversely impact on important views. The improvements to this prominent building would contribute positively to place making. The assessment of impact concludes that the Proposed Development will result in limited instances of minor or moderate adverse impact, with no instances of significant adverse impact.
- In addition, the proposals will deliver a significant quantum of new residential and commercial development in a highly sustainable location and represent the highest quality in design terms, adding to the ongoing population growth of the City Centre.

6.168. To conclude, the proposals will provide an important contribution to the long-term regeneration of important heritage assets, delivery of new retail and leisure facilities in the regional centre, creation of new public realm, generates employment and training opportunities and provides bespoke residential accommodation.

7. Tall Building Evaluation

7.1. As detailed in Chapter 2, the Great Northern, Manchester Central and Castlefield Quay SRF identifies the opportunity for tall buildings on the Site and this is reflected in the Proposed Development.

7.2. The Proposed Development will deliver three residential buildings above the retained and extended Leisure Box car park (Phase B), ranging from ground plus 16, 27 and 34 storeys, with a 10 to 12 storey shoulder element attached to each of the taller buildings proposed that provides private roof terraces at the upper levels for residents.

7.3. Unless addressed elsewhere in this Statement, this Section presents a detailed evaluation of the tall buildings proposed as part of the scheme in line with relevant planning policy and guidance, as set out below.

Policy and Guidance Summary

7.4. The Manchester Guide to Development SPD states that "it will always be important for the City to be able to accommodate new interest and activity in its different forms, including tall buildings" (p.46) and that the Council "would require any such proposals to be presented in context of the joint guidance produced by CABE and English Heritage for assessing tall buildings" (p.50).

7.5. On 10 December 2015, Historic England published Advice Note 4 (Tall Buildings), which represents an update to the CABE and English Heritage Guidance published in 2007, responding to the requirements of the NPPF and the marked increase in proposals for new tall buildings.

7.6. Revised Guidance was published in March 2022 (2nd Edition) and this document has been used to assess the merits of the taller elements of the proposals. The guidance outlines that a high-quality scheme would have a positive relationship with the following:

a) Topography;
b) Character of place;
c) Heritage assets and their settings;
d) Height and scale of development (immediate, intermediate and town-wide);
e) Urban grain and streetscape;
f) Open spaces;
g) Rivers and waterways;
h) Important views including prospects and panoramas;
i) The impact on the skyline.

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

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

7.9. The remainder of this s Section will consider the proposal against the Historic England guidance's approach to inform the design of the proposed tall buildings:

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

7.10. The Proposed Development is also assessed against the Core Strategy Policy EN2 on Tall Buildings. Due regard to Policy EN3 (heritage) and Policy CC9 (change and renewal) has been provided in Section 6 of this Statement and is cross-referenced where relevant.

Responding to Local Context

7.11. With regard to responding to the Local Context, the Historic England Guidance states the following:

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

7.12. This part of the policy also relates to Policy EN2 contained in the Core Strategy, namely that proposals for tall buildings should "*ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views*."

Townscape Context

7.13. Significant consideration has been given to the location and form of the proposed taller buildings that has resulted in a number of options being tested to ensure they sit comfortably within their surrounding context. Full details of the design options explored for the taller building are provided in the Design and Access Statement, the Consideration of Alternative Design (Chapter 4 – Consideration of Alternatives) and summarised in this Statement.

To demonstrate the success of the proposed approach, a Townscape and Visual Impact Assessment (TVIA) has been submitted in the Environmental Statement (Chapter 6), which has been prepared by Chris Burnett Associates (CBA) and supported by verified views of the Proposed Development (Appendix 6.3) based on the visibility of the scheme. The ES Chapter examines the impact that the Proposed Development will have on the townscape of Manchester City Centre and on the townscape character of the zones immediately surrounding the Proposed Development.

7.14. The proposed taller elements of the proposals have been organised in such a way to positively reflect both the clustering of tall buildings in this location and the appropriate response to the local context, namely the relationship with the Great Northern Tower, Viadux, Beetham Tower and St. Michael's. To allow the buildings to sit comfortably and appropriately in this context, three taller towers were reduced in scale through incorporating a lower-rise podium element that helps to stagger the massing of the overall development and reduce the overall height.

7.15. Similarly, the impact of the taller elements of the scheme have been considered through their positioning, which allows them to align with other tall buildings in the area, namely the Beetham Tower to the south and the Great Northern Tower to the east. This helps to reduce the impact of the overall massing of the Proposed Development in this context.

7.16. Tall buildings are also envisaged in the Great Northern, Manchester Central and Castlefield Quay SRF, which allows for the scheme to support the local character through design. The buildings are prominent within their local context but remain subordinate to Beetham Hilton and Viadux. The recessed and setback top corners of the taller buildings are prominent features helping to soften their profile noticeably.

7.17. In summary, the design is a complementary fit with other tall buildings in this view and at this distance will become part of the background and will reduce the isolation of Beetham Tower in terms of visual composition. Overall, the Proposed Development is considered to make a positive contribution to the skyline regarding the local and wider townscape context in accordance with Historic England's Guidance Note on Tall Buildings and Policy EN2.

Heritage viewpoints and setting

7.18. The effects of the Proposed Development have been summarised and addressed in Section 7 of this Report with regard to the heritage context. Currently, the Great Northern complex is underutilised, with modern alterations that currently do not contribute to the Site's overall success and detract from the architectural significance of the listed assets.

7.19. In summary, whilst the scale of the development will incur some adverse impacts, the quality of the design and the enhancement to the public realm, including the enhancement of Great Northern Square and two new streets, has been factored positively into the assessment. Similarly, the choice of materials for the taller new build elements seeks to provide a modern interpretation of the vernacular of the Grade II* Listed Great Northern Warehouse.

7.20. The Proposed Development is therefore compliant with regard to Policy EN3, the NPPF and the relevant elements of the Tall Building Guidance and Policy EN2.

Consideration of the Impact of the Local Environment

7.21. With regard to impact on the local environment, Advice Note 4 sets out:

"People's experience of local character and the historic environment can be affected by factors such as wind and other microclimatic changes, overshadowing, and light pollution from the development of a tall building. In some cases, this has the potential to impact the physical fabric of heritage assets. It is important to test impacts on the local environment at design stage and present these through the application process to reduce the incidence of interventions being required to mitigate impacts post construction (which may in turn harm character and quality of a site, street or area)."

7.22. Similarly, Policy EN2 states that

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

7.23. Assessment of these specific criteria is set out under the subheadings below, setting out the impact on local amenity as well as the impact on the physical fabric of heritage assets.

Local Amenity

7.24. A comprehensive suite of environmental technical studies have been undertaken to assess the potential impacts of the Proposed Development. Reports that form part of the submission clarify the overall impact of the proposals on the local environment, including:

- Wind Microclimate ES Chapter (10): overall, the environment within and surrounding the Site following the delivery of the tall buildings is comfortable for most uses at most times of the year. Safety issues associated with accelerated wind speeds have also been resolved to ensure that no safety issues are brought about due to the proposed design. Therefore, with mitigation introduced, any areas where conditions were previously unsuitable for their intended use have been reduced to acceptable levels and have addressed all safety concerns.
- Daylight, Sunlight, Overshadowing and Solar Glare ES Chapter (11): the daylight sunlight assessment submitted with the application robustly assesses the impact of the Proposed Development on nearby residential properties, amenity areas and vehicle users at key junctions. This study and supporting technical appendices ultimately demonstrate that:
    - Daylight and sunlight assessments consider the effect of a development on the amount of light that can enter an individual apartment or the amount of sky that is visible from a particular window. Reductions in existing sunlight or daylight levels are considered to create an adverse effect and the degree of effect also depends on how much daylight existing properties receive prior to development taking place.
        - It is considered that the development will not cause any materially unacceptable effects in terms of neighbouring properties' daylight conditions and the results are better than other schemes of a similar scale and location context (i.e tall buildings with surrounding nearby residential properties) that have recently been granted planning approval in the Manchester city centre.
        - The results for daylight and sunlight levels received by adjacent sensitive windows were fully BRE guide compliant except Porchfield Square (receptor B11). The summer sunlight results for Porchfield Square showed 64% compliance with the BRE guide, although a further 30% received a minor adverse impact and a further 6% received a moderate impact due to being below the BRE suggested level.
    - Overshadowing has been considered as part of the assessment that sets out the impact of the Proposed Development on adjacent and on-site external amenity areas, such as public realm landscaped areas or private balconies.

        - The results from the assessment showed that only two sets of amenity areas experienced any additional overshadowing from their existing scenario. At Porchfield Square, the areas that did experience some overshadowing only occurred before 10am in March and there was no additional overshadowing in summer. At the Great Northern Tower terraces, the assessment shows some additional overshadowing at the southern end of the GNT from 1.30pm to 2.30pm (1 hour) in June, which increases to overshadow areas to varying degrees between 1.30pm and 4.30pm between March and September. The amenity areas on Great Northern Tower are unaffected outside of these hours during this time of year and therefore, in the morning and evening, will receive their current levels of daylight.
    - Solar Glare assessments examine impacts from Proposed Developments on either road junctions or modes of transport that could be affected by glare and reflections of new buildings. The assessment confirms that the here are minor impacts at two locations that can be mitigated by a sun visor when driving.

- Transport Assessment and Travel Plan: as set out in Section 6, the Transport Assessment prepared by Curtins and submitted with the applications demonstrates that the Site is in a highly accessible location within easy reach to all forms of public transport and within walking distance of all the various amenities provided by the city centre. The proposals are also supported by an extensive amount of cycle parking for the new residential properties and the commercial areas. The development will result in an overall reduction in the number of parking spaces on Site by 373 spaces. EV charging spaces will also be provided as part of the Leisure Box car park to reduce the impact of vehicle trips, which will be agreed by way of condition.
- Air Quality ES Chapter (8): during construction and operation, the proposals are deemed to have negligible impacts at all existing and proposed locations regarding air quality. Best practice design measures will be always utilised and the effects during construction and operational phases of development:
    - Construction: Whilst a minor adverse impact has been identified in relation to air quality (e.g. exceedances of annual mean NO_2 concentrations), mitigation to protect residential amenity is not required, as the annual mean Air Quality Standards (AQS) objective is not typically applicable at medium sensitivity receptors (i.e., E6 – hotel at the Beetham Tower). Although site-specific mitigation is not required, this should not deter from the good site practice measures during the construction period. It is recommended that the construction dust emissions and other construction related effects regarding air quality should also be controlled through communication, planning, site management and monitoring of works, which will ensure that impacts associated with construction dust will be sufficiently mitigated.

  - **Operation**: The impacts of development-generated traffic (Phase A) on PM_{10} and $PM_{2.5}$ concentrations have been determined as negligible at all existing and proposed receptor locations. The impacts of development-generated traffic (full-build out) on PM_{10} and $PM_{2.5}$ concentrations have also been determined as negligible at all existing and proposed receptor locations. Mitigation is therefore not required. Similarly, regarding the NO_2 concentrations, mitigation such as locating air intakes away from roads and at a height of 4-5 storeys, where possible, and to position kitchen extracts away from one another.

- **Noise and Vibration ES Chapter (9)**: extensive consideration has been given to both the construction and operational phases of development to consider the potentially significant effects of the proposal regarding noise and vibration. The effects during both stages are summarised below, in addition to the mitigation proposed:
  - **Construction:** it is considered that through appropriate controls set out in the Construction Management Plan (Chapter 5 – see below), the effects of the construction phase can be suitably managed and will occur for a temporary period only. For example, utilising low vibration piling techniques and monitoring vibration levels will help to keep the vibration within acceptable levels for nearby sensitive receptors. Control of noise will be ensured through monitoring, working at appropriate times of day, and implementing other best practice measures set out in the CMP.
  - **Operation:** the main causes of additional potential noise effects during the operational phase of development is in relation to transportation noise, entertainment noise from existing noise sources and plant noise. In summary, any potentially significant effects can be appropriately mitigated through the use of mechanical ventilation where natural ventilation through openable windows within the proposed development is not appropriate, additional acoustic glazing to any new entertainment units within the Proposed Development and controlling hours of use, alongside acoustic screens for areas of plant. On this basis, it is considered that the noise effects during operational will be negligible.
- **Construction Management ES Chapter (5)**: the proposals relate to a large-scale multiphase redevelopment project and therefore a number of mitigation measures have been set out within the Construction Management ES Chapter. As set out above, these include the production of a traffic management plan, adopting the practices set out in environmental legislation to control contamination and sources of noise, dust and air pollution that may be generated during the construction phase. The Site will be appropriately hoarded off, which provides both acoustic mitigation and minimise disruption to the local highway network. Other methods to control noise and vibration are set out in the section above. Similarly, a critical programme of local community correspondence will be undertaken during the construction phase as each phase of work is delivered on Site. A contact telephone number will be provided on the site hoardings and will be contactable 24/7 if there are any issues to be reported regarding site works. On this basis, the Proposed Development can be sufficiently managed during the construction process and a detailed construction management plan relating to each phase (or all phases) of development will be provided prior to commencement of works.

- Human Health ES Chapter (13): in addition to the summaries of specific topic areas set out above, a dedicated chapter has been provided in the Environmental Statement that summarises the effects of the proposals during the construction and operational phases on human health. As mentioned, the construction effects will be controlled by adopting best practice legislation during site works that should mitigate all construction effects to non-significant levels. During the operational phase, the Proposed Development will provide new and enhanced public realm with lighting, planting and more accessibility and permeability, including increasing the number of trees from 29 to 156 – all of which will contribute to healthy environments – for both physical and mental wellbeing, and which are particularly important in the city centre.
- Crime Impact Statement: recommendations have been provided Greater Manchester Police to ensure that the design deters the likelihood of crime and improves the safety of the area through lighting and designing out crime measures. It is considered that the significant improvements to activity on Site, the improvement of permeability across the Site, new lighting features and CCTV, will help to significantly improve the quality of the area and the safety and security of the wider area. On this basis, the proposals represent a significant improvement in terms of safety, and the increased activation of the area will support this.

7.25. Townscape considerations have been provided above regarding the visual impact of the scheme and the effect that has on both static and transient receptors. Specific effects of the Proposed Development regarding the historical environment, to meet the requirements of the Historic England Guidance and Policy EN2 have been set out in detail within Section 6 of this Statement.

7.26. These technical reports noted previously consider the impact of the proposals on the local environment and, in line with the summary above, the impact of the Proposed Development is not considered to be significant in EIA terms and are also compliant with local relevant policies in relation to development management.

Architectural Quality

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

"Consideration can be given to whether a distinctive landmark design or a restrained architectural response is more appropriate in terms of the likely impact on the historic environment. High-quality architecture involves designing a tall building 'in the round' so it is coherent from all directions taking account of a building's scale, form, massing, proportions, silhouette, façade materials and detailed surface design. It is important to note that not all tall buildings can be landmarks, and not all landmarks need to be tall buildings"

7.28. Similarly, Policy EN2 of the Core Strategy states that proposals for tall buildings will be supported where it can be demonstrated that they are "of excellent design quality".

7.29. The elements of the design as they relate to the visual impact on the historic environment have been discussed in detail earlier in this Section. The other key areas to demonstrate the architectural quality of the design are taken in turn below.

Scale, form, massing, proportions, silhouette and materiality

7.30. The core design team has undertaken extensive contextual analysis of the Site and surroundings and recognise the high-profile nature of the Site. In this respect, a significant amount of time has been spent developing the proposal through several design stages to propose a viable and deliverable scheme.

7.31. Full details of the proposed architectural design are contained in the Design and Access Statement and have been summarised in Section 4 of this Statement that sets out the exceptional quality of the proposals. Similarly, as detailed in Chapter 4 of the EIA (Consideration of Alternatives), the scale, massing and form of the proposals have been extensively explored and tested by the design team. This process has been supported by the technical studies undertaken throughout the design development stages.

7.32. Key considerations in line with the Historic England Tall Building Guidance is provided as follows:

- Scale: the proposed scale of the taller buildings allows them to sit comfortably in their context, given they are surrounded by taller existing and under construction developments such as the Beetham Tower, Great Northern Tower, Viadux and St. Michael's, and Great Jackson Street further south. They have been designed iteratively so that their height, as proposed, is reduced to support a clustering of development. The height has been positioned such that it has the least impact on nearby and on-site heritage assets, such as the Warehouse and the Deansgate Terrace.
- Form and Proportions: the forms of the buildings have been cut back to reduce the massing at the upper levels of the building, with a simple gridded structure to articulate the building forms and to create a unique, site-specific contextual relationships to the listed buildings and adjacent contextual buildings. The facade design has been developed to express key formal and programmatic elements of the buildings. The double height internal amenity spaces are expressed as glazed 'cut-outs', providing articulation of the forms, and expressing the different uses of these spaces from the residential accommodation. Roof terraces include glazed infills to the precast grids to provide sheltered wind screens. The podium elements at the base of the building will be emphasises through the expression of deeper horizontal and vertical grid elements and wider grid spacing.
- Massing and Silhouette: Initially, a number of strategic options were considered for the provision of the new residential uses, above the car parking podium element. These included a courtyard layout, a single tower, two towers, or three towers. The introduction of podium elements for each building allowed the positive aspects from the courtyard option to be delivered, such as the sense of enclosure, whilst enabling the scale of the three buildings to appropriately respond to the Site surrounds and give a more fine-grained massing suitable to the Site's context. This approach also creates the potential for roof gardens on the podium elements. It was considered that this option could provide the most suitable and successful solution for the Site in response to orientation and context.

- A simple repetitive grid is provided to the building facades, which are then shaped to allow the corners closest to the listed buildings to slope down and acknowledge the change in scale. Similarly, the corner of the building closest to the Beetham tower is sloped downward to create more space and articulation between the two taller buildings. This creates opportunities for high quality sheltered roof terrace spaces for the apartments adjacent, and this language of carving amenity spaces into the building forms is also expressed at the corners of the two towers (buildings A and C), creating inset balconies for the corner apartments. Together with articulated balconies provided to the courtyard-facing podium units, and the creation of a shared residents' courtyard between the buildings and shared roof terraces on the podium roofs, this achieves an amenity-rich residential neighbourhood, and creates building forms that are specifically created to complement their unique context.
- Materiality: The proposed primary material for the facade grid elements is pigmented pre-cast concrete. This material can be provided in a range of high-quality finishes and textures. The colour of the material can be created specifically to complement the tones of the listed buildings. This will allow the expression of the buildings to be imbued with very similar tonal and textural qualities to brick and stone of the listed buildings, and to incorporate subtle detailing and articulation, allowing a cohesive and integrated overall appearance between the new and the old buildings, whilst using a contemporary form and expression. The material will convey the visual 'weight' of the masonry construction of the listed buildings whilst also allowing the grid elements to be slender and elegant in their proportions, and suitable for use in buildings of the height proposed.

7.33. It is therefore considered that, through the positive iterative design process, the scheme's architectural quality is exceptionally well-considered and appropriate to its local context. It has been designed by a world-class architectural and design team that have been recognised for delivering several tall buildings in Manchester, the UK, and globally.

Functional Design

7.34. With regard to Historic England's Tall Building Guidance and functional design, it states:

"Façade treatment and finishes, external lighting, placement of plant, servicing and use of advertising screens are all important considerations in locations where locally distinct features are vulnerable to change in local context and character. The functional design of new buildings needs to consider and respond carefully to the historic environment. Historic environments often demonstrate strong street-based urban design qualities. Tall buildings often need to balance a range of needs, including greater servicing demands for ground floors. However, the design of tall buildings should reflect or reference local street-based qualities, such as active frontages and human scaled design at street level."

7.35. Whilst the heritage impact associated with the Proposed Development has been described in detail, this Section sets out how the finishes, external lighting, placing of plant, servicing and other important considerations regarding a functional design have been taken into account and addressed. Similarly, Policy EN2 states that *"submissions for tall buildings should also include appropriate measures to create an attractive, pedestrian friendly local environment"* and *"contribute positively to placemaking"* and *"play a positive role to placemaking in the wider area."*

7.36. Architecturally, the design has considered the needs of all users of the Proposed Development, including commercial tenants, residents and members of the public. For example, the Warehouse element incorporates a new atrium to ensure that sufficient daylight can penetrate its deep floorplates. Conversely, the residential towers have been designed to manage the amount of daylight that can enter into individual apartments to control the internal ambient temperature, as well as providing natural ventilation to minimise mechanical ventilation and therefore reduce the operational energy consumption for the building. The location of plant is also important to screen areas from view and ensure that fresh intake of air is not located next to equipment needed to ventilate restaurants proposed within the development. Please refer to the Ventilation Strategy for the Proposed Development for further details.

7.37. Given the extensive amount of public realm proposed and the historical significance of the Listed Buildings, a Lighting Strategy has been provided as part of the planning submission in order to both improve the safety of the area as well as exemplify the architectural qualities of the Warehouse and Deansgate Terrace. Full details are provided in the Lighting Strategy prepared by Light Bureau.

7.38. The Design and Access Statement prepared by SHP comprehensively sets out a strong and detailed narrative regarding the contribution to permeability and legibility. Similarly, the Landscape Strategy document, produced by Planit.ie, also sets out how the current poor legibility of the Site is significantly improved by a series of key moves to improve north-south and east-west connectivity to reflect this key juncture in the City Centre.

7.39. A critical element of the placemaking of the area is the connection made to the Deansgate-Castlefield Metrolink stop and to the Viadux scheme. It is proposed that junction improvements will be made at Watson Street and Great Bridgewater Street to create an appropriate landing space for pedestrians coming down from the Deansgate-Castlefield Metrolink station and Viadux to street level.

7.40. Regarding servicing, the Proposed Development includes several on-street servicing bays to ensure ad-hoc deliveries can be made as necessary. However, given the scale of the residential element, a dedicated off-street servicing area is provided adjacent to the car park. This will allow for a fully screened service yard area to be delivered that is away from existing residential receptors and has no impact on the local highway network as waste and servicing requirements are undertaken for the development.

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

Sustainable Design and Construction

7.42. Advice Note 4 sets out that tall buildings should "*provide opportunities to enhance the appearance of an area and reduce harm to the historic environment through the re-development or retrofit of a tall building can be explored. Considerations may include different massing options; improvements to the base of the building and public realm; using durable high-quality materials; and whole life carbon costs*."

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

7.44. The Environmental Standards Statement (ESS) and Energy Statement submitted in support of this application sets out how the Proposed Development will incorporate sustainability measures, including energy efficiency and environmental design. In addition, Chapter 14 of the ES assess the impact of the Proposed Development on Climate Change and as part of this includes an assessment of Green House Gas (GHG) emissions and embodied carbon, as well as Climate Change Resilience. In summary, the scheme will:

- Deliver highly efficient building fabric with regard to new build elements and deliver significant consequential improvements to the Grade II* Great Northern Warehouse, including thermally sealing the building and sensitively insulating key areas of the building;
- New and replacement efficient building services plant, including providing high efficiency air handling plant with heat recovery and low specific fan power;
- 100% high efficiency lighting throughout to significantly exceed the minimum requirements of Non-Domestic Building Services Compliance Guide;
- Space and air heating and cooling will be provided centrally from all-electric reverse cycle air source heat pumps. These can provide high efficiency simultaneous heating and cooling; and
- Roof mounted PV panels on the Warehouse and Deansgate Terrace.

7.45. Overall, the Proposed Development is shown to achieve the following improvements when compared to Part L 2021:

- Great Northern Warehouse (Zone 2) – thermal insulation and other improvements, given the upper floors of the building are used for car parking and currently has no windows or insulation;
- Deansgate terrace new build (Zone 3A) - 7% betterment on Part L 2021;
- Deansgate terrace (Zone 3B) – refurbishment of the existing elements to allow for improvements in building performance; and
- Leisure Box residential (Zone 4) - 15% betterment on Part L 2021.

7.46. The building fabric of the Proposed Development is optimised to reduce heat loss in the winter months and minimise heat gains in summer months. This will reduce the energy required to heat and cool the Proposed Development.

7.47. The Proposed Development incorporates the use of PV on the roof of the Warehouse and new build areas of the terraces, which provides a significant amount of clean energy and particularly during the summer months.

7.48. Similarly, the Proposed Development provides an opportunity to connect into the District Heat Network currently used to heat and power the Civic Quarter in Manchester City Centre, subject to commercial and technical viability.

7.49. The Proposed Development is expected to positively support the achievement of Greater Manchester or UK carbon budgets by making sure that the repurposing of existing buildings and structures is brought forward to minimise embodied carbon and to minimise the amount of operational carbon. Similarly, it is considered that 95% of all site-won material during the demolition stage will be able to be recycled successfully, which aligns with the principles of the circular economy. A Whole Life Carbon Assessment has been prepared and submitted with this Application (Appendix 14.2 of the EIA).

7.50. To demonstrate further climate resilience of the scheme, a Flood Risk Assessment and Drainage Strategy has been prepared by Curtins and Civic Engineers and is submitted in support of this planning application. In summary, the Proposed Development will be designed to withstand the 1 in 100-year event, with a climate change allowance of 45%, satisfying the allowable discharge.

7.51. Surface Water run-off to external areas will be collected either by linear drains, or by permeable filter drains situated in landscaped areas in the form of green roofs. Any roof drainage will connect to the main drainage run. On this basis, a significant portion of the roof terraces comprise green roofs are proposed to attenuate surface water runoff.

7.52. The Proposed Development is also in a highly accessible location due to being within a 5-minute walk of the Deansgate-Castlefield Metrolink stop and Deansgate Railway Station. The wider city centre is also within a 20-minute walk from the city, offering a full range of amenities without the need for a car. To further support sustainable transport modes by residents within the tall buildings, an extensive amount of secure cycle parking is proposed.

7.53. Overall, the proposals have positively addressed the guidance set out in Historic England's Advice Note 4 and Core Strategy Policy EN2 by incorporating a range of sustainable design measures as part of the proposals.

Provision of a well-designed and inclusive environment

7.54. Historic England's Advice Note states that "*the way tall buildings are experienced at ground level is an important consideration as tall buildings can have a significant impact on the historic streetscape and public realm. In some cases, redevelopments may create opportunities to enhance elements of the significance of heritage assets by opening lost views or revealing historic street patterns".*

7.55. The provision of a large area of public realm has been a key element of the design development of the Site. The overall masterplan for the Site is to repair the setting of the Grade II* Warehouse and Grade II Listed Deansgate Terrace, to allow its architectural significance to be fully appreciated. The proposals open the Site through the creation of new streets that allows elements of both the Deansgate Terrace and the Warehouse to be fully appreciated, primarily through the removal of non-significant modern elements. The historic street pattern was largely lost as a result on redevelopment in the late 1990's, and therefore the proposals seek to reinstate a finer urban grain.

7.56. An important aspect of the re-design of the space was to improve accessibility into the Site. The current amphitheatre arrangement features steep steps into the Site, which is not accessible to everyone. The new design fills in the amphitheatre to create flush access to the central space. Where required all steps will have the appropriate tactile paving, contrasting nosing and handrails in accordance with Design for Access 2 guidance. A mix of formal and informal seating is proposed, which will include a variety of typologies which will be designed to incorporate backrests and armrests for visitors. The Great Northern Square has been designed to:

- Create a more immersive green space with informal/expletory routes;
- Form an enclosed family friendly space for activity;
- Keep space free for informal events and temporary uses; and
- Accommodate spill out from the surrounding units.

7.57. The creation of Dean Street has been achieved with the conversion of the Warehouse, and better stitches into the wider connections to improve circulation through the Site. Dean Street will allow the western façade of the Warehouse to be appreciated for the first time since the redevelopment in the 90s and provides a vibrant north-south link. This will be accessible for all site users through the provision of level access

7.58. The Proposed Development includes a high-quality design and finish across the scheme. A wide mix of apartments, which will range from one-, two- and three-bedroom units, are available to ensure choice for a wide range of potential occupants and to help foster a mixed community within the Proposed Development. The residential element of the scheme has been designed to allow for DDA compliant apartments.

7.59. Overall, the proposals comply with Advice Note 4 and provide a well-designed, inclusive environment.

Summary

7.60. All the relevant elements of the Tall Building Guidance from Historic England, in addition to the policy requirements set out in Policy EN2 of Manchester Core Strategy have been comprehensively addressed under the subheadings set out above.

7.61. The Proposed Development has been developed through a comprehensive engagement process, including an analysis of the visual impact on identified heritage assets through a series of accurate rendered key views. The heritage assets potentially affected, and the resulting agreed key viewpoints, have been assessed by Stephen Levrant Heritage Architecture.

7.62. In summary, the Proposed Development has carefully considered and addressed the relevant guidance and Manchester City Council's Core Strategy Policy EN2 on Tall Buildings.

8. Public Benefits Statement

Introduction

8.1. As set out in Section 6 of this Statement, there is a requirement to set out that the public benefits associated with the Proposed Development outweigh the instances of 'less than substantial harm'. These are broadly divided up into environmental, social and economic benefits.

Public Benefits

Environmental

8.2. Although covered under the various subheadings in Section 6 of this Statement, the Proposed Development will bring about a range of environmental benefits associated with heritage, townscape, public realm and permeability, biodiversity, management of flood risk and climate change emissions, namely:

- Heritage: although there will be some harm to the Listed Buildings because of the works associated with their necessary conversion, there will be a number of physical and visual benefits associated with the Proposed Development that have been detailed in Section 6 of this Statement and supported by the conclusions of the Heritage Assessment (Appendix 7.1 of the EIA), namely securing the optimum viable reuse and conservation led restoration of the Site's listed buildings and significantly enhancing its setting, revealing areas of high significance through the removal of modern additions to the existing buildings and through new and enhanced areas of public realm.
- Townscape: the Proposed Development, as set out in Section 6 and 7 of this Statement, is of an exceptionally high design quality and it is considered that the Proposed Development delivers major beneficial townscape effects as a result of the successful composition between existing and proposed forms of development nearby and the overall local context.
- Public spaces: there is a significant amount of new public realm and private amenity space that is delivered by the Proposed Development, including the delivery of 12,000 sq. m. in total of new public realm and reintroducing historic street patterns. This significantly enhances the permeability and legibility of the area to help improve the accessibility of this part of the city centre, activation and aspects of crime and safety.
- Biodiversity: in line with the relevant tenets of the NPPF (paragraph 174 d)) there is an overall increase of 1.35 biodiversity units on Site, which results in 1644% increase biodiversity net gain because of the Proposed Development and the very limited ecological potential of the existing Site. It will see the replacement of 27 trees with 156 new, replaced, and reinstated trees on Site.
- Drainage: the Proposed Development significantly exceeds the requirements of policy by reducing the run off rate of the Site by 76% through SUDs techniques, including an extensive amount of green roofs with particular reference to the Leisure Box phase of development.

- Climate change: the Proposed Development proposes the reconfiguration, restoration and repurposing of existing buildings on Site, including the Deansgate Terrace, Great Northern Warehouse and the Leisure Box car park. The refurbishment of these buildings significantly reduces the embodied carbon compared to a new build development and the proposed method of demolition allows for recycling of 95% of all deconstructed elements. Operationally, the Proposed Development will deliver major fabric improvements to the listed buildings and will create a substantial betterment on the Part L performance of the new build elements over 7% and 15% over the Building Regulations 2021.
- Delivering regeneration objectives: in line with the overall aims of the Framework for the Site as set out in Section 2, it will remove unsuccessful modern additional to these heritage buildings to allow for the regeneration of a Site long-identified as a regeneration priority, in turn demonstrably improving the character and appearance of the local environment.
- Sustainable Transport: the Proposed Development utilises brownfield land to deliver high density development that is highly accessible by a range of modes of sustainable transport in order to support a sustainable pattern of development.
- Accessibility and inclusivity: the Proposed Development is an inclusive development that provides new accessible homes in line with, or in excess of, Manchester's Residential Quality Guidance provisions, together with accessible workspaces, retail, and public realm the local community. There will be a net reduction in car parking spaces on site, with the provision of EVC infrastructure on the retained car park spaces to allow the scheme to be futureproofed.

Social Benefits

8.3. Although covered under the various subheadings in Section 6 of this Statement, the Proposed Development will bring about a range of social benefits associated with the meeting housing requirements, improvements to the local area, investment in social services and provision of social infrastructure on site, namely:

- Addressing housing need: the Proposed Development will create 746 new homes in a highly accessible city centre location that supports high density development. This will continue to address identified housing need – as identified in relevant planning policies and evidenced through the market analysis that accompanies this application.
- Improvement in local area: quality of the public realm is significantly enhanced, with more permeability through the site, more activity on all frontages of the development, supporting placemaking objectives associated with each phase of development, which will, in turn, overall improve the quality of life for city centre residents.
- Tax receipts: although linked to an economic benefit set out below, the Proposed Development will bring about a range on benefits regarding local taxation (e.g. council tax and business rates) and expenditure on social services within the Local Authority area.

- Social infrastructure on site: the public realm will provide green space and biodiversity in this city centre space and current projects using community gardening and considered planting will be further developed. Free play will continue to be a core focus for the site, with the inclusion of play facilities in the public realm, as well as an extension of the Little Northerners free indoor play space for young families. Community facilities including a Village Hall and free library will continue to be housed on site, providing essential free space for local communities to use.

8.4. Overall, it is considered that the Proposed Development will boost housing supply, delivery regeneration and local benefits, and support the investment in local social services to support the needs of those living in the Local Authority.

8.5. Full details of how the Proposed Development has responded to the identified needs of the local community are set out in the Statement of Community Involvement prepared by Forever Consulting.

Economic Benefits

8.6. Although covered under the various subheadings in Section 6 of this Statement, the Proposed Development will bring about a range of economic benefits associated with direct investment, job creation and associated expenditure, business rates and Council Tax benefits, namely:

- Construction jobs: the Proposed Development is predicted to also generate 1,605 jobs over the duration of the construction period and could ultimately result in direct investment of £124.4 million (GVA).
- Delivery of employment space: overall, there is a requirement to continue to grow the employment space on offer in the city centre and particularly to diversify the range of spaces to suit a growing range of business types and sizes, comprising circa 26,000 sq. m. (GIA) of new high quality floorspace in Manchester City Centre.
- GVA increase: the existing Site has a total GVA per annum of £16.023m per year, and this is anticipated to increase to £38.179m per annum, a considerable proportion of which will be spent locally, due to Manchester's growing population, particularly in the city centre.
- Operational job increase: there will 850 FTE jobs supported onsite, creating a total of £42.8m GVA per annum. This is significantly higher than the economic value of the site in its current uses (estimated at 384 jobs and £16m of GVA). Generating social value is a critical part of the scheme, as set out in the Place Strategy submitted with the application.
- Local Labour and Impact Leasing: the Applicant has submitted Place Strategy that agrees to the principle of MCC's local labour objectives and seeks to ensure that this is secured by planning condition. Contributions to community wealth building using local suppliers wherever possible, as well as offering a range of apprentices, being a Living Wage employer, and impact leasing for several units.

- **Business rates and Council Tax:** Each year, £2.3m per annum will be generated through business rates on Site, with a further £1.4m per annum from Council Tax receipts. This will allow for a significant contribution to be made to Manchester's budget.
- **Local Expenditure:** Following completion of the Proposed Development, there will be an estimated 1,222 residents living onsite, with an average household expenditure of £28,278 per annum. Households are expected to spend a portion of their income on goods and services locally (£11,300 pa), estimated gross local spend of £8.4m per annum.

Summary

8.7. Overall, it is considered that the Proposed Development provides a range of wider public benefits associated with environmental, social and economic factors that outweigh any instances of less than substantial harm to the Listed Buildings on site and is therefore compliant with the key sections of the Planning and Listed Building Consent Act (1990).

9. Summary and Conclusions

9.1. This Planning and Tall Building Statement has been prepared by Deloitte LLP in support of applications for Planning Permission and Listed Building Consent for the refurbishment and re-purposing of the Grade II* Great Northern Warehouse, the Grade II Listed Deansgate Terrace and former Goods Yard Entrance, and the redevelopment of the Leisure Box located on the Site.

9.2. It provides a balanced policy assessment of the Proposed Development, for the purposes of Section 38 (6) of the Town and Country Planning Act. As such, this principally focuses on Manchester's Development Plan as well as other material considerations including the National Planning Policy Framework, and relevant City Council guidance including the site wide Strategic Regeneration Framework. It also explicitly considers Section 66 of the Listed Building Act 1990 and the Local Planning Authority's duty to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses

9.3. The Applicant is GNW Developments Limited; a subsidiary of the Hong Kong based Peterson Group, who has partnered with Trilogy to deliver the proposals. Together, the applicant has a proven track record as partners in property development in the UK.

9.4. The application relates to the Great Northern complex in Manchester City Centre and is situated on land bound by Watson Street to the east, Peter Street (A34) to the north, Deansgate to the west and Great Bridgewater Street to the south.

9.5. The Site has been identified as a priority for regeneration and a major opportunity to create a sustainable city centre neighbourhood for a number of years. In 2017, the Council endorsed a Strategic Regeneration Framework, which noted that the "*Great Northern does not currently perform to its full potential and is underutilised in relation to much of its commercial floorspace as well as public realm.*" Reasons for this included:

- An inability historically, to reach the necessary quality thresholds in terms of use has resulted in negative perceptions of the Great Northern. The complex has been partially full, lacks a sense of place and has not fulfilled its potential as a city centre destination in its own right.
- The Cinema has underperformed as an anchor to other uses.
- The impenetrability of the Deansgate façade, together with changes in levels and location and configuration of entrance points and routes prevent the complex from being legible and well-integrated into the city centre.
- The site's key asset: the Great Northern Warehouse, is not best utilised and the existing car parking has a detrimental effect on its setting and character.
- The Great Northern Square has not performed as other truly successful public spaces have. The amphitheatre space has rarely functioned as it was intended.

9.6. The SRF, and its subsequent update in 2019, were the subject of a significant amount of consultation. This process has continued in the run up to this application through online consultation, following extensive community and stakeholder mapping process to identify individuals and groups who were likely to be affected by, and interested in, the proposals.

9.7. Alongside extensive stakeholder engagement, the application proposals have been rigorously tested through technical assessments and options appraisals. This is documented and evidenced in the significant body of work submitted in support of this application, including the submitted Environmental Impact Assessment.

9.8. Key components of the scheme can be summarised as below.

9.9. Firstly, the Great Northern Square is an existing public space within the city centre's network of spaces. Detailed community engagement has shaped the proposals for the square, allowing those aspects of the space that people appreciate today to be retained, whilst upgrading the space's aesthetics and functional infrastructure. As such, the proposals will establish a greener feel to the Great Northern Square, with a sense of being 'in' nature. The proposals will create a multi-functional and characterful space with places where people can be quiet and reflective, as well as playful and sociable.

9.10. The proposals will restore and better celebrate the historic assets across the Site. They take the opportunity to remove unsuccessful and intrusive modern interventions and simplify the Site layout and its component parts. Through removal of the existing car parking ramps, the removal of the existing atrium and the rationalisation of car parking / servicing, it has been possible to improve connectivity and opportunities for public interaction within and around the Site, as well as enhance the setting of the Great Northern Warehouse in particular.

9.11. Proposals for the Great Northern Warehouse have been designed to celebrate and preserve the character that makes the Site so significant. The proposals will remove intrusive areas of car parking, which are not considered fit for purpose and have affected the building's fabric and will restore and repurpose the building overall to secure its long-term future reuse.

9.12. In place of the car parking within the Warehouse will be circa 16,129 sq. m. (GIA) of Grade A office space. Given the massing of the Warehouse, the office space will be centred on a new internal atrium space to allow light to penetrate deep into the floors below and create high quality, bright office space despite the challenge of the building mass.

9.13. Where physical interventions have been necessary, they have been informed by Heritage Appraisals undertaken by Stephen Levrant Heritage Architecture and rigorously tested in consultation with the LPA, Historic England and the Victorian Society. This has been in order to demonstrate that those interventions are proportionate in supporting the restoration and long term optimum viable re-use of the listed buildings. The scheme retains and enhances key elements of the significant historic fabric within the complex to reveal the Warehouse and Deansgate Terrace.

9.14. Enhanced pedestrian linkages through the Great Northern Square, along Watson Street and Deansgate Mews, will combine with new at-grade pedestrian connections north-south and east-west. These come in the form of Dean Street; a new route north-south from Great Northern Square and running between the listed Warehouse and Deansgate Terrace, and Alport Street; comprising an east-west connection that will restore a direct connection between Deansgate and Watson Street. Building interfaces with new streets have been design in all case to support animation, natural surveillance, and pedestrian comfort, to maximise a positive urban experience.

9.15. The northern section of Deansgate Terrace will see the demolition of the existing non-original structures added in the 1990's conversion with a 3-storey replacement, along with the refurbishment of original listed structures to create new office studio space with active frontages to Deansgate and Dean Street. A new bridge link will be formed from this part of the Deansgate Terrace across to the Great Northern Warehouse, in order to physically and functionally connect the two office areas and associated amenities.

9.16. The southern section of Deansgate Terrace will involve the refurbishment of existing internal spaces to provide flexible commercial spaces within upper levels, in addition to community space, and ground and first floor commercial retail spaces with active frontages to Deansgate and an upgraded Deansgate Mews. Across Deansgate Terrace and the existing upper level Deansgate Mews, which is also to be retained and refurbished, fabric repairs and refurbishment will also be undertaken in line with the recommendations of conditions surveys.

9.17. Regarding new components of the Proposed Development, a series of residential buildings have been designed and introduced at the part of the Site currently forming the Leisure Box. In this regard, the proposals will deliver a significant number of new homes within the City Centre in a series of high quality, well designed apartments ranging from 1 to 3 bedrooms, with some duplex units.

9.18. The residential proposals have been rigorously tested to ensure that the designs have considered their effect on the historic environment, including the setting of the listed buildings on the Site. Alongside the physical interventions referenced above, the proposals have been assessed in the supporting Heritage Assessment (Appendix 7.1 of the EIA) as resulting in less than substantial harm to the heritage assets on site. This harm will be outweighed by the heritage benefits and broader public benefits of the proposed development. These are extensive and are set out in detail within Chapter 8 of this Statement, where they are broken down into a range of economic, social and environmental benefits in regard to Paragraph 8 of the NPPF.

9.19. Importantly, the evolution of the design proposals has carefully considered their effects on nearby residential properties, including the Great Northern Tower and Beetham Tower and other adjoining owners and occupiers. This has been done through an iterative design process, which has responded to detailed environmental appraisals of the Site.

9.20. It is noted in the analysis that the Proposed Development will not support the provision of affordable homes; however, it is considered that the Proposed Development addresses the requirements of Core Strategy Policy H8 on the basis that the scheme will not support affordable housing from a viability point of view and should therefore be exempted. As a result, the scheme is capable of delivering a broad range of broader planning and regeneration benefits, again identified within Chapter 8 as well as in the body of this Statement and the wider planning submission.

9.21. The proposals will deliver commercial office employment floorspace, substantial public realm enhancements, and support the creation of active frontages with a food, beverage and entertainment offer that enhances the current use of the Site.

9.22. There is also a commitment to entering a s278 agreement with the Council in order to provide enhanced junction arrangement around Watson Street and Great Bridgewater Street. This would facilitate improved pedestrian and cycling access through the area (alongside necessary vehicular movements) and enhanced connectivity to the Viadux scheme and associated new pedestrian linkage to the Deansgate-Castlefield Metrolink Stop.

9.23. A full appraisal of how the Proposed Development addresses the specific planning policy considerations and other material considerations, is set out within the Sections 6, 7 and 8 of this Statement. This Application is further supported by the assessment of other material considerations including the NPPF and it has been demonstrated that the Proposed Development will deliver the overarching economic, social and overarching objectives of sustainable development as a whole.

9.24. In conclusion, a detailed assessment of the proposals has been undertaken against planning policy at all levels. Taking all of this into account, it can be concluded that the Proposed Development is considered to be in accordance with the Development Plan taken as a whole. It is further supported by the assessment of other material considerations including the endorsed SRF for the site and the NPPF and it has been demonstrated that the proposed development will deliver the overarching economic, social and overarching objectives of sustainable development as a whole. As such, the proposed development therefore merits of the support of the local planning authority.

Appendix A – Green and Blue Infrastructure

The table below outlines how the Proposed Development responds to the Manchester Green and Blue Infrastructure Strategy 2015 visions and objectives:

Vision	Response
By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.	The Proposed Development incorporates a large amount of high-quality public realm. The public realm comprises areas of hard and soft landscaping, including green space and trees and street furniture, which will act to provide a green landscape. The public realm will feature level-access to enable accessibility for all residents and visitors. Increased through-routes across the Site will be introduced, improving permeability through the previously impermeable area at ground level. The implementation of Alport Street and the improvements to Dean Street will further improve permeability. Ultimately, the proposed development facilitates enhancement to pedestrian permeability and introduces a unique area of greenspace within the city centre.
Improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers.	The development includes a significant amount of new public realm which will improve the quality of the green and blue infrastructure, and the streetscape; therefore, improving the routes and connectivity to the green infrastructure offer within the wider City Centre. A number of landscaping and public realm measures incorporated into the proposals will enhance the ecological value of the Site, including: Shrub planting provision designed to enhance the ecological and aesthetic value of the Site;

Vision	Response
	Tree planting, in hard landscape areas. In total 156 trees are proposed throughout the scheme. Trees help with shading and cooling, absorbing pollutants and support biodiversity; Creation of green lungs at a key gateway to the city in a traffic dominated landscape.
Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth.	The opportunity to deliver this quantum and quality of public realm has been identified since the Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Framework in 2017. The framework envisions the reconfiguration and improvement of the Great Northern Square to create high quality open space within the Great Northern Complex. The reconfiguration and improvements to the Square will provide a green open space for residents and employees of the city centre, as well as visitors to the city.
Improve connectivity and accessibility to green and blue infrastructure within the City and beyond.	New public realm areas will improve linkages through the City Centre, particularly to areas such as St John's Garden and Castlefield Urban Heritage Park.
Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.	The redevelopment of the currently underutilised Site will support the creation of a commercial-led mixed-use district. The addition of the new public realm will be accessible to future and existing residents around the Complex, nearby residential neighbourhoods and the wider City. The inclusion of public realm will increase passive surveillance, making a positive contribution to reducing localised crime and increasing safety. Furthermore, by improving and enhancing the safety and provision of the public realm, members of the community will be more attracted to these spaces and to undertaking sustainable modes of travel, such as walking and cycling, to access other areas of the City. This has the potential to reduce reliance on

Vision	Response
	private car journeys and generate health benefits associated with walking and cycling.

Deloitte.

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