



Phase 2 New Victoria: Office Development Planning Statement

June 2022

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1. Introduction

Introduction

- 1.1. This Planning Statement ('the Statement') has been prepared on behalf of Toriview Limited ('the Applicant') by Deloitte LLP in respect of a proposed Grade A office-led development across 10 storeys in addition to a basement level, roof terraces, plant, a substation, a ground floor commercial unit, landscaping, cycle parking and associated works (the 'Proposed Development').
- 1.2. The 0.2 hectare site is bounded by Manchester Victoria Train Station to the west, the Metrolink tramlines to the south-west, Corporation Street to the east and the Phase 1 New Victoria: residential development to the north (the 'Site').
- 1.3. The purpose of the Statement is to describe and justify the Proposed Development with reference to the Development Plan and relevant material considerations, including national planning policy and guidance and local planning guidance documents.
- 1.4. The Site already benefits from an extant planning permission, forming a wider regeneration project adjacent to Victoria Station, known as 'New Victoria' (the 'Extant Consent'), which covers a site bounded by Manchester Victoria Train Station, Corporation Street and Cheetham Hill Road (A665). Planning Permission was originally approved on 29 September 2016 (LPA Ref: 111777/FO/2016/C1) and was subsequently superseded by application ref: 128667/JO/2020, approved on 19 March 2021. The applicant was Muse Developments and Network Rail.
- 1.5. The Extant Consent has been implemented by virtue of Phase 1 of this development which is currently well progressed through construction and comprises two residential buildings providing 520 apartments, along with ground floor commercial space, parking and other associated works. The consented proposals for Phase 2, which these application proposals would supersede, comprised of an 8-storey commercial office development.

The Applicant

- 1.6. Muse has sold the Phase 2 office site to Toriview Ltd, a private family office working in partnership with Morgan Capital, who are proposing to deliver a revised office scheme which shall be retained as a long term investment.
- 1.7. Morgan Capital has a reputation for excellence. They acquire, develop and asset manage award winning commercial properties. To date they have primarily been based in the London market delivering buildings and commercial developments that are exemplary, fully understanding the relationship between buildings, occupiers and the market. New Victoria will be their first offering in the Manchester market and they are excited to unlock the potential of this site and provide a best in class development that responds to the Manchester context in keeping with the long term ownership ambitions.

Summary of Proposed Development

- 1.8. Given that the consented office development was designed prior to its approval in 2016, it no longer meets current market requirements which have rapidly evolved through the recent pandemic as working models have evolved and commitments around climate change and sustainability have come further to the fore. In short, the rationale for the current application is therefore to create a revised proposal that will be deliverable against current market requirements, and which will positively address existing and emerging policy around climate change and sustainability.

- 1.9. The proposal is set to deliver 18,101 sq m (GEA) of office development within a 10 storey building (plus basement and roof terraces). The ground floor will include a spacious reception area, with potential meeting rooms and breakout spaces. The mezzanine within the reception area will also deliver additional, flexible space for occupiers. The entrance to the building is proposed to be located on the corner of Corporation Street and seeks to address the connection to both the city centre and NOMA. A ground floor commercial unit is proposed fronting Corporation Street, adding vibrancy at the street level. The office floorplates have been designed with flexibility in mind to support a range of business types and sizes. The upper floors will benefit from terraced roof top gardens providing a variety of open spaces for occupiers to relax and socialise.
- 1.10. Being located within the city centre and adjacent to Victoria Station, the Site is highly accessible by a choice of sustainable transport methods but will also be supported by a cycle hub on the ground floor encouraging workers to cycle to work.
- 1.11. The building has been designed by Piercy&Company, an award-winning architectural practice with a passion for experimenting with form and materials to design exceptional buildings that respond sensitively to their context.
- 1.12. The building is targeting a BREEAM 'Outstanding' rating for the office shell and core and takes a 'Fabric first' approach to low energy and zero carbon development which is in accordance with current industry best-practice approaches.
- 1.13. Visually, the building is to be constructed from pigmented concrete, terracotta in colour. A uniform approach to the window openings has been created throughout the building ensuring a robust architecture that responds to the surrounding environment and listed buildings. The landscaping will naturally connect to that being delivered as part of Phase 1 New Victoria to create a seamless environment along Corporation Street.
- 1.14. In summary, the revised Proposed Development includes:
 - 10 storey office development comprising 18,101 sq. m. (GEA), including mezzanine floor, in addition to basement areas providing back of house and supporting ancillary facilities, as well as roof terraces on levels 8, 9 and 10.
 - Commercial retail floorspace at ground level to provide additional active frontage onto Corporation Street;
 - High quality hard and soft landscaping surrounding the footprint of the building; and,
 - 84 long stay cycle parking spaces, 6 short stay/visitor cycle parking spaces within the public realm.
- 1.15. The description of development for this application is:

“Construction of a 10 storey office building (Use Class E) plus basement, a ground floor commercial unit (Use Class E), external occupier amenity in the form of roof terraces, plant, substation, cycle parking, hard and soft landscaping, access and servicing and other associated works.”

Pre-Application Stakeholder Engagement

- 1.16. A Statement of Consultation has been prepared in support of the application. The document explains the pre-application engagement that has been undertaken to provide relevant stakeholders with relevant information on the emerging scheme, as well as the opportunity to provide comments, prior to the submission of this application.
- 1.17. Engagement has taken place with MCC Planning and Highways departments, TfGM, Greater Manchester Police: Design for Security and neighbouring properties, landowners and occupiers to inform them of the proposals and help make positive changes to the Proposed Development.

- 1.18. A full description of the pre-application stakeholder engagement process including responses to the key issues is set out within the Statement of Consultation, prepared by Deloitte LLP and submitted as part of this application.

EIA Screening

- 1.19. An Environmental Impact Assessment ('EIA') Screening Request has been submitted to the Local Planning Authority on 8 June 2022. A response has not yet been received from the LPA to confirm that the application does not need to be supported by an EIA. A response is expected during the determination period to confirm the approach to the planning application.
- 1.20. However, it is considered in that EIA Screening Request that, either standalone or cumulatively, the Proposed Development will not give rise to significant environmental effects and the application is therefore not required to be supported by an EIA.

Document Structure

- 1.21. This Statement is structured as follows:
- Section 2 provides a description of the Site and its wider context;
 - Section 3 sets out the strategic and economic factors that underpin the need for the Proposed Development and contribution to Manchester City Centre's success as a key employment destination and driver of the city region's inclusive economic growth and broader socio-economic priorities;
 - Section 4 describes the Proposed Development and its design evolution;
 - Section 5 details the relevant documents that make up the Development Plan and material considerations;
 - Section 6 then assesses the Proposed Development against the policies in the Development Plan and in relation to the key planning and material considerations of relevance to this application;
 - Section 7 provides conclusions in relation to the overall merits of the Proposed Development.

Application Documentation

- 1.22. This Statement should be read in conjunction with the following mandatory and supporting documents submitted as part of this application:
- Application forms, certificates and notices prepared by Deloitte;
 - Covering Letter prepared by Deloitte;
 - Existing and Proposed Plans, Elevations and Sections prepared by Peirce & Co;
 - Design and Access Statement prepared by Peirce & Co;
 - Statement of Consultation prepared by Deloitte;
 - Air Quality Assessment prepared by Miller Goodall;
 - Desktop Archaeological Assessment prepared by Salford Archaeology;
 - Crime Impact Statement prepared by Greater Manchester Police;
 - Daylight and Sunlight Desktop Appraisal prepared by Hollis;
 - Phase 1 Ecology Survey prepared by Rachel Hacking Ecology;
 - Heritage Assessment prepared by KM Heritage;

- Environmental Standards Statement, including Energy Strategy, prepared by Sweco;
- Local Labour Agreement prepared by Morgan Capital Partners on behalf of Toriview Limited;
- Transport Assessment, including Waste Management Strategy and MCC Waste Proforma, prepared by SCP;
- Framework Travel Plan prepared by SCP;
- Pre-construction TV Reception Survey prepared by G-Tech Surveys;
- Phase 1 Ground Conditions Preliminary Environmental Assessment prepared by VertaseFLI;
- UXO Survey by Alpha Associates;
- Ventilation Strategy prepared by Sweco;
- Construction Management Plan prepared by Chroma and Vinci;
- Acoustic Assessment prepared by Sweco;
- Drainage Strategy and Flood Risk Assessment prepared by AJP;
- Desktop Wind Microclimate Assessment prepared by Arup; and
- Townscape and Visual Impact Assessment prepared by RBMP.

1.23. A schedule of accommodation and drawing schedule is provided as part of the Design and Access Statement prepared by Piercy&Company.

2. Site and Surroundings

The Site

- 2.1. The Site is bounded by Corporation Street to east, the Metrolink Line to the southwest, Victoria Station to the west, and a construction site to the north that is currently delivering the residential element of New Victoria, comprising two taller buildings with 520 apartments. Further to the north is Manchester's inner ring road (A665).
- 2.2. The Site currently comprises hardstanding and is currently surrounded by a hoarding which restricts access to a construction compound for New Victoria Phase 1 which accommodates temporary site cabins, site access, parking and storage facilities.

Site Context

- 2.3. Manchester Victoria railway station, which is Grade II Listed, occupies much of the area to the west and northwest of the site, with the AO Manchester Arena beyond. To the south is the access to Manchester Victoria Station, and the Metrolink tramline entering the new extension to the multi-modal hub.
- 2.4. Regarding newer development in the area, Hotel Indigo was recently completed and is located 50m to the south of the Site. Similarly, to the east of the Site on the other side of Corporation Street, there are several buildings included within the NOMA development area, including the Hanover Building, Old Bank Building and New Century House which are recently refurbished listed buildings into offices. There is also an area of public realm outside New Century House, adjacent to Corporation Street called Sadler's Yard. The NOMA area has, and continues to undergo significant regeneration activity comprising a mix of town centre uses including retail, leisure, office and residential uses.
- 2.5. This results in a context formed by buildings of a variety of different architectural characters, representing the different eras of development within Manchester. This ranges from the 20th Century CIS Tower and New Century House and Hall and more modern 21st Century developments to the 19th Century Hanover Building, Old Bank Building, and Victoria Station. This forms a rich urban fabric, undefined by one style or materiality, and with expressive layering of materials, texture and detail. Further beyond this, discussed in more detail below, is the surviving remnants of Manchester's medieval past, including Chetham's and the Manchester Cathedral.

Transport and Access

- 2.6. The area benefits from a high level of accessibility offering exceptional linkages to a variety of multi-modal public transport connections in the heart of the city centre. As well as allowing journeys to be taken from further afield, all existing and emerging residential areas in Manchester and Salford City Centre are within walking and cycling distance from the Site.
- 2.7. Manchester Victoria Station is located adjacent to the Site and provides access to train and Metrolink services to destinations within Manchester City Centre, Greater Manchester and other Regional and National destinations. Shudehill Bus Interchange is approximately 300m to the east of the Site (a 4-minute walk) offering high frequency local, regional and national bus and coach transportation.

Environmental Designations

Flood Risk

- 2.8. The Environment Agency has classified the Site as falling within Flood Zone 1, which means it is within an area at low risk of flooding from rivers or the sea without the need for flood defenses. The River Irk runs to the north of the Site within a culvert.
- 2.9. In line with the majority of Manchester City Centre, the Site is located within the Conurbation Core Critical Drainage Area, where land is particularly sensitive to the increase in surface water runoff and / or volume from new developments. Both elements have been considered in the formulation of the Proposed Development.

Air Quality

- 2.10. The Site is located within the Greater Manchester Air Quality Management Area (AQMA). This means that there are locally set targets in Manchester's Local Air Quality Action Plan to improve the quality of air for city centre residents and workers in order to align with national air quality objectives.

Ecology

- 2.11. The Site has no statutory or non-statutory designation for nature conservation. No statutory protected sites lie on the Site or immediately adjacent to the Site boundary. The nearest is the Cliff/Kersal Dale Local Nature Reserve (LNR), which lies 8km to the northwest of the Site.
- 2.12. In addition, there are no non-statutory protected sites that exist on or adjacent to the Site. The nearest is Rochdale Canal, Stott's Lane, Ducie Street Basin Site of Biological Importance (SBI), which lies 980m to the south-west of the Site at the closest point. No other non-statutory protected sites lie within 1km of the Site. There is a further locally designated ecological habitat, in Salford adjacent to the River Irwell, approximately 750m to the west of the Site.

Heritage

- 2.13. The Site does not fall within a Conservation Area; however, it is located immediately adjacent to the Shudehill Conservation Area, with the boundary of this being along Corporation Street. The Cathedral Quarter Conservation Area lies directly to the south of the Site, with boundary located immediately beyond the Metrolink Line and Victoria Station. Further beyond, the Crescent Conservation Area is to the west in Salford, however these are separated visually from the Site by Victoria Station.
- 2.14. A full description of the Conservation Areas is contained within the submitted Heritage Assessment along with a full assessment of the impact of the scheme on the character of the Conservation Areas as a whole. Section 6 of this document also provides a summary of this assessment and concludes that the Proposed Development does not result in any harm to the Conservation Area, or the setting of nearby listed buildings. It is also considered that the Proposed Development represents an improvement over the consented scheme in regard to heritage impact.
- 2.15. There are no listed buildings on Site. The nearest listed asset to the Site is the Grade II Hanover Building, located approximately 20m to the east of the Site. The Grade II Listed Victoria Station is also directly adjacent to the Site to the west. When drawing a radius of 250m from the Site there are a total of 18 Listed Buildings that are identified with many of these located within the NOMA historic estate grouping to the east of the Site. Of these 18 Listed Buildings, the following are considered most likely to be affected by the Proposed Development due to their proximity to the Site:
 - Chethams School of Music (Grade I);

- Manchester Cathedral (Grade I);
- Manchester Victoria Station (Grade II);
- City Buildings, 67 Corporation Street (Grade II);
- Hanover Building (Grade II);
- Old Bank Building (Grade II);
- New Century House, Corporation Street (Grade II);
- Co-operative Insurance Society (CIS) Building (Grade II); and
- Parkers Hotel (Grade II).

2.16. An assessment of the impact on these identified heritage assets is provided in Section 6 of this Statement and in the supporting Heritage Assessment submitted with the application.

Planning History

- 2.17. A planning history search for the Site has been undertaken using Manchester City Council's Public Access system.
- 2.18. The results of the search have indicated that there have been no relevant Planning Permissions in recent years on the Site, other than the Extant Consent and the other recent applications below.
- 2.19. Planning permission was granted in September 2016 for two residential buildings containing 520 apartments and one office building comprising 11,647sq.m office accommodation, as well as ground floor commercial space, landscaping, car parking and other associated works (Ref: 111777/FO/2016/C1). This has been subject to a number of non-material amendments:
- 123146/NMC/2019 to allow for an amendment to the wording of condition 6 (approved 25 April 2019);
 - 124931/NMC/2019: to allow for a revised wording to condition 7 (approved 26 September 2019); and
 - 126994/NMC/2020: to allow for a revision to some of the approved drawings and documents listed in condition 2 (approved 12 June 2020).
- 2.20. The original permission was subsequently superseded by application ref: 128667/JO/2020, approved on 19 March 2021, allowing amendments to the approved plans to introduce a new link bridge between the two residential buildings.
- 2.21. Also of relevance, although not within the Site boundary itself, is the permission for the extension of Victoria Station. This was approved under application ref: 100355/FO/2012/C1 and Listed Building Consent application ref: 100356/LO/2012/C1, which was granted on 04 January 2013 and later completed in August 2015. This new roof structure and refurbishment significantly altered the visual appearance of the local area by providing a large modern structure to incorporate the new Metrolink Station.

3. Strategic, Economic and Regeneration Context

- 3.1. This Section details the socio-economic context of Manchester City Centre as a whole and sets out the key drivers of change and development within the City Centre.

Manchester: A Growing City

- 3.2. Over a thirty-year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. Manchester has experienced an exceptional increase in its population since the late 1990's and is the leading example in both Europe and the UK of a major urban centre reversing long-term population decline.
- 3.3. The Manchester City Council Forecasting Model 2021 estimates that the residential population in 2021 was 586,100, compared to 578,500 in 2020¹. Between 2012 and 2018 the population grew by 51.3% representing an uplift of 9,479 people, compared to 7.3% in the local authority population and 4.6% nationally, demonstrating strong growth of the city in recent years. While this level of population growth is exceptional, Manchester is still some way below its historical peak population of 766,311, achieved in 1931.
- 3.4. Population growth in recent years has been particularly evident in the age bands that are typically considered to fuel economic growth, i.e. those at university-leaving age and above. The number of working age residents, defined as those aged 16 to 64, is forecast to show a modest rise over the next 10 years, before falling back after 2028, and therefore the working age population of Greater Manchester is forecast to be just under 1.8 million in 2037, similar to the 2017 level². This sector of the population creates demand for new lifestyle choices that offer access to city centre employment and amenities, transport networks in well-managed accommodation built for that purpose.

Manchester - Mobile and Skilled Workforce

- 3.5. The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of the City³. 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 Manchester⁴.
- 3.6. A feature of the city's economy and its employment growth has been the ability to attract an international workforce. International migration has contributed to economic growth in both the high skilled occupations, such as health and digital, and also in the leisure and care economies.
- 3.7. 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) enhancing connectivity between businesses. It also makes the city centre easier to navigate and an overall better place to live.

¹ MCCFM 2021 – Residential Population Estimate, 2020 -

<https://dashboards.instantatlas.com/viewer/report?appid=b0aa98ed7113440581b4b3513ebb6e3d>

² Greater Manchester Combined Authority (2020), Economic Forecasts for Greater Manchester February 2020

³ Invest in Manchester, *Workforce*, <https://www.investinmanchester.com/why-manchester/workforce>.

⁴ Invest in Manchester, *Universities in Manchester*, <https://www.investinmanchester.com/why-manchester/education>.

- 3.8. Significant investment has been made in the Metrolink network, including the Manchester Airport link, the Second City Crossing and Trafford Line, which opened in 2015, 2017 and 2020 respectively. There are four Metrolink stops within a 10-minute walk from the Site.
- 3.9. There is good access to and from the Site from Manchester Victoria, Salford Central, Manchester Piccadilly Station, Oxford Road Station and Deansgate Station, which are all within a 30-minute walking distance and are connected by other sustainable transport modes, such as the Metrolink and the free city centre bus. In the future, this accessibility by train will be significantly improved through the development of a new integrated station to accommodate High Speed 2 (HS2) and Northern Powerhouse Rail (NPR).
- 3.10. In addition, accessibility improvements in terms of enhanced infrastructure to promote walking and cycling, continue to be delivered as part of major regeneration programmes and other smaller interventions. This enhances connectivity to jobs, education and recreational opportunities for the local workforce and residents. The City Centre Transport Plan was updated in 2021, which has set out new priorities for promotion of sustainable movement across the city centre and beyond and is discussed later in this section.

Manchester's Economic Role

- 3.11. Manchester's economy has developed strongly post-recession and the foundations for further growth are in place. It is clear that much has been achieved in terms of GDP growth and wider development. The economy is becoming more diversified through an increasing amount of GDP growth attributable to new economies including logistics, business, financial and professional services and creative and digital industries. However, there is still a significant amount to be done to continue economic growth within Manchester and ensure that the right development comes forward to support this. This development can help to accelerate growth and address the productivity gap.
- 3.12. The City of Manchester is the acknowledged capital of the north of England and the centre point of a trans-Pennine and pan-northern economy. The city and conurbation is an economic centre, a role which is increasing as investment in transport, innovation and economic infrastructure makes the City more accessible to towns and cities, business and high skilled workers in the Midlands and the North.
- 3.13. The Greater Manchester sub-region, which has a resident population of over 2.78 million and a combined Gross Value Added (GVA) of over £65.5 billion, accounts for around two fifths of the North West's economic output⁵. Economically, Manchester is one of the fastest growing cities in Europe. Total employment is forecast to grow at 0.6% per year in Greater Manchester, equating to a net increase of 183,000 jobs between 2017 and 2037.
- 3.14. Employment growth is largely driven by Business, Financial, and Professional Services - accounting for 45% of the net increase in the total number of jobs in Greater Manchester up to 2037. Stronger GVA growth is supported by a strong shift towards higher value sectors. This means productivity growth of 1.5% per year from 2017 to 2037. It also reflects the fact that faster economic growth is assumed to be supported by investments that boost overall productivity⁶.
- 3.15. The city's Professional, Financial and Business Services sector is very diverse including leading global accountancy companies and consulting companies, legal partnerships, specialist technical, engineering, infrastructure and digital media companies. While many smaller companies serving a local market area distributed across the conurbation, the larger, leading companies are located almost exclusively in the City Centre.

⁵ Office for National Statistics, *Regional Gross Value Added (Income Approach) tables (released 12 December 2018)*,

<https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/regionalgrossvalueaddedincomeapproach>

⁶ Economic Forecasts for Greater Manchester, February 2020 <https://www.greatermanchester-ca.gov.uk/what-we-do/economy/greater-manchester-forecasting-model/>

- 3.16. A key growth area for the city is the Creative, Digital and Tech sector. According to Greater Manchester Combined Authority, jobs in the Digital Industries are set to increase by 13,000 additional jobs over the period 2017-2047 whilst in the Creative Industry jobs are forecast to grow by 6,000 up to 2037⁷. In regard to GVA, digital industries is the sub-sector that is forecast to grow the fastest by 4.3% per year from 2017 to 2037⁸.
- 3.17. The Creative, Digital and Tech sector has the ability to accelerate growth across all sectors in Manchester. New applications for creative and digital technologies were found in health and social care; business, financial and professional services; advanced manufacturing; and transport, amongst others. Notable creative, digital and tech companies located in Manchester include:
- Thoughtworks
 - TheLadBible
 - Coop Digital, Microsoft
 - CityVerve (the Internet of Things City Demonstrator)
 - UK Fast
 - WPP
- 3.18. A majority of these new firms have located within developments such as Circle Square, the new innovation district, 'ID Manchester', together with Enterprise City (St John's) and developments in NOMA and the Northern Quarter.
- 3.19. The Creative, Digital and Tech sector is therefore a significant growth area of the Manchester economy and will continue to be so for decades to come.
- 3.20. Therefore, Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a service-based, high growth economy. Importantly, it is this sector of the economy that provides a large proportion of the high skilled and high productivity jobs in the national economy. Over the past couple of years, there have been significant levels of investment in the city to commercialise its strengths in research and innovation. The Proposed Development will directly support this ongoing transition.
- 3.21. There are three factors which are changing the role of the Manchester and have particular implications for Manchester City Centre. These are:
- The move to a service based and high growth economy, at a time when national economic growth is increasingly driven by professional and financial services, creative and digital industries, science and technology, with key sub-sectors influenced by disruptive innovation.
 - Sectors which are influenced by agglomeration, where entrepreneurs, companies, new start-ups and talented workers, from disparate economic growth sectors, are keen to cluster in locations which can provide business and networking opportunities and deep labour markets offering an exceptional range of highly qualified and skilled staff.
 - A return to urban living, with many highly skilled younger people and high earners keen to benefit from both the range of education and employment opportunities and the lifestyle offer of city living, with evening and weekend economies offering cultural, entertainment and leisure choices which cannot be matched in smaller towns or cities.
- 3.22. In all of these factors, Manchester City Centre is a location which has a unique contribution to make to the re-balancing of the national economy, and with a constrained city centre and limited other

⁷ Ibid.

⁸ Ibid.

credible high growth locations, there is a need to ensure the city centre can provide the modern economic infrastructure to capture economic and employment growth.

Manchester's Office Market and Demand

- 3.23. In recent years, Manchester's economy has continued to grow at a faster rate than the UK as a whole, with the city centre as the economic growth engine for both Manchester and the wider region. Despite a turbulent market in 2020 and 2021, office developments had continued to be delivered to market, however, 2021 saw 66% less floorspace delivered to the market as market uncertainty and delays to construction projects caused by the pandemic began to take effect.
- 3.24. Whilst there remains a reasonable quantum of office floorspace under construction, new starts have been subdued in the last 2 years and much of the development in the pipeline is already pre-let. With market confidence returning and businesses moving to hybrid working models and returning to the office, there is the prospect of short-term supply issues in the market in the coming years.
- 3.25. An ecosystem of business, services and amenities creates opportunities to develop professional and personal connections alongside improving wellbeing. A vibrant 24-hour mixed-use destination is an attractive proposition for office occupiers who are increasingly looking towards improving their Environmental, Social and Governance criteria. The flexibility and change in workplace demands has been exacerbated by COVID-19 which has provided an opportunity to reflect on the evolving role of the workplace and what it should enable. Evidently, the way in which office space is used has changed and is likely to continue to change, requiring office buildings to be as flexible as possible. In response to these changes, during the past year there have been initiatives by corporates and office occupiers to improve the employee experience in order to attract the best talent. A recent Deloitte survey found that 61% of executives now focus on reimagining work compared to only 29% before the start of the pandemic. Moving forward therefore, we can expect offices to offer more in the way of on-site facilities and amenities to improve employee well-being such as gyms, eateries, roof terraces, and collaborative and entertainment space
- 3.26. With a thriving private sector, the city is a leading business location and remains a top place in Europe for foreign direct investment outside of London. Numerous FTSE 100 companies have a significant presence in Manchester and Salford and represent a strong and diverse business community⁹.
- 3.27. Increasingly, businesses are seeking the benefits of agglomeration. Entrepreneurs, companies, new start-ups and talented workers from disparate economic growth sectors are keen to cluster in locations that can provide business and networking opportunities in order to secure their growth and prosperity
- 3.28. Businesses 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 a 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.
- 3.29. The award of Enterprise Zone status for Manchester Airport City and Corridor Manchester has significantly assisted in creating such clusters and has further acted to provide significant new incentives for businesses to locate in Manchester. The proximity of the Site to key business and economic activity areas such as the NOMA, Spinningfields and Salford Central, amongst others, also supports the promotion of increased economic activity on this Site.

⁹ Ernst and Young (EY) *EY UK Attractiveness Survey (July 2019)*, [https://www.ey.com/Publication/vwLUAssetsPI/ey-uk-attractiveness-survey-2019/\\$FILE/EY-UK-Attractiveness-Survey-2019.pdf](https://www.ey.com/Publication/vwLUAssetsPI/ey-uk-attractiveness-survey-2019/$FILE/EY-UK-Attractiveness-Survey-2019.pdf).

Recovering from the COVID-19 Pandemic

- 3.30. In November 2020, Manchester City Council published the Manchester Economic Recovery and Investment Plan¹⁰ (MERIP) that sets out the strategy in place for Manchester to respond to the COVID-19 pandemic and reinvigorate the economy through the protection and creation of new jobs and continued support for new business opportunities in the city's economy. Aligning with the Our Manchester Industrial Strategy, the MERIP has been primarily focussed around three pillars:
- People – This will comprise of seven initial projects that will take place over a two-year programme totalling to around m£36m per annum to help individuals stay in employment and continue their education.
 - Place – This will comprise of nineteen initial projects over the next few years that will total to around £450m and will be spent towards boosting the construction industry through major housing initiatives for low/zero-carbon developments and affordable housing programme.
 - Prosperity – This will comprise of twenty-four initial projects that will deliver investment in science and technology including digital infrastructure, an innovation district and enterprise zones, delivering an extensive ecosystem for small and medium-sized companies.
- 3.31. In addition to the above, there are other additional long-term investment propositions that will help to drive forward a new approach to investment and partnership.
- Innovation – Manchester will build upon its recent success and increase the leverage of the science, research, innovation and teaching asset base to create clusters of high-value economic activities.
 - Manchester City Centre and Urban Realm – Investing in new public space will help to bring forward new development.
 - Zero Carbon Housing Retrofit – As a first phase of a 15–30-year programme, Manchester will adopt a set of innovative retrofit measures for residential properties that will help to transition from a reliance on gas heating through fabric retrofit and renewable technologies.
 - North Manchester – As an key area highlighted for strategic growth, North Manchester will focus itself around an innovative healthcare and residential-led approach to civic regeneration, including a new general hospital anchoring a health campus and Northern Gateway investment in housing provides £2billion of investment in the north of the city.

Summary

- 3.32. Manchester City Centre is an economic hub in the north of England, attracting highly skilled workers particularly from the Midlands and North but also beyond. The diverse and growing economy of the City Centre drives the wider growth of the GM region. The Professional, Financial and Business Services sector forms a vital part of the GVA output, attracting a wide range of businesses at a global, national and regional level. In addition, the Creative, Digital and Tech sector is a significant growth area and plays a vital part of the Manchester economy.
- 3.33. Prospects for economic growth are also 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. Investment in new Grade A office supply, which has been limited in the context of the city's growth ambitions, is essential.

¹⁰ Manchester City Council (2020), Manchester's Economic Recovery and Investment Plan

- 3.34. Schemes like the Proposed Development will seek to benefit the city by improving it as a place to work and will support the city's economic recovery following the impact of COVID-19 by becoming operational in circa 2024.

Strategic Context

The Greater Manchester Strategy (2017)

- 3.35. The Greater Manchester Strategy ("Our People, Our Place") was produced by the Greater Manchester Combined Authority (GMCA) and replaces the former "Stronger Together: Greater Manchester Strategy" published in 2009. It sets out a very clear vision for the City-Region, stating that Manchester will be:
- "A place where all children are given the best start in life and young people grow up inspired to exceed expectations.
 - A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand you'll get it.
 - A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent.
 - A place where people live healthy lives and older people are valued.
 - A place at the forefront of action on climate change with clean air and a flourishing natural environment.
 - A place where all voices are heard and where, working together, we can shape our future."
- 3.36. The delivery of a new office development, comprising employment-led floorspace delivering standout new high-quality architecture, will be critical to economic growth, providing the opportunities for highly skilled and well-paid jobs that are well connected to all areas of Greater Manchester and beyond.
- 3.37. It is critical that the Proposed Development supports the ambitions of becoming a leader on Climate Change ensuring the city becomes net zero carbon by 2038. Therefore, new buildings must adopt stringent standards and seek to align with net zero carbon building standards for new-build developments.

Our Manchester Strategy 2016-25

- 3.38. The Our Manchester Strategy 2016-25 was adopted by Manchester City Council in January 2016 and sets the ambitions for the city for the next decade. The Strategy sets out a vision for Manchester to be in the top-flight of world-class cities by 2025, when the city will:
- have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
 - possess highly skilled, enterprising and industrious people;
 - be connected, internationally and within the UK;
 - play its full part in limiting the impacts of climate change;
 - be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
 - be clean, attractive, culturally rich, outward-looking and welcoming.

- 3.39. The Our Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement.
- 3.40. The 'Our Manchester' approach seeks to build a different relationship with residents and communities, recognising that this also means undertaking a different approach to engagement; engagement that is sustainable and driven by the City's communities.

Manchester's Green and Blue Infrastructure Strategy

- 3.41. Manchester 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.
- 3.42. The vision for green and blue infrastructure in Manchester over the next ten years 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.
- 3.43. 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.
- 3.44. 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.
- 3.45. This requirement is discussed in relation to the scheme in Section 6.

City Centre Transport Strategy (2021)

- 3.46. A refreshed City Centre Transport Strategy (CCTS) has been set out by Manchester City Council, following adoption of the original strategy in 2010. The City Centre Transport Strategy needs to support the city's ambition to grow, become carbon neutral by 2038 or sooner, whilst ensuring that it is well-connected to the wider area that it serves.
- 3.47. Consultation on the draft strategy closed in November 2020 and the final strategy has now been updated following 2,400 comments received. The final strategy was published in March 2021 following approval from Salford, Manchester and Greater Manchester Combined Authorities. This strategy will be reviewed and refreshed periodically but is intended to guide transport-related investment and initiatives in the region through to 2040.
- 3.48. The central aim of the Strategy, for 90% of all trips to the city centre to be made by sustainable travel before 2040 in the morning peak, is critical to the successful and sustainable growth of the city centre. The city centre will be a well-connected zero-carbon city centre at the heart of the North, offering residents, employees and visitors a great place to live, work and visit. The seven core ambitions that support this overall ambition is set out as follows:
 - 1. Walking is the main way of getting around the city centre;
 - 2. The city centre is cleaner and less congested;
 - 3. More people choose to cycle to destinations within the city centre;

4. The city centre benefits from better public transport connections;
 5. Parking in the city centre is smarter and integrated with other modes;
 6. Goods are moved and delivered sustainably and efficiently into and within the city centre; and
 7. Innovation is embraced where it benefits the city centre and its users.
- 3.49. The CCTS sets the strategic framework for how people will travel into and out of the City Centre, and how they will move within the city centre. It sets out proposals to further enhance the city's public transport network and reduce car-based trips over the long term.
- 3.50. This will lead to the overall share of public transport, cycling and walking trips increasing as the preferred modes of travel.
- 3.51. Whilst the Strategy presents relevant considerations for the Proposed Development as a whole, it is noted that specific measures are proposed to walking routes to and from Victoria Station .
- 3.52. It is also recognised in the CCTS 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 in order to alleviate congestion and increase the capacity of the network. This is critical to the proposals given the proximity of the Site to Victoria Station.

Beelines – Made to Move (2019)

- 3.53. The 'Made to Move Beelines Strategy' sets out to provide 1,000 miles of walking and cycling routes across Greater Manchester, both promoting sustainable transport and connecting communities. This strategy is an update on the 'Made to Move' strategy (2018) and Bee Network launch (2019) and focuses on how the Bee Network, a 1,800 mile network of walking and cycling routes across Greater Manchester, will be delivered.
- 3.54. The Bee Network will support the delivery of 'Our Network': Greater Manchester's plan for an integrated, simple and convenient London-style transport system. It will allow people to change easily between different modes of transport, with simple affordable ticketing and an aspiration to have a London-style cap across all modes. In September 2021, this was rebranded as 'Destination: Bee Network' and aims to be implemented by 2024 and commuter trains by 2030.
- 3.55. This would include orbital routes that allow people to travel around the city-region, as well as in and out of the centres. These activities will all work to deliver the Greater Manchester Transport Strategy 2040, which sets out a vision for at least 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040.
- 3.56. A number of Beelines cycleways are in close proximity to the Site, including along Corporation Street. The Site is also within close proximity to the Northern Quarter arm of the new City Triangle which will connect Deansgate, Whitworth Street and the Northern Quarter.

Contribution to Strategic, Economic and Regeneration Priorities

- 3.57. Manchester continues to be one of the fastest growing cities in Europe. By 2025, it has been forecast that over 600,000 people will be living and working in the city. Alongside the population increase, the City's buoyant economic growth has been underpinned by a shift from its traditional manufacturing and industrial role toward a service-based, high growth economy.
- 3.58. Planning policy and strategic regeneration initiatives at all levels seek to respond to these trends and unlock the hidden potential within the City. There is a shared consensus that economic growth is closely tied to the ability to attract and retain the most talented individuals, as well as providing better opportunities for the local population to create a more equitable society and city region.

- 3.59. It is understood at all levels that, for Manchester, efforts should be focused on improving the attractiveness of the City as a place to live, study, work, invest and do business. There has been demonstrable success in this regard in recent years, with Manchester having an ability to attract people through higher education and retain them through the quality of life, culture, and employment opportunities presented by the city.
- 3.60. 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, which the Proposed Development will support. During the operational phase, once fully occupied, the commercial space will support at least an estimated 800 FTE jobs. The Proposed Development would also provide a range of opportunities for local residents across a variety of skills levels and occupations, contributing to the inclusive growth ambitions in the Our Manchester Industrial Strategy. This will be secured by way of Local Labour Agreement.

4. The Proposed Development

- 4.1. This Section should be read in conjunction with the submitted application drawings and Design and Access Statement, prepared by Peirce&Company. It provides a summary of description of the key elements of the Proposed Development.
- 4.2. The details of each element of the Proposed Development are provided below, highlighting the design development that has taken place and reflected in the final proposal.

Client Brief

- 4.3. This office building, originally proposed as part of the Extant Consent, will now be delivered as a separate scheme, reflecting changes to the design of the extant permission in order to better address current market requirements.
- 4.4. Following their purchase of the Site, Toriview Ltd set out a brief for the New Victoria office that seeks to be a 'best-in-class' development, including:
 - A high-quality architectural response that is at once both contemporary and respectful of its setting that repairs and improves the surrounding public realm.
 - Grade A offices to BCO (British Council for Offices) 2019 that make efficient use of the overall Site, which should target BREEAM 'Outstanding' certification, designing to reduce energy consumption, minimise embodied carbon and promote long term sustainable solutions.
 - An engaging and inviting arrival experience, alongside attractive circulation spaces and external terraced areas promoting connection, communication, and improved opportunities for well-being.
 - Generous floor to floor heights, with a flexible structural layout providing the highest quality contemporary workspace, and future-proofing the building for a long lasting and sustainable response.

Proposed Development

Use and Amount

- 4.5. The Proposed Development will provide 16,670 sq. m. (GIA) and 18,101 sq. m. (GEA) of floorspace (Use Class E) in total. In addition, the roof terraces provide 1,115 sq. m of external space.
- 4.6. The ground floor will accommodate reception space for the office, shared workspace for informal meetings and breakout spaces, cycle storage as well as a separate commercial space to be used as a café, restaurant or retail unit. The proposal has three external terraces at Levels 8, 9 and 10, and includes public realm improvements along Corporation Street.
- 4.7. There is also a desire to activate Corporation Street and its public realm which will be achieved through a commercial unit along this façade to support active uses at ground level. To the rear, an area has also been allocated to include a substation. A full account of the floorspace provided for each type of use is provided in Table 1.

Table 1 - Floorspace within the Proposed Development

Description	Area / Number
Site Area	0.2ha
Floorspace (Use Class E)	16,670 sq. m GIA 18,101 sq. m GEA
External Roof Terraces	1,115 sq. m
Cycle Parking	84 internal cycle parking spaces, 6 visitor external cycle parking spaces
Car Parking	0 - Car Free Development

- 4.8. Bin storage provision is provided within the basement areas and relies on multiple collections taking place per week by private waste collection and contractor. Different types of occupiers and tenants may produce different types of waste compared to that allocated for and therefore a planning condition will be required to confirm the final waste management details prior to operation.

Scale and Massing

- 4.9. The Site is irregular in shape due to surrounding road patterns and the Metrolink lines coming to a point at Corporation Street. A rationalised building footprint has been provided within the boundary. The resulting shape is a parallelogram.
- 4.10. The building steps from the southern edge up to the north and toward Victoria Station and the residential first phase of New Victoria. The ground floor footprint of the building steps in to provide a covered walkway from the link across the tram lines to the primary entrance. The stepping in of the facade to form the entrance also improves visual connections to the NOMA estate beyond.
- 4.11. The massing of the Proposed Development has been informed by the surrounding townscape, which is identified as including a mix of mid to high rise buildings. On this basis, 10 storeys is considered an appropriate height, both contextually appropriate while also establishing the optimum relationship between the scheme's positive outputs – economic, social and environmental (identified elsewhere in this report) and the scheme's underlying viability and therefore deliverability.

Layout

- 4.12. The Proposed Development comprises office space from the first to eighth floor with a generous offering of communal amenities at ground floor, mezzanine and roof terraces. The ground floor consists of a double height space with a mezzanine level which has a reception desk for the office and both formal and informal meeting spaces. The two levels are connected by a staircase in a central atrium, as well as lift access via the central core. The ground floor is left open and flexible to accommodate a variety of different functions, as well as a lobby area for the office tenants.
- 4.13. An area of land outside the Site boundary, adjacent to the Victoria Station extension, has been allocated as a site for a future TfGM cycle hub. TfGM cycle hub itself does not form part of this application but has been considered in determining the layout of the lower ground floor of the development, to allow an access route to run along the southwest site boundary, leading from

Corporation Street to this hub location. This route is required to be set aside as part of the contractual obligations relating to the Site.

Office floorplates

- 4.14. The office floorplates have been left deliberately flexible to allow for different divisions and fit out requirements, as required by future tenants letting the space. The service core to the north-west is the only partitioning within each level, comprising toilets, storage, and circulation between floors. This layout allows for tenants to personalise their space as best suited to business needs, with either open plan layouts or additional partitioning for meeting rooms or smaller enclosed workspaces.
- 4.15. At level 8, part of the office floor plate is occupied by a communal roof terrace, and an additional stairway leading to the terraces at the 9th and 10th floor. These upper level roof terraces can also be accessed via the lift in the central core and are to be used for ancillary space for the office tenants, described below.

Roof terraces

- 4.16. The Proposed Development's massing allows for several terraces at the upper levels of the scheme which are accessible to the office tenants. These terraces will be finished with a durable and hard surface - such as hardwood decking or stone paving - that sits upon a waterproofing layer extending below the planters. Planters will include a selection of native species and the area also includes a green roof for attenuation.
- 4.17. The three terraces can be described as follows:
- The level 8 terrace wraps around the office space and offers seating and planters with framed views across Manchester. It offers group seating areas, separated by planters with the open facade creating framed views.
 - The level 9 terrace has private seating areas with planters but also includes a covered area which are accessible from the central core. The terrace is edged with planters that create a buffer between the hard surface and the open facade, softening the outdoor space whilst also minimising overlooking of the level 8 terrace. There is seating built into planters that are arranged to give more privacy than the other terrace levels. Nearer to the core, the level 10 terrace creates a canopy for a sheltered space below.
 - The level 10 terrace is sedum planted for improved visual amenity and biodiversity benefits and is accessible from the two core stairs and a single firefighting lift and a sedum planted central zone for an open flexible space that could be used for different types of activity by the office occupiers. Perimeter seating and planters also creates a buffer and limits overlooking with the terraces below. PV cells are provided on the roof of the plant / lift overrun.

Public Realm and Planting

- 4.18. The Proposed Development seeks to establish a public realm that is designed for better pedestrian safety and improved streetscape. At street level, planters are proposed to the southwest of the main entrance, aiding navigation and helping with the level change along the southwest facade. Planters and trees are also proposed to the back of the building opposite the access road.
- 4.19. Street trees are also proposed to the east of the entrance along Corporation Street. The trees would have a slim canopy to avoid its branches growing into the building or getting in the way of traffic and the local bus routes. It is likely that these would need to be coniferous to provide wind mitigation year-round and the exact specification will be secured by way of planning condition.

- 4.20. The existing bus stop to the southeast of the Site is proposed to be moved up the road to create a double bus stop, this gives the opportunity for a large public space with hard landscaping in front of the entrance and widens the pavement along the south-east elevation. The external areas located outside the planning application boundary and located on the land of the local highway authority will be delivered under a S.278 agreement.

Appearance and Materiality

- 4.21. The external appearance of the Proposed Development has been designed to be in keeping with its surroundings whilst promoting a distinctive, modern development that will stand out within Manchester City Centre and be seen as an attractive place for occupiers. The material palette has been chosen to be representative of Manchester's varied architectural character and history, through analysis of the historic architectural expression of heritage buildings close to the Site has been undertaken.
- 4.22. A variety of local materials can be seen in the historic and contemporary architecture surrounding the site, in particular red brick buildings with decorative terracotta dressings are seen within the immediate urban context and across the city. The facades are defined by window openings and entrances, creating a regular rhythm in the form and silhouette of the building, typically using contrasting materials or textures to express these openings.
- 4.23. The Proposed Development seeks to intelligently interpret these design principles to create a building that is inherently contemporary and of its time but is also comfortable in its immediate context. Through the proposed material palette, the design focuses on a contemporary interpretation of the material context of Manchester. The primary material expression is that of textured precast concrete that is tonally aligned with the red sandstone and brick of surrounding context.
- 4.24. The defining element of the facade in the Proposed Development is a heavier element within which a delicate lightweight inner façade has been inserted. The façade articulation is defined by a regular grid of openings within it, carefully set out to keep piers and window openings consistent across the length of the building to provide a singular architectural expression. Wrapping this regularised grid around the building facades and curved corners serves to harmonise the building facades and counteracts the irregular site geometry. This design reflects and complements the context of neighbouring buildings.
- 4.25. The facade on levels 8, 9 and 10 are set back with more generous openings to the roof terraces at these levels. On the ground level, a double height colonnade has been provided to emphasise the primary office entrance. This engages the public realm and seeks to give the building a greater civic-like presence. Larger openings express and accommodate the retail function along the Corporation Street facade.
- 4.26. The façade design utilises subtle changes in materiality and texture to provide secondary details that give the building greater visual interest. This includes recessed aluminum panels that will tonally contrast with the heavier masonry elements. The resultant appearance proposed is simple and elegant whilst providing layers of architectural intrigue and visual interest.

Access

- 4.27. Due to the topography of the Site and existing surrounding roads, constraints and pedestrian connections the most natural access points are located along Corporation Street. The main access to the office space will be via an entrance at the southern corner of the Site where Corporation Street meets the tramlines. This leads to a circulation core to the north-east which rises from the basement to the roof providing connection throughout the building.
- 4.28. The entrance to the retail unit is located to northeast corner of the Site, positioned along the pedestrian routes up and down Corporation Street and nearest to the residential blocks of New

Victoria Phase 1, continuing the active frontage established by these. The north facade entrance offers access for cyclists, building deliveries, refuse collection and maintenance. The goods lift connects the basement to the upper terrace levels to ensure that vertical circulation for servicing supports ease of maintaining the building internally.

Inclusive Access

- 4.29. The design of the development has adopted an inclusive approach to allow easy, safe, and secure access to all areas of the building. The Proposed Development will provide level access at ground floor level and all cores include lift access with accessible WCs at each floor. All main entrances provide clear widths within the development to fully comply with DDA regulations.
- 4.30. Fob accessed turnstiles positioned alongside the reception desk demark the secure line to the office lift access beyond. At least one of these turnstiles will allow wheelchair users to pass through. Access to all common areas has sought to minimise barriers and doors, and the common corridors are typically 1.5m wide surrounding the lift core. Four passenger lifts provide access to each office floor and exceed the minimum standard in Approved Document M.
- 4.31. Wheelchair user accessible provision on each floor is designed to be inclusive and to the same specification of other toilets. As part of the commitment to inclusivity in the workplace, one gender neutral toilet is proposed to be included on every floor, accessed off common corridors. Solely unisex toilets will serve the ground and top terrace floors of the development.
- 4.32. Fixtures and fittings visually contrast with their surrounds and will be usable by people with limited dexterity and reachable by those who are seated or standing. Visually contrasting stair nosing on all stepped routes will be included to meet the recommendations of BS 8300.

Cycling provision and amenities

- 4.33. The central location of the Site allows excellent cycle and pedestrian links to Manchester City Centre, and the extensive cycle parking provision proposed within this development also encourages the use of sustainable transport modes.
- 4.34. Secure cycle parking will be provided across the development accommodating a total of 84 cycles spaces. There will also be cycle parking available for users of the ground floor retail / commercial units located within the public realm in the form of 3 Sheffield stands. Cycle facilities including separate male and female showers and changing rooms and lockers will be provided within the office building.

Car parking provision

- 4.35. Consistent with the approach of other recent city centre schemes, the Proposed Development does not include any dedicated parking provision on the Site. The Site is in a highly sustainable location with numerous public transport hubs within walking distance. As is typical of most offices in city centre locations, staff generally live within an acceptable commute distance to their place of work and therefore, travel via sustainable modes of transport.
- 4.36. The Transport Assessment submitted in support of this application sets out the details of off-site car parking facilities, should it be required. In summary, there are 6 off street surface car parking and multi-storey car parks within 400m of the Site of various scales.
- 4.37. The application is supported by a Transport Assessment and Framework Travel Plan which contains full details on the access and parking strategy.

Servicing and access

- 4.38. The building will house a recycling and refuse store at basement level and refuse and recycling collections will take place from the new servicing route and access to the car park associated with Phase 1, which includes a layby area. The landlord areas, back of house and building management / security areas are in the basement.
- 4.39. The core contains the majority of the building's services risers, toilets, firefighting shafts and vertical circulation. Roof plant space has been strategically arranged to the north of levels 8 and 9 and double stacked to allow for a stepped communal terrace offering and minimise its visual and acoustic impact.

Safety and Security

- 4.40. A Crime Impact Statement (CIS) has been prepared by GMP, which confirms that the Proposed Development has been found to be acceptable in principle. Preparation of the CIS followed a briefing meeting with GMP, which took place on 16 May 2022.
- 4.41. The CIS highlights positive aspects of the proposals and identifies recommendations to be considered as the detailed design of the proposed development is progressed. The design team will continue to work with officers from GMP through the detailed design stage.
- 4.42. Please see Section 6 for full details of how the Proposed Development has been considered and is assessed in relation to material considerations for safety and security.

5. Planning Policy Framework

- 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 details the relevant documents that make up the Development Plan and material considerations such as guidance and MCC Strategic objectives. Detailed assessment of the Proposed Development against the Development Plan and material considerations is provided within this Section 6 of this Statement.

Local Development Plan

- 5.3. The Local Development Framework (LDF) is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. To-date only the Core Strategy DPD has been adopted by Manchester City Council. Within this context, the Development Plan comprises:

- Manchester Core Strategy (2012);
- Manchester Proposals Map (2012);
- Guide to Development in Manchester Supplementary Planning Document (2007)
- Saved Policies of the Manchester Unitary Development Plan (2005);
- Greater Manchester Joint Waste Development Plan Document (2012); and
- Greater Manchester Joint Minerals Plan (2013).

Manchester Core Strategy (2012)

- 5.4. 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 in order to be sustainable, meet local needs and take full advantage of opportunities.

Saved Policies of the Unitary Development Plan (1995)

- 5.5. 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 policies were saved on 11 July 2012 and remain extant.

Material Considerations and Guidance

- 5.6. The following published policy, executive reports and guidance documents are of material considerations relevant to the Proposed Development:
- 5.7. National Planning Policy and Guidance:
- National Planning Policy Framework (NPPF) 2021,
 - Planning Practice Guidance (PPG).

Planning Guidance:

- Our Manchester Strategy 2016-2025 (*See Section 3*);
- Manchester's Green and Blue Infrastructure Strategy (*See Section 3*);
- Climate Change Emergency and Playing Our Full Part on Climate Change (2018);
- Manchester Climate Change Framework: 2020-2025 (2020);
- City Centre Transport Strategy (2021) (*See Section 3*);
- Design for Access 2 (2003); and,
- Places for Everyone Joint Development Plan (August 2021) – Publication Stage

National Planning Policy and Guidance

National Planning Policy Framework (NPPF, 2021)

- 5.8. The National Planning Policy Framework (revised version published July 2021), articulates the priorities of the Plan for Growth within planning policy.
- 5.9. At the heart of the 2021 revised NPPF lies the '*presumption*' in favour of sustainable development, which supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.
- 5.10. 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 own needs.
- 5.11. The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. Firstly, the economic role should contribute to sustainable development by building a strong, responsive, and competitive economy and ensuring the right amount and type of development to support growth. Secondly, the social role is required to support communities by creating a high-quality built environment 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.

Planning Practice Guidance

- 5.12. The Planning Policy Guidance ('PPG') was published in March 2012 and is regularly updated. It sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which is maintained as a live resource.
- 5.13. The PPG stresses the importance of well-designed places and good design that takes the opportunity to improve the character and quality of an area and the way it functions.
- 5.14. Good design is set out in the National Design Guide (2019) under the following characteristics:
- Context;
 - Identity;
 - Built form;
 - Movement;

- Nature;
- Public spaces;
- Uses;
- Homes and buildings;
- Resources; and
- Lifespan.

Supplementary Planning Documents and Guidance

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

- 5.15. 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.
- 5.16. 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.

Manchester Climate Change Framework 2020-2025 and Manchester Zero Carbon Framework (2020)

- 5.17. There is increasing evidence of global temperature rises and the prospect therefore of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity.
- 5.18. 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. 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.
- 5.19. In November 2018, Manchester 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 2018-2100. 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.
- 5.20. A draft Manchester Zero Carbon Framework was developed that sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38. On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. The motion declares that climate change is a serious risk to Manchester's future and 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.

- 5.21. In March 2020, the Executive adopted the Manchester Climate Change Framework 2020-2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport. The Climate Change Partnership and Agency have produced a 'Recovery Annex', followed by the production of a draft Framework 2.0 on 26 August 2021.
- 5.22. The approach of this Framework includes adapting the city's buildings, infrastructure and natural environment to the changing climate and increasing the climate resilience, in order to ensure that new developments in the city don't eat into the limited carbon budgets and add to the already significant retrofit challenge. This requires new developments be built and operated to zero carbon standards as soon as possible.
- 5.23. Whilst it is not adopted policy or a formal material consideration at this stage, it is considered pertinent to align the buildings with best practice and minimise the amount of carbon associated with the operation of the building.

Design for Access 2

- 5.24. The Design for Access Manual was published in January 2000, 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.
- 5.25. The aim of Design for Access 2 is to provide guidance on best practice. However, it is acknowledged that it may not always be possible to meet all the standards. Design principles that will help to achieve accessible development that are relevant to the Proposed Development include the approach taken to developing inclusive design, the key issues and difficulties of the particular scheme, and the sources of advice and guidance used.
- 5.26. MCC has agreed a hierarchy of road users, which prioritises the needs of pedestrians and disabled people, cyclists, public transport and finally other users. This hierarchy should be respected in the design and layout of all new developments.
- 5.27. Streets should be designed for local people to use. They should be attractive, accessible social spaces, which encourage use by all sections of the local community. Street furniture must be well designed, with clear function and positioned to avoid the creation of obstacles, clutter or confusion.
- 5.28. The Design for Access Manual provides further details and design standards for external areas and for within buildings. These have been considered and incorporated into the development, alongside more up to date statutory accessibility requirements.

Greater Manchester Places For Everyone Joint Development Plan (August 2021) - February 2022 Submission Stage

- 5.29. The Places for Everyone Joint Development Plan Document – Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, Wigan Publication Plan, was considered at the Places for Everyone Joint Committee on July 20, 2021 and was subsequently approved by each of the nine districts for publication.
- 5.30. The plan has been submitted to the Secretary of State for examination on 14 February 2022 together with all the supporting documents, background evidence, and representations received during the final stage of public consultation. It should be noted that no Modifications were considered necessary prior to Submission, therefore the Submission Plan remains unchanged from that published under Regulation 19 in August 2021. Independent Inspectors will now be appointed to undertake an independent examination into the plan.

- 5.31. Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts.
- 5.32. The plan is a joint development plan of the nine districts which will determine the kind of development that takes place in their boroughs, maximising the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development. It will also ensure all new developments are sustainably integrated into Greater Manchester's transport network or supported by new infrastructure.
- 5.33. The plan is the result of a process that began as the Greater Manchester Spatial Framework (GMSF) in 2014, and has been informed by the feedback received from residents, businesses and the development industry to previous consultations on that Plan. The nine districts decided to continue to produce a joint plan following the withdrawal of Stockport Council from the Greater Manchester Spatial Framework.
- 5.34. The Places for Everyone Joint Development Plan was subject to a final stage of consultation which commenced on 9 August 2021 and ran for 8 weeks, ending on 3 October 2021. The consultation was on whether the plan meets the 'test of soundness'. The plan is currently at Publication Stage, whereby following the final stage of consultation analysis is currently being undertaken following the consultation period, in preparation for the examination in public. The examination phase is expected to take place in 2022, with the publication of the final plan anticipated for 2023.
- 5.35. Paragraph 48 of the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to: the stages of preparation; the extent of unresolved objections; and the degree of consistency of the relevant policies in the emerging plan to this Framework. Whilst the Places for Everyone Joint Development Plan is not adopted it is at the final stage of consultation and so it is considered to carry some weight in the determination of planning applications.
- 5.36. The Places for Everyone Joint Development Plan sets out 10 strategic objectives:
1. Meeting our housing need.
 2. Create neighbourhoods of choice.
 3. Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester.
 4. Maximise the potential arising from our national and international assets.
 5. Reduce inequalities and improve prosperity.
 6. Promote the sustainable movement of people, goods and information.
 7. Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region.
 8. Improve the quality of our natural environment and access to green spaces.
 9. Ensure access to physical and social infrastructure.
 10. Promote the health and wellbeing of communities.

Summary

- 5.37. A full appraisal of how the Proposed Development addresses the specific planning policy considerations and other material considerations, is set out within the following section of this statement. Taking all of this into account, it is demonstrated that the Proposed Development is supported by the aims and objectives of the Development Plan taken as a whole.
- 5.38. The assessment of the proposal against other material considerations, including the NPPF, demonstrates the capacity to deliver the overarching economic, social and overarching objectives of sustainable development as a whole, as set out in Section 6.

6. Site Specific Planning Considerations

6.1. This section assesses the Proposed Development against the Planning Policy Context set out in Section 5 of this Statement and other material considerations that are relevant to the proposed development. The following planning considerations are considered most relevant to the Application:

- Contribution to Manchester's Vision and Spatial Objectives;
- Principle of Development;
- Design;
- Sustainability;
- Ecology
- Heritage and Townscape;
- Transport; and
- Environmental considerations and amenity.

Contribution to Manchester's Vision and Spatial Objectives

6.2. The Core Strategy sets out Manchester's 15-year vision for the City 2012 - 2027, which sees Manchester at the front rank of cities in Europe and the rest of the world, with a growing economy driven by the strength of the Regional Centre. The vision states that Manchester's knowledge-based economy will flourish within an entrepreneurial community, characterised by a fully skilled, inclusive working population.

6.3. To achieve this vision, the Core Strategy sets out a number of Strategic Objectives (SO) for the City. These include:

- SO1: Provide a framework within which the sustainable development of the City can contribute to halting climate change.
- SO2: Support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.
- SO3: Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.
- SO4: Provide a network of distinctive, attractive and high-quality centres, strengthening local identity, providing essential services close to homes and local access to healthy food.
- SO5: Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.
- SO6: Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and

provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors.

- 6.4. These objectives have been translated into individual policies within the Core Strategy, against which the Proposed Development has been assessed within this Statement.
- 6.5. Core Strategy Policy SP1 sets out that the Regional Centre will be the focus for economic and commercial development, leisure and cultural activity in relation to the Greater Manchester economy.
- 6.6. Developments that 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 City Centre will be supported, subject to the proposal's impact on key aspects of the city's heritage and character. New development should fully exploit opportunities to contribute to the improvement of the City Centre in terms of character and function, taking account of other policies in the Core Strategy.
- 6.7. A commitment to good design that takes full cognisance of the Sites' setting and character runs through national and local planning policy and guidance. Core Strategy Policy SP1 requires all development to make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character.
- 6.8. The Proposed Development is clearly in line with this policy as it is located in the city centre and will support the city centre's role as a core focus for supporting economic growth by providing access to job opportunities to residents. It will provide office accommodation within a highly sustainable area to deliver the potential for the creation of additional and a wider range of job roles in all sectors and levels of experience. It is estimated that up to 800 full time employees would have space to work on Site based on the overall floorspace provided.
- 6.9. The remainder of this Section assesses the Proposed Development in relation to the relevant policies of the Core Strategy. These policies have been formulated based on the vision and strategic objectives for the City and should be reviewed in turn to determine their compliance. Overall, the Proposed Development is considered to be in line with the Core Strategy's vision and spatial objectives.

Principle of Development

- 6.10. Core Strategy Policy SP1 sets out that the Regional Centre will be the focus for economic and commercial development, leisure and cultural activity. Core Strategy Policy EC1 also states that Manchester City Centre is a key location for the most significant employment generating uses. The Proposed Development will generate economic and commercial development in this prime location in line with these policies.
- 6.11. Core Strategy Policy EC1 requires details of Local Employment Agreements, which should contain a commitment to work with the Work Skills Team and ensure that employment opportunities resulting from this development are made available to Manchester residents.
- 6.12. Core Strategy Policy EC3 states that employment generating uses including offices and other commercial development will be encouraged in the Regional Centre providing the development is well connected by sustainable transport to both the wider city and surrounding residential areas, and where the scale and type of office does not undermine employment in the City Centre.
- 6.13. Core Strategy Policy EC8 states that Manchester City Centre is expected to deliver approximately 14ha of employment land and that the Plan promotes development which has regard to ensuring employment within Central Manchester complements those uses.
- 6.14. Core Strategy Policy CC1 supports high density offices and states that the Council will give encouragement and support for these uses in the City Centre. Core Strategy Policy CC8 identifies the

types of development and approach to development which is considered most likely to deliver the vision for the City Centre and development which reflects this will generally be supported.

- 6.15. The Proposed Development fully complies with Policies SP1, EC1, EC3 and EC8, CC1 and CC8, and the Site is suitable for office use, in line with the previously approved scheme. The Proposed Development will ensure that the city centre remains the focus of employment generating activities through job creation during both the construction and operational phase of development. The Proposed Development is positioned within a highly sustainable location and promotes high density development to maximise its contribution to the city's economic development.
- 6.16. An Extant Consent has already been established for commercial office use for this Site, and this amended scheme is considered to be an improvement both in design quality to respond to the policy requirements in view of the current market context.
- 6.17. The Proposed Development will provide a range of opportunities across a variety of skill levels and occupations, contributing to the inclusive growth ambitions set out within the Our Manchester Strategy, whilst providing a greater number of jobs in a highly sustainable location.
- 6.18. During the operational phase, the scale of commercial space, once fully occupied, will support over 800 direct FTEs which in turn will generate additional expenditure within the city centre. The flexible space provided will be attractive to a range of occupiers including start up business looking for space to collaborate and grow and well as established business looking for space within a highly energy efficient building supporting their corporate social responsibility practices and policies.
- 6.19. There is the opportunity to encourage and develop skills, internships and apprenticeships among the varied and specialised trade contractors during the construction phase. Regarding local labour sources, the Applicant has submitted a signed form that agrees to the principle of MCC's local labour objectives and confirms they will engage with relevant Officers to agree the details prior to commencement of the development.
- 6.20. There is continued demand for Grade A office floorspace within Manchester City Centre, as outlined in Section 3 of this Statement. The delivery of premium office space in the city centre will contribute to the economic success of Manchester and the Greater Manchester Region. Furthermore, as companies are increasing their environmental awareness and corporate social responsibility, it is anticipated that the sustainability credentials of the building will be of significant appeal.

Design

Scale and Density

- 6.21. Core Strategy Policy CC6 City Centre High Density Development outlines that City Centre developments will generally be high-density to maximise their efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.
- 6.22. The scale and density of the Proposed Development is supported by its city centre location generally but also the fact that it is directly adjacent to a major public transport node. In addition, it has been the product of an iterative design process by developing the previously approved scheme to reflect the ambitions of the Applicant and support strategic objectives of Manchester City Council for the city centre. The scale and form of the Proposed Development responds to the surrounding areas both regarding height and massing. Site specific considerations have informed the design, and these have included the relationship with the existing and future built context, including nearby heritage assets. This process has sought to establish the optimum height of the development in order to address site constraints and respect the amenity of adjoining land uses as well as support objectives in relation to architectural quality, achieving an appropriate response to the townscape and heritage

context, place making, and sustainability, all whilst establishing a development that is viable and therefore also deliverable.

Appearance

- 6.23. A commitment to good design that takes full cognisance of the Site's setting and character runs through national and local planning policy and guidance. Core Strategy Policy SP1 requires that all development make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character.
- 6.24. Core Strategy Policy DM1 states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detail; and to impact on the surrounding areas in terms of the design, scale and appearance.
- 6.25. Core Strategy Policy EN1 Design Principles and Strategic Character Areas states that 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. In addition, it explains that within the City Centre, developments will be expected to consider the City's heritage and continue the rich pattern of activity in the core area.
- 6.26. Core Strategy Policy CC9 Design and Heritage requires the design of new buildings to be of the highest standard. Core Strategy Policy CC10 states that development will be supported where they promote high standards of accessibility to buildings and across spaces in the City Centre. Core Strategy Policy DM1 states that buildings and neighbourhoods should be fully accessible to people with disabilities.
- 6.27. On a national level, the NPPF (2021) advises that good design is a key aspect of sustainable development. At Paragraph 130 it is advised that planning policies and decisions should ensure that developments address the following matters:
- That they will function well and add to the overall quality of the area, over the lifetime of the development.
 - Are visually attractive.
 - Are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change.
 - Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
 - Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and,
 - Where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 6.28. In addition, the Council's Supplementary Planning Document (2007) and Technical Guidance (2015) comprising *A Guide to Development in Manchester* provides design guidance for developers. Design for Access 2 is also relevant. This document provides guidance on measures that should be incorporated into schemes to increase their accessibility.
- 6.29. In response to the policy considerations set out above, the Proposed Development has been prepared by a highly experienced design team through a process of regular consultation with the LPA and pre-application engagement with key stakeholders including statutory and non-statutory consultees as well as Ward Councillors. This iterative design process is set out in full within the Statement of Consultation submitted with this application.

- 6.30. The proposed design addresses the seven principles of urban design and provides a contemporary design response with clear references to local context and character, being based on extensive contextual design appraisals. This picks up on the area's mix of historic and new built form that provides a varied palette of materials and offers buildings at a variety of scales. The Proposed Development takes heed of the predominant use of red brick and terracotta and reinterprets these elements in a modern form through pre-cast concrete and anodised aluminum façade details.
- 6.31. This approach provides continuity in the scale and massing of the surrounding buildings and key active frontages that link into a high quality public realm that promotes ease of movement. It is considered that the proposals will help to improve the legibility of this part of the city centre. The generous floor to ceiling heights and open floorplates allow the building to be adaptable to a range of different layouts. The Proposed Development is considered to add to the diversity of the architecture in the local area in a high quality and considered manner.
- 6.32. Full details setting out the high quality of the proposed design and the rationale for the design choices are provided in full within the Design and Access Statement prepared by Piercy&Company, submitted in support of this planning application. This demonstrates it is a coherent and well considered design that is cognisant of its immediate and wider surrounds.

Sustainability

- 6.33. Core Strategy Policy EN4 encourages the reduction on CO2 Emissions through following the Energy Hierarchy principles:
- 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 to meet residual energy requirements through the use of low or zero carbon energy generating technologies.
- 6.34. Core Strategy Policy EN6 seeks CO2 reductions from low or zero carbon energy supplies and includes the following targets:
- A CHP/district heating anchor or connection, or where not feasible.
 - A 15% increase on Part L 2010.
- 6.35. Core Strategy Policy EN8 Adaption to Climate Change sets out 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.
- 6.36. The supplementary planning document, Guide to Development in Manchester (2007) also details the Environmental Standards development in Manchester is expected to achieve, including energy efficiency, renewable energy, and environmental design.
- 6.37. In respect of climate change, Paragraph 152 of the NPPF advises that to support the transition to a low carbon future in a changing climate, taking account of flood risk and coastal change. It should help to:
- Shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience;
 - Encourage the reuse of existing resources, including the conversion of existing buildings; and
 - Support renewable and low carbon energy and associated infrastructure.
- 6.38. Paragraph 154 of the NPPF advises that to support the move to a low carbon future, new development should:

- Help to reduce greenhouse gas emissions, including through location, orientation and design; and
 - Avoid increased vulnerability of the range of impacts arising from climate change.
- 6.39. The 2013 edition of Approved Document L1A: Conservation of fuel and power in new dwellings gives guidance for compliance with Building Regulations for building work carried out in England.
- 6.40. Draft Policy JP-S 2 Carbon and Energy of the Places for Everyone JDP (Publication / Submission Plan) reinforces the aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions which will also be support through a range of measures, including an expectation that new development should seek a minimum 19% carbon reduction against Part L of the 2013 Building Regulations.
- 6.41. An Environmental Standards Statement, including an Energy Statement and BREEAM Pre-assessment, have been prepared by Sweco to assess overall sustainability of the Proposed Development the potential for incorporating renewable technology into the Proposed Development.
- 6.42. The Proposed Development has taken a fabric first approach to low energy and zero carbon development. The Environmental Standards Statement concludes that the building will achieve a 24% betterment on 2013 Part L based on the passive and energy efficiency improvements alone. Beyond this, a PV array will be provided to generate energy on Site. The heating and cooling for the building is handled by AHUs on each floor and air source heat pumps (ASHPs) at roof level.
- 6.43. However, when taking into consideration the decarbonisation of the electricity grid provided by the National Grid, overall regulated emissions further reduce by 32% and 44% against Part L2A (2013) based on SAP12 and SAP10 emissions factors. The innovative all electric and highly efficient energy strategy will help to future proof the development in working toward operational zero carbon by taking advantage of future grid decarbonisation.
- 6.44. The Proposed Development is seeking to achieve BREEAM (2018) ratings of 'Outstanding' for office shell and core. This is achievable based on the bespoke sustainability strategy drawing on best practice and a custom set of sustainability targets. The following elements have been considered in the design to provide a holistic approach to the sustainability of the design:
- **Water consumption:** target a 40% reduction in potable water consumption compared to the BREEAM 2018 baseline and integrate Sustainable Drainage Systems (SuDS) into design.
 - **Sustainable procurement:** seeking responsible sourcing certifications, requesting environmental product declarations, taking a whole life carbon approach, provisional material sourcing distances and the circular economy.
 - **Waste management:** diversion of materials from landfill during construction and separate segregation of waste.
 - **Air quality and pollution:** no on-site combustible plant equipment and maintaining internal air quality through mechanical ventilation. Limit noise pollution through non-openable windows and limit light pollution by reducing the
 - **Health and wellbeing:** considering air quality, water resources, fitness, comfort, mental wellbeing, light, safety and security.
 - **Adaptation to climate change:** commitment to engage with the RIBA 2030 Climate Challenge and BREEAM, amongst others, which provide an established reporting basis for benchmarking and cross-comparable results with other UK development.
 - **Biodiversity:** target an increase in ecological value compared to pre-development site by urban greening of terraces and roof spaces.

- **Transport:** highly sustainable location of Proposed Development and provision of 84 secure cycle parking spaces.
- 6.45. Together, this combination of sustainable measures will deliver a highly sustainable commercial office building that uses integrated and innovative design solutions which significantly exceed policy requirements and directly support Manchester's objective to be Net Zero Carbon by 2038.
- 6.46. Full details are contained in the Energy and Environmental Standards Statement prepared by Sweco and submitted in support of this planning application.

Ecology

- 6.47. Core Strategy EN9 states that 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.
- 6.48. Core Strategy Policy EN15 outlines that the Council will seek to maintain and enhance sites of ecological value throughout the city. Developers are required to demonstrate that they have assessed and taken account of the potential effect of the Proposed Development on biodiversity including European, national and locally priority species such as the great crested newt, pipistrelle bats and certain bird species.
- 6.49. Manchester City Council adopted the 'Green and Blue Infrastructure Strategy for Manchester' in July 2015. It details its main objectives as:
- Improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers.
 - Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth.
 - Improve connectivity and accessibility to green and blue infrastructure within the city and beyond.
 - 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.
- 6.50. The *Places for Everyone JDP (Publication Plan)* is yet to be adopted, however it is at an advanced stage. Policies in the Submission Plan Draft (2021) that are considered relevant are set out below:
- Draft Policy GM-G 2- Green Infrastructure Network: the green infrastructure network will be designed, managed, protected, and enhanced to help deliver benefits which involve enhancing biodiversity, by expanding, improving, and connecting habitats.
 - Draft Policy GM-G 8 – Standards for a Greener Greater Manchester: The GMSF indicates Standards for a Greener Greater Manchester including access to greenspace
 - Draft Policy GM-G 9 – A Net Enhancement of Biodiversity and Geodiversity: The policy considers the requirement for Net Enhancement of Biodiversity and Geodiversity through following the mitigation hierarchy of avoiding harm, mitigating locally or otherwise compensating for loss.
- 6.51. An Extended Phase 1 habitat survey of the Site was undertaken on 15th March 2022 by Rachel Hacking Ecology Limited. The scope of survey undertaken is appropriate to identify potential

ecological constraints, the remit of mitigation required and opportunities for biodiversity associated with the Proposed Development.

- 6.52. In summary, the Site is dominated with bare ground with a small amount of ephemeral short perennial on the Site edges. The limited habitats present on the Site are common throughout the UK and no nationally rare or locally rare plant species were located on Site. The habitats offer no cover from predation, no foraging habitat, and do not provide a pollen/nectar source for invertebrates.
- 6.53. On this basis, and due to the urbanised nature of the Site and low level of establishment of these habitats no mitigation or compensation is required, but the survey recommends a suitable landscaping scheme is created to bring ecological gains to the Site.
- 6.54. All protected sites and species identified within the wider study area are sufficiently distant and isolated from the site not to be impacted by the development proposals. The Site lies within a SSSI Impact Risk Zone. However, the Site is not listed as a concern and Natural England should not need to be consulted.

Green and Blue Infrastructure

- 6.55. Table 2 outlines how the Proposed Development responds to the vision and objectives set out in the Manchester Green and Blue Infrastructure Strategy 2015 and, in turn, Core Strategy Policies EN9 Green Infrastructure and EN15 Biodiversity and Geological Conservation). It should be read in conjunction with the Design and Access Statement, prepared Piercy&Company.

Table 2: Assessment of Proposed Green and Blue Infrastructure

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 a 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 is relatively constrained in what it can provide due to site layout. Planting will be provided at the terrace levels and this has been chosen specifically to provide biodiversity rather than a monoculture. There will also be tree planting along Corporation Street and adjacent to the Metrolink.
Objectives established to enable the vision to be achieved:	Response:
1. Improve the quality and function of existing Green and Blue Infrastructure, to maximise the benefits it delivers.	The addition of the green roof and planting at the roof terraces will maximise the potential of this brownfield site, bringing a mix of native shrubs, increasing biodiversity on Site. The 3 terraces within the development will be verdant spaces with carefully designed landscaping and green infrastructure. The Proposed Development will include new trees along Corporation Street, with pavement

Vision:	Response:
	planters to help establish greening and ecological improvements in the public realm.
2. 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 proposed roof terraces provide an attractive external environment that is accessible to all future occupiers of the buildings. This allows office tenants to access nature in an otherwise dense area of the city lacking in nature and greenspace.
3. Improve connectivity and accessibility to green and blue infrastructure within the City and beyond.	Given the highly sustainable location of the Site, occupants and visitors will have access to a variety of transport modes. Cycle storage is provided to encourage uptake of active transport. The building will also create an inclusive environment so that people with mobility, aural or visual impairments can access the building with ease. Overall, the Proposed Development will enhance pedestrian connectivity, access and the perception of safety by creating a quality streetscape.
4. 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 improved streetscape and pedestrian linkages provided by the improved design and active frontages will encourage people to walk along the enhanced routes, which will provide improved connections to the wider green and blue infrastructure.

Inclusive Design

- 6.56. The Proposed Development has been designed to apply inclusive design principles to the internal spaces, creating a safe and secure environment that respond to the needs of all users. The design has been developed in full consideration of national legislation and DFA2. This includes the provisions of BS8300: 2001 and The Building Regulations Part M (2015 edition incorporating 2016 amendments).
- 6.57. The design also reflects the importance that the Applicant places on complying with the requirements of the Equality Act 2010 and Equality Act 2010 (Amendment) Bill 2015-16. The considerations seek to ensure that people are not discriminated against regardless of disability, age or gender. These extend from accessing through to moving around the internal parts of the buildings and accessing information, including signage and contact details.

Heritage and Townscape

- 6.58. The Planning (Listed Building and Conservation Areas) Act 1990 sets out the general duty on decision makers in exercising their planning functions with respect to heritage assets. Section 66 requires:

“In considering whether to grant planning permission for development which affects a listed building or its setting, the LPA or, as the case may be, the Secretary of State, 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...”

- 6.59. Paragraph 8 of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment.
- 6.60. Paragraph 199 requires that when considering the impact of the Proposed Development on the significance of the asset, great weight should be given to the asset’s conservation, the more important the asset the greater the weight should be. Paragraph 200 requires that any harm or loss requires clear and convincing justification.
- 6.61. Paragraph 202 states that where development will lead to less than substantial harm to the significance of a designated asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 6.62. Paragraph 206 states that Local planning authorities should look for opportunities for new development within Conservation Areas to enhance or better reveal their significance. Paragraph 207 acknowledges that not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance.
- 6.63. Core Strategy Policy EN3 Heritage highlights that throughout the City, MCC will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed to support MCC in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.
- 6.64. Core Strategy Policy CC9 relates to design and heritage where 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.
- 6.65. The Site is located close to the medieval centre of Manchester; however, this has been considerably altered during the industrial revolution. The heritage assets remaining near the Site date to the 19th Century, the industrial revolution and the arrival of Victoria Station. Subsequent 20th century industrial decline in the area was followed by post-war regeneration, including the construction of the Grade II Listed New Century House and Hall and the CIS Tower. Recent further redevelopment and regeneration has further transformed the surrounding context which is a constantly evolving urban fabric defined by juxtaposition of old and new buildings.
- 6.66. A Heritage Assessment has been prepared by KM Heritage and has assessed the Proposed Development from a series of key viewpoints. The scale and materiality of the Proposed Development has been carefully considered to ensure that whilst the setting of several heritage assets is altered, it is not harmed. On this basis, the Heritage Assessment concludes that the Proposed Development, whilst changing the setting of a number of heritage assets, does not cause harm. The Proposed Development preserves the setting of the Conservation Areas and nearby listed buildings, and thus complies with the policy set out above.
- 6.67. It is also noted that the Proposed Development represents an improvement in heritage terms compared to the Extant Consent, as the form and materiality of the Proposed Development is more contextually in keeping with surrounding heritage assets that the previous predominantly glass facades proposed. For these reasons the proposed scheme complies with national and local policies and guidance for urban design and the historic built environment.
- 6.68. In addition, a Town and Visual Analysis has been undertaken by RBMP which concludes that the Site as existing does nothing to contribute to the character of the area. The Proposed Development provides an opportunity to positively contribute to the townscape in this location with no detriment to the character of the area.

Archaeology

- 6.69. Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects relating to archaeological heritage. An Archaeological Desk Based Assessment has been undertaken by Salford Archaeology. The Assessment identifies low potential for remains from the Roman, early medieval, medieval, or post-medieval periods.
- 6.70. The Site has some potential to contain non-designated below-ground heritage assets of local significance on Site. In terms of buried heritage, 18th-century buildings at the Manchester Arms Hotel, the Bay Horse Hotel, Bedford Court and the weavers' cottages on Long Millgate would be of local significance. Buried remains pre-dating the industrial period would be of high local significance, although the potential for these remains to survive within the Site is low. Any elements associated with the 18th-century phase of Irk Mill would be of regional significance.
- 6.71. Delivery of the development proposals will necessitate some below ground works and landscaping works across the Site, with the potential to impact on buried archaeological remains. Any such remains that do exist within the Site are likely to be of local, if not regional, significance. On this basis, an Archaeological Watching Brief would be required during this phase of works to understand what, if any, elements of historical development remain.
- 6.72. The exact scope and extent of any such further investigation of the Site will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council. An archaeological Watching Brief may be required to establish the presence or absence of buried archaeological remains and, if present, their extent and significance.
- 6.73. Should significant archaeological remains be encountered, further excavation may be required to offset the harm of the development to the buried archaeological resource in line with policy. This will be secured by way of planning condition attached to any future planning permission.

Transport

- 6.74. Core Strategy Policy T1 Sustainable Transport sets out 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.
- 6.75. Core Strategy Policy T2 sets out that developments should provide a level of car parking which reflects the realistic requirements of the users of the development. Regard should also be given to the need for disabled and cycle parking provision.
- 6.76. Core Strategy Policy CC5 states 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.
- 6.77. Manchester City Council consider parking provision in the City Centre on a case-by-case basis, and it is noted that MCC has accepted new developments with low or no parking provision in areas that have high levels of public transport in the vicinity and proximity to major City Centre areas. MCC's City Centre Transport Strategy to 2040 also seeks to reduce car movements into and through the city centre. A Transport Statement and an Interim Travel Plan have been prepared by SCP Transport consultants, including a review of baseline conditions and highway safety in the vicinity of the Site.
- 6.78. In summary, the development is proposed to be car-free. The lack of any dedicated parking provision will encourage prospective staff to travel via sustainable modes of transport, as is typical of many offices in city centre locations. The Site benefits from high levels of accessibility by sustainable modes, being within easy access of Manchester city centre and associated facilities, amenities and numerous transport links including bus services, tram stops and railway stations. Furthermore, the

nearby residential areas in and around Manchester city centre provide a large catchment for prospective staff.

- 6.79. Pedestrian access to the Site will be provided at the southern corner of the building with pedestrian access to the ancillary retail/bar/restaurant use also provided off Corporation Street. A large secure cycle parking store is proposed at the ground floor providing 84 spaces which is in accordance with the Council's cycle parking standards (1 space per 200 sq. m) and BREEAM requirements and will encourage prospective staff members to travel via bicycle.
- 6.80. It is considered that there are no existing safety issues that are likely to be exacerbated by the Proposed Development. Vehicular access to the development will be provided via the 7.5m wide simple priority-controlled access junction off Corporation Street, approved as part of the Extant Consent, which has been designed to accommodate the movements of a large refuse vehicle.
- 6.81. The Interim Travel Plan contains appropriate measures to promote sustainable travel and includes an assessment of access over the wider area, the Travel Plan's objectives and associated measures and details on the implementation, administration and monitoring of the Travel Plan. The Plan concludes by providing an Action Plan that summarises the next steps.
- 6.82. Overall, it is considered that the Proposed Development is in accordance with local, regional and national policies and guidance with regard to traffic and transport.

Site Waste Management

- 6.83. Core Strategy Policy EN19 Waste requires 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.
- 6.84. MCC has prepared a Waste Storage and Collection Guidance Note (GD04), which contains minimum standards to be considered for the storage and collection of waste. This guidance follows the recommendations set on the Waste Management Plan for England, strongly encouraging and promoting high levels of quality recycling.
- 6.85. The note states that all planning applications for new developments and conversions must include a Waste Management Strategy that includes:
- An estimated storage area for the waste produced by the development, including residential, F&B and retail uses;
 - Details of internal and external stores for both waste and recycling; and,
 - Location of the proposed collection point and details of the route the collection will take.
- 6.86. A Waste Management Strategy is provided in the Transport Assessment prepared by SCP and set out further in the Design and Access Statement prepared by Piercy&Company. This sets out the areas that are needed to ensure waste streams can be separated and collected from the dedicated layby and servicing areas. The proposed Waste Management Strategy highlights that the provision complies with waste standards, in terms of storage, recycling and management.

Environmental and Amenity Considerations

- 6.87. Policy DM1 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. This could also include proposals which would be sensitive to existing environmental conditions, such as noise."

- 6.88. Saved UDP Policy DC26 Development and Noise 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. In giving effect to this intention, 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.
- 6.89. Core Strategy Policy EN16 states that developers will be expected to take measures to minimise and mitigate the local impact of emission from traffic generated by the development, as well as emissions created using the development itself. 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.
- 6.90. This planning application is supported by a full suite of technical assessments that have considered the Proposed Development in respect of its impact on surrounding residential amenity. The conclusions of the assessments are summarised below under the headings of each relevant topic area.

Ventilation

- 6.91. A Ventilation Strategy has been prepared by Sweco setting out the ventilation requirement of the spaces proposed, which has been summarized below.
- 6.92. The office air handling units (AHUs) serving the category 'A' office spaces at all levels of the building and will be located on each floor within a plant room. Louvres will be provided along the façade of the plant room to attenuate noise internally and externally. Appropriate acoustic treatment to the louvre vents and AHU are provided as specified by the acoustic consultant's report.
- 6.93. At the upper levels, spaces for kitchen extract have been provided if the ground floor commercial unit is used to prepare hot food that may generate odours. There is also a kitchen extract proposed on level 9 of the development if the office tenants require an area to support the preparation of hot food on site for tenants. These have been fully integrated into the design and architecture of the Proposed Development.
- 6.94. The Proposed Development does not provide openable windows to mitigate the risk of any internal air quality issues being generated. On this basis, Core Strategy Policies DM1 and EN16, as well as UDP Policy DC26, are considered to be satisfied in this planning application.

Designing Out Crime

- 6.95. A Crime Impact Statement has been prepared by Greater Manchester Police ('GMP'). GMP has identified proposed features that would make a positive contribution to the prevention of crime and fear of crime.
- 6.96. The Statement states that the layout of the proposed scheme is acceptable, as long as the issues discussed in detail within the Crime Impact Statement are addressed, namely:
- The reception desk should be laid out to allow staff to effectively monitor personnel entering or leaving the building through the main entrances;
 - The access control strategy should be capable of confining movement into and through the building;
 - Flexibility of tenant spaces must not compromise security for that or the rest of the building;
 - Reception and distribution of post should be considered;
 - Entry to cycle storage should be strictly limited via controlled access system;
 - Refuse strategy should not require bins to be left out for long periods of time;
 - Staff should have flexibility to securely access the building night and day – access system must accommodate this; and
 - Physical security measures detailed should be considered, including doors, windows, shutters, CCTV and lighting.
- 6.97. These matters are proposed to be addressed through further approval process, such as the discharge of planning conditions, and do not require physical changes at this stage. The features set out above will be achieved by management controls implemented prior to the scheme becoming operational.
- 6.98. Engagement will continue with Greater Manchester Police on how the development will come forward in line with the recommendations of the report, which will allow the scheme to be awarded Secure by Design accreditation. Evidence of awarding the scheme its Secure by Design certificate will be submitted to the Local Planning Authority when available.

Air Quality

- 6.99. An Air Quality Assessment report has been produced by Millar Goodall. This concludes that the Proposed Development is not expected to have a significant impact on local air quality. Concentrations of NO₂ and PM₁₀ are likely to be below their respective long and short-term objectives on Site. This is considered suitable for commercial use with regards to air quality and concentrations of PM_{2.5} are expected to be below the annual mean target.
- 6.100. The assessment of dust soiling and human health impacts during the construction phase of the development will require dust mitigation measures, which are provided in a Construction Management Plan prepared by Chroma. These will be developed further once the construction programme reaches a more developed stage and implementation of these will ensure that residual dust impacts during the construction phase are not significant.
- 6.101. In terms of operation, the Proposed Development is car-free and therefore is not expected to generate additional air quality impacts. A Ventilation Strategy has been provided to mitigate risks associated with fumes and odours, as discussed earlier in this Section. Office occupiers are afforded protection from any existing air quality exceedances through the use of a mechanical ventilation system. Additional tree planting at street level will help to support mitigation of air quality effects in

the existing environment. On this basis, the Proposed Development complies with the relevant policies and targets.

Noise and Vibration

- 6.102. An Acoustic and Vibration Report has been undertaken by Sweco and sets out the background noise and vibration levels of the Site, nearby sensitive receptors both now and in the future and likely acoustic changes generated by the Proposed Development. Finally, it considers what mitigation may be required in order to protect nearby sensitive receptors and noise ingress for future occupiers from sources of air borne noise and ground borne vibration.
- 6.103. MCC provide technical guidance and requirements for developments at application sites within their jurisdiction in Planning & Noise: Technical Guidance (May 2022). This follows the Noise Policy Statement for England (2010) and the long term aims of government noise policy. The overarching vision for noise in the context of sustainable development is supported by the following aims:
- Avoid significant adverse impacts on health and quality of life;
 - Mitigate and minimise adverse impacts on health and quality of life; and
 - Where possible, contribute to the improvement of health and quality of life.
- 6.104. Industrial / commercial sound sources including sound from fixed installations such as building services plant and equipment, which must be evaluated via an assessment in accordance with BS 4142:2014 and meet the following:
- Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.
 - Where the development generates high noise levels of a short duration (e.g. loud bangs) on a regular basis, these should aim to be controlled so as not to exceed 60 dB (LAm_{ax}) at the façade of nearest noise sensitive premises.
- 6.105. The above requirements have been accounted for in establishing the acoustic design criteria for the development. Sensitive receptors located in the vicinity of the Site include:
- Residential flats within the two residential blocks known as Phase 2, New Victoria, which are currently being constructed; and
 - Indigo Hotel.
- 6.106. Limits on noise from building services systems associated with the Proposed Development have been presented. These limits are defined from the results of the noise surveys and account for the requirements of MCC. The limits on noise from building services are expected to be achieved subject to the noise control measures. Based on the current proposals for the primary building services systems, these measures include screening around the ASHP area and appropriate local attenuation measures fitted to each ASHP. With appropriate noise control, no adverse effects would occur due to building services noise.
- 6.107. This assessment has also concluded that ventilation during normal conditions will need to be provided via an alternative method to openable windows. The proposed normal ventilation strategy of mechanical ventilation ensures that BCO guidelines will be achieved subject to appropriate specification of the building envelope. The Site is considered suitable for the Proposed Development from the perspective of existing levels of environmental noise.
- 6.108. No adverse effects are expected to occur due to tactile vibration within the Proposed Development. However, without mitigation, adverse effects due to ground-borne noise could occur for the future

occupants of the Proposed Development, particularly within the lower floors. It has been recommended that measures to reduce ground-borne noise within the Proposed Development are incorporated into the design.

- 6.109. With mitigation, the Proposed Development complies with the relevant policies and guidelines in relation to noise and vibration.

Ground Conditions

- 6.110. Core Strategy Policy EN18 sets out that the Council will give priority for the remediation of contaminated land to strategic locations. Paragraph 178 of the NPPF requires that planning policies and decisions should ensure that sites are suitable for any proposed use by taking account of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses.
- 6.111. A Phase 1 Ground Conditions report has been prepared to establish below ground conditions, using available data on the underlying strata and historical land uses. Previously prepared ground investigations are also provided to further inform conditions on Site. Based on the available information, summarised in this report, the Site is considered to present an overall Moderate/Low risk from past on-site use and adjacent operations.
- 6.112. The Site is currently used as a compound for construction for Phase 1 New Victoria and redevelopment will take place for use as a multi-storey commercial building with a basement. Therefore, it is considered that the Site may represent a risk of hazard or environmental liability.
- 6.113. Based on the information obtained from the Phase 1 Assessment, it is considered that intrusive investigation and assessment is required to further assess the risks to the identified receptors (including sources and pathways) and to inform design and programming of future redevelopment works. Full details are contained in the Desktop Geo-environmental Phase 1 Desk Study Assessment prepared by AJP and Vertase.
- 6.114. A UXO Survey has also been prepared in order to inform the risk associated with unexploded bombs that may have been dropped in the area and particularly during WWII. It is recommended that both non-intrusive and intrusive methods of investigation are implemented in order to mitigate the risk of any below ground unexploded bombs. Full details are contained in the UXO Survey prepared by 6Alpha submitted with this application.

Flood Risk and Drainage

- 6.115. Core Strategy 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).
- 6.116. 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 Critical Drainage Areas, evidence to justify the surface water run-off approach / rates will be required.
- 6.117. Core Strategy Policy EN17 sets out that following elements a development must consider in relation to water quality:
- Avoid any adverse impact on water quality, including during the construction phase.
 - Minimise surface water run-off, maximise the use of appropriate sustainable drainage systems, and minimise groundwater contamination.

- If close to a watercourse the development should ensure waste and litter cannot enter the watercourse.
- 6.118. 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. Footnote 55 requires that a site-specific flood risk assessment (FRA) should be submitted with all developments proposals in areas identified by the Environment Agency as having critical drainage problems.
- 6.119. The Site is located within a Critical Drainage Area. The Site is in Flood Zone 1 and so is it a very flow risk of flooding asset out in detail within the Drainage Strategy prepared by ARJ and submitted with this application. Appropriate agencies have been also consulted in producing the assessment, including United Utilities and the Lead Local Flood Risk Authority.
- 6.120. In summary, the Proposed Development proposes to connect into the drainage infrastructure that has been provided through implementation of the Extant Permission and adjacent residential development under construction. This provides an outfall into the culverted River Irk at a restricted rate.
- 6.121. However, to enhance the drainage strategy provided as part of the previously approved office development, green roofs on the terrace levels in addition to greywater harvesting are now proposed. This helps to reduce the potable water consumption from the development by recycling greywater whilst attenuating surface water above ground in line with the SUDs hierarchy. The detailed strategy will be developed prior to the development commencing, including provision of as built drainage infrastructure.
- 6.122. On this basis, it is considered that the Proposed Development is in full accordance with the key policy requirements and material considerations associated with flood risk and drainage. The FRA and Drainage Strategy prepared by ARJ and submitted with this application sets out the full details of the proposals in relation to drainage and flood risk mitigation.

Wind Microclimate

- 6.123. Particularly in urban locations, a combination of new and existing development along with other environmental factors and type of use can cause accelerated wind speeds to occur. To quantify the likely effects of previously proposed scheme, a Wind Microclimate study was undertaken as part of the previously approved scheme in 2016.
- 6.124. This assessed the baseline wind environment, followed by the phased implementation of the permission by first assessing the effects of the taller residential elements before the delivery of the previously proposed office block. This concluded that most areas were suitable for sitting or standing, but some instances of mitigation would be required in order to reduce the effects of accelerated wind speeds in two locations.
- 6.125. One of these locations is adjacent to the southern end of the residential tower, and a further location adjacent to the eastern façade of the previously proposed office development. Using this previously prepared wind microclimate assessment, a qualitative desk based survey has been undertaken based on the revised scheme in support of this application.
- 6.126. The updates to the massing and design of the Proposed Development from that approved are expected to produce similar conditions to those experienced around the 2016 scheme, meaning local mitigation will be needed as part of the landscape strategy in the above two locations. It is therefore recommended that the Proposed Development is subject to further testing to confirm details of the wind mitigation prior to any above ground works taking place.
- 6.127. Full details of the likely wind effects generated by the proposals are set out in the Wind Microclimate Assessment prepared by Arup, containing the likely significant effects and mitigation measures that could be introduced.

Daylight and Sunlight

- 6.128. A Daylight and Sunlight Assessment has been prepared by Hollis to clarify the difference experienced in adjacent sensitive receptors comprising the residential development currently under construction as part of Phase 1 of New Victoria.
- 6.129. Due to the extant nature of the planning permission for an 8-storey office building on Site, the assessment uses the Extant Consent as the baseline and presents the difference in between the two schemes on a room-by-room basis.
- 6.130. The Building Research Establishment (BRE) report 'Site Layout for Daylight and Sunlight – a guide to good practice, Second Edition, 2011' (the BRE guide) provides guidance for architects, building, designers and planning officials on how to optimise daylight and sunlight through layout and design. The values within the BRE guide are not mandatory and should be interpreted flexibly.
- 6.131. In terms of daylight, 1,485 windows located within the two residential blocks of the New Victoria Phase 1: residential development have been identified as receptors due to their proximity to the site and their use. These windows have been assessed for Vertical Sky Component (VSC) in line with the BRE guidance.
- 6.132. All windows within the residential block closest to the ring road (Residential 1) will continue to meet the values set with the BRE guide. 42 Windows within the residential building closest to the Proposed Development (Residential 2) will fall short of the BRE targets. The majority of the effected windows achieve low values in the consented scheme and there are design features of the residential block such as recessed balconies and overhangs that reduce the amount of light that can enter a room. In addition, the windows impacted serve rooms with dual aspect windows. Therefore, given the Extant Consent, the urban nature of the site and design features of the residential development the impacts are considered to be minor.
- 6.133. In terms of sunlight, the two residential buildings have been assessed for the Annual Probable Sunlight Hours (APSH) to assess sunlight availability. A total of 390 windows have been assessed. With the Proposed Development in place, all the windows within the adjoining apartment building, Residential 1, would remain 100% BRE compliant for sunlight. In relation to Residential 2, 3 rooms, located on the 7th, 8th and 9th floor would transgress BRE sunlight criteria for the APSH assessment. All three rooms experience changes in annual sun only, with winter sun remaining BRE compliant. Again, it should be noted that sunlight availability to the affected windows is already limited by recessed balconies and overhangs and given the urban nature of the site the retained values in each case are in-line those typically achieved in city centre locations.
- 6.134. It is considered, therefore, that the Proposed Development is in line with the recommendations of the BRE guidelines taking into consideration the Extant Consent and its city centre location.

TV and Radio Reception

- 6.135. Under MCC planning guidance and 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.
- 6.136. A baseline (pre-construction) signal survey and reception impact assessment has been undertaken by GTech to determine the potential effects on the local reception of television and radio broadcast services from the Proposed Development.
- 6.137. Overall, the assessment suggests that the Proposed Development is unlikely to cause any interference to the reception of any television or radio broadcast platform. As no interference is expected, no mitigation measures are required to restore the reception of any broadcast platform.

Planning Assessment Summary

- 6.138. The relevant parts of the NPPF, Development Plan and all material considerations have been considered in the preparation of the Proposed Development. Taking these into account, it can be concluded that the Proposed Development is consistent with the aims and objectives of the Development Plan when taken as a whole.
- 6.139. It 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 environmental objectives of sustainable development when considered as a whole.

7. Summary and Conclusion

- 7.1. This Planning Statement has been prepared by Deloitte LLP in support of an application for Planning Permission in respect of a proposed Grade A office-led development across 10 storeys in addition to basement level, roof terraces, plant, substation, ground floor commercial unit, associated landscaping, cycle parking and associated works (the “Proposed Development”).
- 7.2. The Site benefits from a fully implemented, extant planning consent comprising a wider regeneration project adjacent to Victoria Station, known as ‘New Victoria’ (the ‘Extant Consent’) covering a site bounded by Manchester Victoria Train Station, Corporation Street and Cheetham Hill Road (A665). Planning Permission was originally approved on 29 September 2016 (LPA Ref: 111777/FO/2016/C1) and was subsequently superseded by application ref: 128667/JO/2020, approved on 19 March 2021. Phase 1 of this development is currently under construction. Phase 2 is being superseded by this planning application.
- 7.3. The Applicant has engaged an experienced team to develop and design a best-in-class office development that responds to the current market and surrounding development context in keeping with their long term ownership ambitions.
- 7.4. The Proposed Development will deliver both short and long term benefits to Manchester economically, socially and environmentally. It will make a strategic contribution to the objectives of the City Council, Greater Manchester Region and Northern Powerhouse agenda in the following ways:
- From an economic perspective, the Proposed Development will likely support a number of construction-based jobs during this phase of development, before having the capacity to accommodate up to 800 workers, support staff and indirect employees.
 - The Proposed Development represents an office development of exceptional quality, with generous floor to ceiling heights, conscious environmental design and high quality tenant amenity spaces. This type of office space will help to entice the best possible private and public sector organisations who will, in turn, support the economic and employment growth. The space will provide organisations with accommodation operating in key growth sectors that will help to transform the northern economy, attracted by connectivity and labour sources.
 - Subject to planning permission, the Applicant is committed to starting on site in 2023 with the opening of the office programmed towards the end of 2024. The provision of a high quality office development in an highly accessible location will meet an identified demand for such space, as identified in Section 3 of this Statement helping to support the post Pandemic recovery of Manchester
 - This scale of employment would uplift local employment levels to support growth. This includes more jobs and skills development in the conurbation’s economy, with companies able to provide more apprenticeships, work placements, and internships, taking advantage of the sectoral makeup of the new employment and industry recruitment, and training approaches.
 - The high-quality architectural design will make a positive contribution to the appearance, vitality and vibrancy of this part of the city centre. It is in keeping with its historic surroundings but also adds to the juxtaposition of architectural styles that is typical of Manchester City Centre, composing a positive street scene whilst aligning with the improving standards of design. The

scale and massing of the development is respectful to the surrounding Conservation Areas near to the Site and designated heritage assets.

- Enhancements will be delivered to the public realm through new surfaces, improved public realm, soft landscaping and active frontages. New appropriately designed and sited bus stops will be provided on Corporation Street.
- Once operational, the Proposed Development will deliver a highly energy efficient building with sustainability at the heart of the scheme. Green roofs and greywater harvesting will be incorporated to align with the on-going need to combat issues surrounding climate change. Ecology will be improved through urban greening at street level and terrace levels, which helps the scheme contribute Manchester's Green and Blue Strategy. As companies are increasing environmental awareness and corporate social responsibility it is anticipated that the sustainability credentials of the building and flexible space provided will meet operator demand, making it an attractive space to occupy.

- 7.5. The Core Strategy and all material considerations identified have been considered in the preparation of the Application and evolving the design of the development, alongside site-specific considerations. Policies and guidance contained within these documents are assessed in more detail within other technical reports submitted with the Application.
- 7.6. A detailed assessment of the Proposed Development has been undertaken against planning policy at all levels as set out within the body of this report. Taking all of this into account, it can be concluded that the Proposed Development is compliant with the aims and objectives of the Development Plan taken as a whole.
- 7.7. It is further supported by the assessment of other material considerations, including the NPPF. It has been demonstrated that the Proposed Development will deliver the overarching economic, social, and environmental overarching objectives of sustainable development.
- 7.8. As such, the Proposed Development therefore merits the support of the Local Planning Authority and the grant of Planning Permission.



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