Deloitte.



Manchester One, Portland Street

Planning and Heritage Statement (incl. Statement of Community Involvement)

February 2026

Contents

1.	Introduction	1
2.	Site Context	4
3.	Pre-Application Stakeholder Engagement	8
4.	The Proposed Development	11
5.	Heritage Impact Assessment	18
6.	Planning Assessment	42
7.	Public Benefits	61
8.	Conclusion	64

1. Introduction

1.1. This Statement, comprising a Planning and Heritage Statement and a Statement of Community Involvement, has been prepared to accompany an application for full planning permission. The application seeks approval for the external façade refurbishment of the Manchester One building, the development of a four-storey extension, public realm enhancements, and other associated works at Manchester One, Portland Street, Manchester (the 'Proposed Development').

1.2. The Applicant is Bruntwood Aviva 2 Ltd (the "Applicant").

1.3. The description of the Proposed Development as set out within the Application Forms is set out below:

"Full Planning Permission for external refurbishment of Manchester One building; creation of a 4 storey plus plant and rooftop terrace extension (Use Class E(c)), ground floor flexible commercial space (Use Class E / Sui Generis – public houses, wine bars, or drinking establishments and/or drinking establishments with expanded food provision), landscaping, cycle parking, external substation, and other associated works."

1.4. The term Proposed Development used within this Statement refers to all stages of construction and operation of the development.

1.5. This Statement considers the Proposed Development in its strategic and local context and assesses its acceptability in the context of the Local Development Plan and other material considerations such as the National Planning Policy Framework (NPPF) and relevant guidance.

1.6. This Statement also includes a Heritage Impact Assessment (Section 5), and a summary of all pre-application engagement activities conducted for the Proposed Development. Combining these matters into a single Statement has been agreed as an approach with the Local Planning Authority.

The Applicant

1.7. The Applicant, Bruntwood Aviva 2 Ltd, is a subsidiary of Bruntwood SciTech.

1.8. Bruntwood SciTech boasts a 50-year track record in the property industry and owns and operates one of the largest portfolios of science and technology assets in the UK. It provides high-quality office space, high-specification labs, a range of scientific services, and bespoke programmes of business support, offering companies unrivalled access to finance, talent, markets, and mentorship. Its portfolio is centred around assets and development projects in Manchester, Birmingham, and Leeds, as well as its life science campus in Cheshire, Alderley Park.

The Site

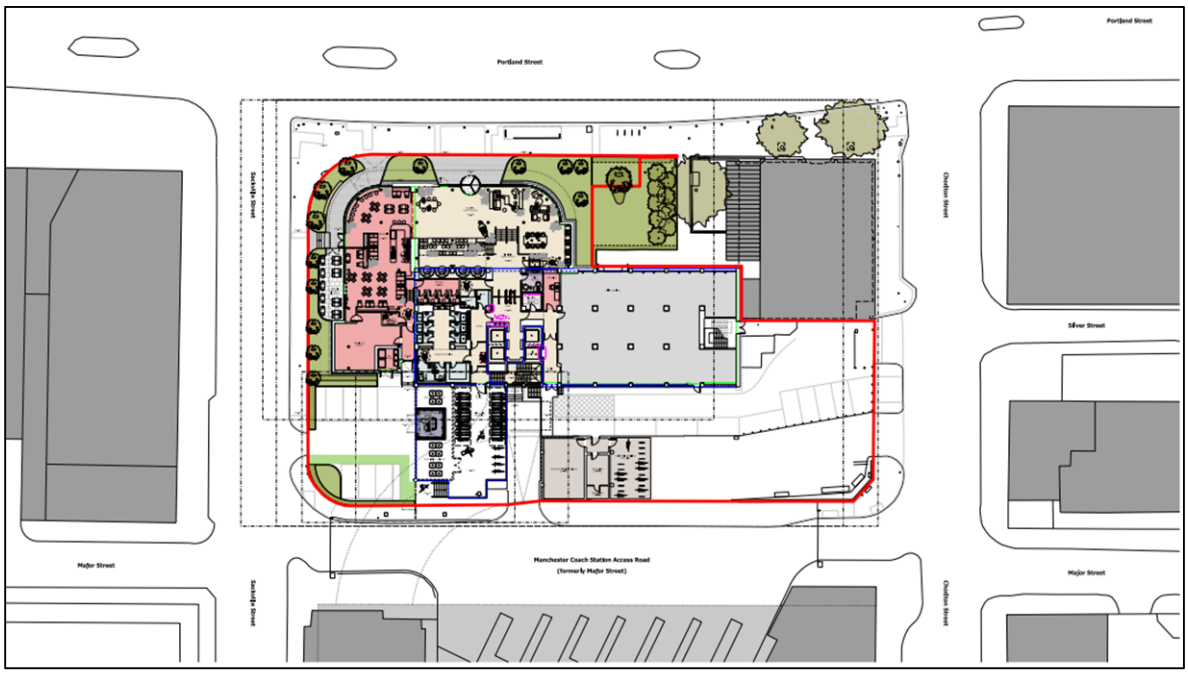
1.9. The Site, spans approx. 3,081 sq. m. and is located within Manchester City Centre. The Site is bound by Chorlton Street and a leisure and entertainment venue - Yates to the northeast, Manchester Coach Station Access Road (formerly Major Street) to the southeast, Sackville Street to the southwest, and Portland Street to the northwest.

1.10. The Manchester One Building currently sits on the Site.

1.11. The Site falls within the Portland Street Strategic Regeneration Framework area (the "SRF") (2017).

1.12. Figure 1 below overleaf shows the red line boundary of the Proposed Development.

Figure 1 Site Location Plan (Bridge Architects, 2026)



The Proposed Development

1.13. The Proposed Development comprises the following elements:

- Refurbishment of the existing Manchester One tower:
  - Full window replacement.
  - Redecoration and minor changes to the building façade including changes to the curtain wall glazing (façade fronting onto Portland Street), redecoration of concrete spandrel panels and gable end cladding.
- Creation of a 4-storey plus plant and rooftop terrace extension to the corner of the Manchester One Building, fronting onto Portland Street and Sackville Street. The extension comprises:
  - Ground floor: Building reception space; building amenity including end-of-trip facilities; and flexible commercial space (Use Class E / Sui Generis – public houses, wine bars, or drinking establishments and/or drinking establishments with expanded food provision).
  - 1st floor – 3rd floor: Commercial office space (Use Class E(c)).
  - Rooftop: Rooftop terrace as part of ancillary amenity offers for building occupants, together with a plant equipment enclosure.
- Public realm and landscaping improvements, cycle parking, external substation at the rear of the building, and other associated works.

1.14. Full detail of the Proposed Development is discussed in Section 4 of this Statement and Design and Access Statement prepared by Bridge Architects submitted in support of this Application.

Structure of the Planning and Heritage Statement

1.15. The remainder of this Statement is structured as follows:

- Section 2 – Site Context
- Section 3 – Pre-Application Stakeholder Engagement

- Section 4 – The Proposed Development
- Section 5 – Heritage Impact Assessment
- Section 6 – Planning Assessment
- Section 7 – Public Benefits
- Section 8 – Conclusion

1.16. A schedule of supporting information submitted for this Application is included in Appendix A of this Statement.

2. Site Context

Site Description

2.1. The Site, spans approx. 3,081 sq. m. and is located within Manchester City Centre.

2.2. The Site is bound by Chorlton Street and a leisure and entertainment venue - Yates to the northeast, Manchester Coach Station Access Road (formerly Major Street) to the southeast, Sackville Street to the southwest, and Portland Street to the northwest.

2.3. The Manchester One Building currently sits on the Site. Notably, the Consulate General of the Republic of Poland currently occupies a section of the Manchester One building on ground floor and 1st floor, and has a dedicated entrance onto Portland Street (adjacent to the leisure and entertainment venue)[1].

2.4. There are existing trees, shrubs and lawns on the Site, mostly located along the southwest boundary of the Site / Sackville Street and a section along a section of the northwest boundary of the Site / Portland Street.

2.5. The southeast section of the Site between the Manchester One building and the Manchester Coach Station Access Road (formerly Major Street) comprises of hardstanding, back-of-house areas, cycle parking, and 2no. areas of car parking (providing 21no. car parking spaces for the Site) accessed via Chorlton Street and Sackville Street respectively.

2.6. The Site falls within the Portland Street Strategic Regeneration Framework (the "SRF") (2017).

Surrounding Area

2.7. The Site is located within Piccadilly Ward, in Manchester City Centre.

2.8. Given its location in the City Centre, the Site sits amongst a broad range of uses:

- Visitor and Leisure Economy – The Site's central location means the key attractions of the City's visitor and leisure economy are within easy reach. Notably, the Site is near both Canal Street (Manchester Gay Village) and Chinatown, the centre of two of Manchester's established communities which are known for their lively and vibrant contribution to Manchester's nightlife and tourism economy.
- Food and Beverage – The Site benefits from proximity to a range of established food and beverage uses in the City Centre, more specifically along Portland Street and to the northwest in Chinatown and further into the City Centre.
- Commercial and Retail - The Site's immediate surroundings comprise a number of office buildings, including Neo, Boulton House, Arthur House, etc…

  Market Street, a pivotal contributor to Manchester's retail landscape, is within easy walking distance of the Site. This thoroughfare offers a diverse range of prominent high street retailers. Furthermore, Market Street is home to the Arndale Centre, a large shopping mall encompassing a comprehensive selection of shops and food and beverage offerings.
- Hotel – the Site is located in immediate proximity to 3no. hotels i.e. the Britannia Hotel to the northeast, the Clayton Hotel and the Voco Manchester to the southwest.

[1] For completeness, no works is proposed to the demise that falls under the Consulate General of the Republic of Poland. They are included within the site boundary of this Application by virtue of their location within the Manchester One building.

- Transport Infrastructure - the Site is directly adjacent to the Manchester Coach Station and within a short walk from Manchester Piccadilly and Oxford Road train stations. Additionally, the Site is within proximity of a number of public car parks.

Planning History

2.9. A review of the Site's planning history on Manchester City Council Public Access website has been carried out. Given the age of the building, it has an extensive planning history, however, it is limited to small scale planning permissions e.g. advertisement consent applications, small scale change of use applications on certain areas of the Manchester One building.

2.10. As they have no direct relevance to the Proposed Development, they are not listed out in detail in this Statement.

Site Specific Environmental Designations

Site Allocation

2.11. Under the provision of the MCC Proposals Map (2012), the Site is allocated to be within:

- Manchester City Centre.
- The Regional Centre.

Air Quality

2.12. The Site is located within the Greater Manchester Air Quality Management Area (AQMA).

Ecology

2.13. The Site is not located within a statutory or non-statutory nature conservation site and no record of protected species have been found at the Site. The Site is located approximately 145m from the Rochdale Canal, which is classified by Greater Manchester's Ecological Unit as being a Site of Biological Interest (SBI).

2.14. There are existing lawns, shrubs, and total of 4no. trees on the Site which adds to the Site's amenity value. None of the trees are covered by Tree Preservation Orders.

Flood Risk and Drainage

2.15. The Site is located in Flood Zone 1 and therefore has a low probability of flooding. As with the majority of the Regional Centre, the Site is located within the Conurbation Core Critical Drainage Area, as defined in the Manchester, Salford, Trafford Strategic Flood Risk Assessment (SFRA).

2.16. In terms of surface water flooding, the Site has a low probability of surface water flooding (1 in 100 annual likelihood).

Heritage

2.17. The Site does not contain any listed buildings, nor is it within a Conservation Area.

2.18. The Site is, however, located in proximity to 2no. Conservation Areas – George Street Conservation Area located to the northwest, and Whitworth Street Conservation Area to the southwest of the Site.

2.19. There are also 27no. designated heritage assets within 150-metre buffer zone, listed as follows:

- No.74-78 and No.80 and Attached Railings, Portland Street – Grade II – List Entry: 1246954
- 44-50 Portland Street – Grade II – List Entry: 1247041
- No.12 Charlotte Street and No.17 George Street – Grade II – List Entry: 1208392
- Former Pickles Building – Grade II – List Entry: 1246955
- Circus Tavern and Attached Railings – Grade II – List Entry: 1247057
- 103 Princess Street – Grade II* - List Entry: 1247391

- Lindencourt House – Grade II – List Entry: 1208396
- Nos. 41 and 43 Faulkner Street – Grade II – List Entry: 1200829
- Austin House – Grade II – List Entry: 1197783
- No.56 Faulkner Street – Grade II – List Entry: 1200832
- 45 and 47 Faulkner Street – Grade II – List Entry: 1200830
- No.49 Faulkner Street – Grade II – List Entry 1200831
- 55 Faulkner Street – Grade II – List Entry: 1217991
- Britannia Hotel – Grade II* - List Entry: 1246952
- 52 and 54 Portland Street – Grade II – List Entry: 1246953
- 57 Faulkner Street – Grade II – List Entry: 1218005
- Fraser House – Grade II – List Entry: 1283064
- 27 Sackville Street – Grade II – List Entry: 1247607
- 70 and 72 Portland Street – Grade II – List Entry: 1271071
- 46, 48, and 50 Faulkner Street – Grade II – List Entry: 1282962
- 52 and 54 Faulkner Street – Grade II – List Entry: 1282963
- 16 Nicholas Street – Grade II – List Entry: 1271453
- 59 and 61 Faulkner Street – Grade II – List Entry: 1282964
- 101 Princess Street – Grade II – List Entry: 1270899
- 87-91 Princess Street – Grade II – List Entry: 1247390
- 113-119 Portland Street – Grade II – 1246957
- 109 and 111 Portland Street – Grade II – 1271095
- Basil House – Grade II – 1246956

Connectivity and Accessibility

2.20. The Site is in a sustainable and highly accessible location within the Manchester City Centre.

2.21. It is located close to public transport hubs including Manchester Central Coach Station, Piccadilly Gardens (Bus and Metrolink) and Manchester Piccadilly Station (Train and Metrolink). It is also within easy access of the City's Inner-City Ring Road which connects with key arterial routes leading to the strategic motorway network.

2.22. A summary of the connectivity to the existing site by each mode of transport is set out below.

Active Transport

Walking Network

2.23. The Manchester City Centre Transport Strategy to 2040 suggests that the City Centre should be "*safe and easy to walk around with clear, well-signed routes. Pavements and public spaces will be high quality, well-maintained, green and accessible – catering for everyone, no matter what their age or mobility*."

2.24. The Site is well connected to key destinations by a comprehensive network of pedestrian routes, given its location within Manchester City Centre. The key leisure, cultural, business and retail facilities that Manchester City Centre has to offer are all within walking distance to the Site.

Cycling Network

2.25. The Site is located in proximity to several major cycleways running through the City Centre and the wider Bee Network Cycle Hire scheme, including docking stations on Bloom Street (approx. 100-metre from the Site). The whole of the City Centre can be reached in a 5-minute cycle journey and much of the surrounding conurbation can be reached within a 25-minute cycling trip.

2.26. The Site is therefore accessible by cycle, which provides a realistic alternative to travel by car.

Public Transport

2.27. The Site is well-connected by means of public transportation.

Rail

2.28. The nearest railway station is Manchester Piccadilly Railway Station, approximately 450-metre to the east of the Site. Manchester Piccadilly Railway Station is one of the busiest railway stations in the country, offering regional and national services with international connections.

2.29. The Site is also in close proximity to Manchester Oxford Road Railway Station, approximately 530-metre to the southwest of the Site, which offers local and regional services to a range of destinations in Northern England.

Metrolink

2.30. The Piccadilly Gardens Metrolink Stop is the closest Metrolink stop to the Site (approximately 250-metre from the Site), providing frequent links across Greater Manchester.

Bus Network

2.31. The Site is located directly adjacent to Manchester Coach Station. Other significant bus services are available within a short walk of the Site. There is a bus stop directly in front of the Site (Charlotte Street – Stop CU) and the Piccadilly Gardens bus stop is located 240-metre from the Site, offering an extensive range of bus services across the City and Greater Manchester.

2.32. Manchester's free bus service links all the main destinations across the City Centre and provides convenient access to landmarks across the City. Free Bus buses are available which can be accessed by disabled users and run on a 10-minute daytime frequency. It provides quick and convenient public transport connections between the Site and all mainline railway stations, car parks and retail centres with routes located along Portland and Chorlton Street. Charlotte Street – Stop CU directly in front of the Site is served by the free bus service.

Vehicle Accessibility

2.33. The Site is well placed for access to the City's major arterial routes and to the wider motorway network.

2.34. The Site is surrounded by car parks accessible to the public.

3. Pre-Application Stakeholder Engagement

Pre-Application Stakeholder Engagement

3.1. A programme of stakeholder engagement, proportionate to the scale of the Proposed Development, has been undertaken to ensure that any issues could be considered and addressed as the proposals came forward.

3.2. This approach is designed in cognisant of national and local guidance and policies requirement, it was also agreed with the Local Planning Authority as part of the pre-application engagement.

Statutory Consultee Engagement

Manchester City Council

3.3. The Proposed Development has been developed in close consultation and collaboration with Manchester City Council as the Local Planning Authority (the "LPA").

3.4. Meetings with the LPA took place in March 2025, November 2025, and January 2026 to discuss the principle of the Proposed Development, as well as its scale and massing, and materiality. The form and scope of the Application was also discussed.

3.5. The Local Planning Authority (LPA) has confirmed that an Environmental Statement is not required for the Proposed Development. This determination was made following an assessment against the requirements set out in Schedules 1 and 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Historic England

3.6. A briefing letter was issued via email to Historic England in December 2025 to provide a detailed briefing on the Proposed Development and this was also followed up in January 2026.

Greater Manchester Police

3.7. Greater Manchester Police was consulted on the Proposed Development as part of the preparation of a Crime Impact Statement in support of the Application.

Transport for Greater Manchester

3.8. Engagement with Transport for Greater Manchester has been carried out (via the project transport consultant – Curtins) in relation to the potential relocation of the bus stop in front of the Site on Portland Street. The conclusion of such engagement was that the relocation of the bus stop was not feasible from a logistics perspective due to the high volume of bus traffic along Portland Street and therefore it is excluded from the scope of this Application.

Local Ward Councillors

3.9. An initial briefing letter has been issued to local ward councillors (Piccadilly Ward Councillors Adele Douglas; Jon-Connor Lyons; and Sam Wheeler) via email in November 2025, including an offer to meet and discuss the Proposed Development.

3.10. A response from Councillor Sam Wheeler was received and the offer to discuss the Proposed Development was accepted; however, the meeting was later requested to be cancelled.

3.11. A further email to the local ward councillors was issued in January 2026, providing a more detailed overview of the scheme and setting out the approach to engagement with the local community order to seek advice from local ward councillors.

3.12. A response from Councillor Jon-Connor Lyons was received, endorsing the proposed community engagement approach for the Proposed Development.

Wider Public Engagement

General Public

3.13. Cognisant of the scale of the Proposed Development, a targeted approach on wider public engagement has been adopted following agreement with the LPA and the local ward councillors. It entailed issuing a briefing letter to relevant identified parties and adjoining owners / occupiers of the Site.

3.14. A briefing letter, has been issued by post on 20 January 2026, to the follow recipients:

- The Proud Place (an email correspondence containing the briefing letter has also been issued on the same day).
- Boulton House, Chorlton Street.
- International House, Chorlton Street (an email correspondence containing the briefing letter has also been issued on the same day).
- Britannia Hotel Manchester, Portland Street.
- 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 60a Portland Street (properties on Portland Street directly across the Site).
- Clayton Hotel, Portland Street (an email correspondence containing the briefing letter has also been issued on the same day).
- NCP Carparks on Sackville Street and Chorlton Street respectively (an email correspondence containing the briefing letter has also been issued on the same day).
- Manchester Coach Station (National Express) (an email correspondence containing the briefing letter has also been issued on the same day).
- Federation of Chinese Association of Manchester (an email correspondence containing the briefing letter has also been issued on the same day).

Building Tenant / Other Occupant on the Plot

3.15. A physical event was held by the Applicant to provide a briefing to the current building occupants, including the Consulate General of the Republic of Poland and the leisure and entertainment venue to the northwest of the Site – Yates, on 27 January 2026 and 29 January 2026.

3.16. Across the 2no. sessions, a total of 34no. attendees were recorded.

3.17. Comments / queries were raised during the sessions which largely related to the following areas:

- Parking spaces arrangement during construction works.
- Accessibility routes and access.
- Lift availability during construction works.
- Impact on service charge / rent.
- Programme of construction works.
- Possibility to utilise other office space owned by the Applicant during construction works at the Site.

3.18. Throughout the process, the Applicant has remained positively engaging and all feedback received were carefully considered.

4. The Proposed Development

Development Context

4.1. The Manchester One building, a predominantly commercial office building constructed in 1962, was acquired by the Applicant in 1994. Since then, the Applicant has periodically undertaken refurbishment and improvement works to enhance the experience of its occupants.

4.2. Despite these efforts, the building currently has a vacancy rate of approximately 15%, which is projected to rise significantly over the next 18 months. This anticipated increase in vacancy, combined with the building's age, presents a strategic opportunity for the Applicant to undertake a larger-scale refurbishment and extension scheme. This Proposed Development aims to introduce additional Grade A commercial office space to Manchester City Centre, complemented by a wide range of amenity offerings for building occupants.

4.3. The Applicant, Bruntwood Aviva 2 Ltd (a subsidiary of Bruntwood SciTech), possesses a demonstrable 50-year track record in the property industry. Bruntwood SciTech owns and operates one of the largest portfolios of science and technology assets in the UK, providing high-quality office space, high-specification labs, scientific services, and bespoke business support programmes. Their expertise is evident in managing a large portfolio of assets and delivering significant development proposals in Manchester and beyond, including the Circle Square Masterplan at the Oxford Road Corridor and the Thread Works Cluster along Portland Street and Oxford Road, which exemplify their commitment to providing best-in-class office accommodation.

4.4. In turn, the Proposed Development is expected to deliver an array of public benefits to the City, which are set out in detail within Section 7 of this Statement.

The Proposed Development

4.5. The Proposed Development comprises the followings components:

- Refurbishment of the existing Manchester One tower:
  - Full window replacement.
  - Redecoration and minor changes to the building façade including changes to the curtain wall glazing (façade fronting onto Portland Street), redecoration of concrete spandrel panels and gable end cladding.
- Creation of a 4-storey plus plant and rooftop terrace extension to the corner of the Manchester One Building, fronting onto Portland Street and Sackville Street. The extension comprises:
  - Ground floor: Building reception space; building amenity including end-of-trip facilities; and flexible commercial space (Use Class E / Sui Generis – public houses, wine bars, or drinking establishments and/or drinking establishments with expanded food provision).
  - 1st floor – 3rd floor: Commercial office space (Use Class E(c)).
  - Rooftop: Rooftop terrace as part of ancillary amenity offers for building occupants, together with a plant equipment enclosure.
- Public realm and landscaping improvements, cycle parking, external substation at the rear of the building, and other associated works.

Use and Amount

4.6. The quantum and uses of the Proposed Development are set out in

4.7. Table 1 overleaf.

Table 1 Quantum and Uses of the Proposed Development

Description / Element	Quantum
Site Area	3,081 sq. m.
Office Floorspace (Use Class E(c)) – Existing building (unchanged in this Application, included for reference only)	12,130 sq. m. (GIA)
Office Floorspace (Use Class E(c)) – Extension	2,477 sq. m. (GIA)
Ground Floor Flexible Commercial Floorspace (Use Class E / Sui Generis – public houses, wine bars, or drinking establishments and/or drinking establishments with expanded food provision)	250 sq. m. (NIA)
Cycle parking	Existing: 20no. spaces Proposed: 65no. spaces Total: 85no. spaces
Car parking	16no. spaces (retained from 21no. existing spaces)

Scale and Massing

4.8. The scope of work to the existing Manchester One building is limited to façade refurbishment and window replacement, therefore, its scale and massing remains unchanged.

4.9. The proposed scale of the extension element of the Proposed Development (4-storey extension plus rooftop terrace and plant enclosure) is expected to rise to 61.514m AOD which is of similar scale to most built form, along Portland Street, particularly heritage assets.

4.10. The proposed scale and massing respond to the local context and has been informed by detailed technical analysis, in particular consideration has been given to the Site's immediate context, acknowledging the scale designated heritage assets on the opposite side of Portland Street.

Layout

Basement

4.11. The basement will remain unchanged from the current basement arrangement, it will house a series of plant rooms and essential building equipment.

Ground Floor

4.12. The ground floor includes a main office reception, amenity space (including end of trip facilities i.e. showers and changing rooms, drying room and lockers), and a flexible commercial unit running along the Sackville Street frontage. The rest of the floorplate comprises a centralised circulation core. The demise currently occupied by the Consulate General of the Republic of Poland does not form part of the scope of this Application and will therefore remain unchanged.

4.13. To the rear and external to the Manchester One building is new back-of-house area comprising a new sub-station, external plant equipment enclosure, and secured cycle parking. The external enclosed structure as

existing on the Site (beneath the Manchester Coach Station access ramp) housing plant equipment, staff welfare facilities, and 20no. cycle parking spaces will remain unchanged.

4.14. Two areas of car parking are also located to the rear of the building, providing a total of 16no. car parking spaces (retained from 21no. existing parking spaces, represent a decrease of 5no. spaces) to the Site. The car parking areas are accessed via Sackville Street and Chorlton Street respectively.

4.15. In terms of pedestrian access points, the main office reception can be accessed via a new entrance facing Portland Street (northwest façade), whilst the flexible commercial unit benefits from a separate entrance facing Sackville Street (southwest façade). A dedicated entrance is also proposed at the rear of the building providing access to the proposed external cycle store.

1st Floor

4.16. On 1st floor, the demise currently occupied by the Consulate General of the Republic of Poland (within the larger office wing) does not form part of the scope of this Application and will therefore remain unchanged.

4.17. The smaller office wing together with area created by the proposed extension will comprise commercial office space. It is envisaged 1st floor will accommodate services office space.

4.18. 4no. universal "superloo" WCs and 1no. accessible WC is included within the building circulation core.

2nd and 3rd Floor

4.19. On 2nd and 3rd floor, it comprises commercial office space which will be finished to Cat A specification. 4no. universal "superloo" WCs and 1no. accessible WC is included within the building circulation core.

4th Floor / Rooftop to the Extension Element

4.20. Within the existing office floorplate, in the larger office wing, it comprises commercial office space. Building circulation core with 4no. universal "superloo" WCs and 1no. accessible WC separates the larger wing from the smaller wing, which comprises additional wellbeing amenity and showers and changing rooms.

4.21. Within the extension element, it comprises a rooftop terrace with amenity facilities for building occupants and an external plant equipment enclosure. It also includes provision for a dedicated roof terrace for the larger office wing (accessed via a separate entrance within the larger office wing).

Appearance and Materiality

Existing Manchester One Building

4.22. The Proposed Development aims to upgrade and refurbish key elements of the external façade fabric to refresh the existing Manchester One Building's overall appearance.

4.23. Through a coordinated design approach, the proposed paint colours, finishes, and new window design seek to complement the massing and language of the extension element, creating a coherent and unified architectural response that ties the new and existing elements together. The Applicant also strive to respect the original modernist style of architecture of the existing Manchester One Building.

Existing façade Panels

4.24. Warm neutral tone paint finish will be applied to all precast panels to the northwest and southeast elevations (facing Portland Street and the Manchester Coach Station).

4.25. Preliminary colour test panels are to be prepared by the Applicant and a mock up panel will be submitted to Manchester City Council for approval in due course via the condition discharge process.

Windows, sills, and Column Fascias

4.26. A full replacement of all existing windows is proposed as part of the Application. New column fascia panels will be installed to match the colour of windows and window sills.

Curtain Wall Glazing

4.27. Floor-to-floor curtain wall glazing with opaque spandrel panels will be installed to a single bay to the northwest façade facing onto Portland Street.

Figure 2 Proposed Curtain Wall Glazing Illustration (Bridge Architects, 2026)



Gable End Cladding Panels

4.28. Warm neutral tone paint finish will be applied to all gable claddings to the northeast and southwest elevations (facing Chorlton Street and Sackville Street).

4.29. Preliminary colour test panels are to be prepared by the Applicant and a mock up panel will be submitted to Manchester City Council for approval in due course via the condition discharge process.

Extension

4.30. A thorough design development process has informed the materiality and appearance of the extension element of the Proposed Development. It has also been developed in close consultation with Manchester City Council.

4.31. The façade design of the extension takes the tripartite order approach on the elevations and uses setbacks around the perimeter to create a recessed glazed base that provide spatial connection with the public realm.

4.32. To ensure the Proposed Development is of high design quality, materiality of the extension element features pre-cast concrete cladding, thereby providing a sense of solidity and grandiosity that complements the surrounding historic buildings.

Figure 3 Computer Generated Image of the Proposed Development (Bridge Architects, 2026)



Figure 4 Computer Generated Image of the Proposed Development (Bridge Architects, 2026)



Landscaping and Public Realm

4.33. The Site as existing contains some elements of landscaping in the form of lawns, hedges, and trees. However, the landscaped area is largely inaccessible and offers little opportunity for public engagement / enjoyment.

4.34. The Proposed Development will deliver public realm and landscaping improvements, incorporating a biodiverse planting scheme using tree planting, hedgerows, and ornamental planting. Thereby providing an engaging breathing space in this part of the City Centre.

4.35. On the ground floor, planting is introduced along the frontage of the Proposed Development on Sackville Street and Portland Street, including the car parking area accessed via Sackville Street. Plants are chosen to provide vibrant, year-round colour, with flowering species that bloom throughout all months, creating a dynamic, rainbow-like effect. Shade-tolerant plants will thrive in areas with limited sunlight, while taller varieties will exceed the height of the existing hedge, contributing to a more dynamic and layered planting scheme.

4.36. The 4no. existing trees at the Site are proposed to be removed to facilitate the construction of the Proposed Development. Notwithstanding, the Application proposes a total of 34no. trees (within which 12no. trees are planted in ground), satisfying Manchester City Council's 1:3 tree replacement ratio.

4.37. On the rooftop terrace of the extension element, a range of planting including hedgerow in raised planters has been introduced to provide greeneries in the area.

4.38. For further details of the proposed landscape scheme, please refer to Section 6 of the Design and Access Statement prepared by Bridge Architects, submitted in support of this Application.

Accessibility

Car Parking

4.39. There are currently 21no. car parking spaces servicing the Site. This Application proposes the retention of 16no. car parking spaces. No new parking spaces are being proposed, and it represents a reduction of 5no. car parking spaces compared to the Site as exist.

Cycle Parking

4.40. A secured cycle store is proposed at the rear of the Manchester One building. It comprises 65no. cycle parking spaces, end-of-trip facilities for users are provided within the building. This is complemented by an existing cycle parking provision of 20no. spaces, therefore in total the Site will provide 85no. cycle parking spaces.

Waste and Servicing

Commercial Office

4.41. The servicing and logistics of the commercial office element of the Proposed Development will remain broadly consistent with the existing operation at the Manchester One building. Bins will be stored within a storage area at the rear of the Manchester One building.

4.42. On collection days, bins will be wheeled by building staff onto the Manchester Coach Station Access Road (formerly Major Street) where they will be emptied. Building staff would be responsible for ensuring bins are promptly taken back to the bin store after waste is collected.

4.43. As the Proposed Development comprises an element of extension, by virtue it is expected waste volume would increase. The Applicant has assessed the expected waste volume against Manchester City Council's GD04 Guidance and confirm that the Proposed Development continues to comply with the GD04 guidance.

4.44. Full details are included within the Waste Management Strategy prepared by Curtins, submitted in support of this Application.

Ground Floor Flexible Commercial Unit

4.45. A separate bin store is proposed within the extension element (opening onto the car parking area accessed via Sackville Street) which serves the flexible commercial unit on ground floor.

4.46. On collection days, similar to the arrangement for the commercial office, bins will be wheeled by the unit occupier staff onto Manchester Coach Station Access Road (formerly Major Street) where they will be emptied. Unit occupier staff would be responsible for ensuring bins are promptly taken back to the bin store after waste is collected.

4.47. The number of bins designed for the ground floor flexible commercial unit has been considered against Manchester City Council's GD04 Guidance and confirm that it is GD04 guidance compliant.

4.48. Full details are included within the Waste Management Strategy prepared by Curtins, submitted in support of this Application.

5. Heritage Impact Assessment

Introduction

5.1. This Section comprises a high-level heritage impact assessment of the Proposed Development and comprises:

- Historic site context.
- Scoping of assets.
- Assessment of significance.
- Assessment of impact.

5.2. The National Planning Policy Framework (2024) stipulates for proposals that may impact heritage assets, the significance of any heritage assets must be described including any contribution made by their setting. It further discourse "*The level of details should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance*".

5.3. This Section is prepared in accordance with this directive and represents a proportionate approach to evaluating the impact of the Proposed Development on the historic environment.

Historic Site Context

Local Area and Site History

5.4. Historically, Portland Street emerged as a key commercial artery during the 19th century, at the height of Manchester's prosperity as the world's first industrial city and the epicentre of the global cotton trade. The street became renowned for its grand warehouses, which housed vast quantities of raw cotton, finished textiles, and the offices of merchants and manufacturers. The immediate vicinity of the Site would have been a bustling hub of commerce, with goods being transported to and from the nearby canals and later, railway lines, connecting Manchester to the port of Liverpool and the wider world.

5.5. The following maps show how the Site and the surrounding area developed, with the Site outlined in red.

Evolution of the Site (1800s to 1960s)

5.6. Given the longstanding history of the surrounding area as Manchester's prime commercial area, the surrounding area of the Site has long been well-developed and represent extensive urban grain. Earliest record of any building development at the Site dates to the early 19th century.

5.7. The build form at the Site has not altered in the most of the 19th century, as demonstrated in Figure 5, Figure 7, and Figure 6.

Figure 5 Excerpt from A Plan of Manchester and Salford dated 1807 surveyed by Thornton (Manchester Historic Map accessed 2 February 2026)

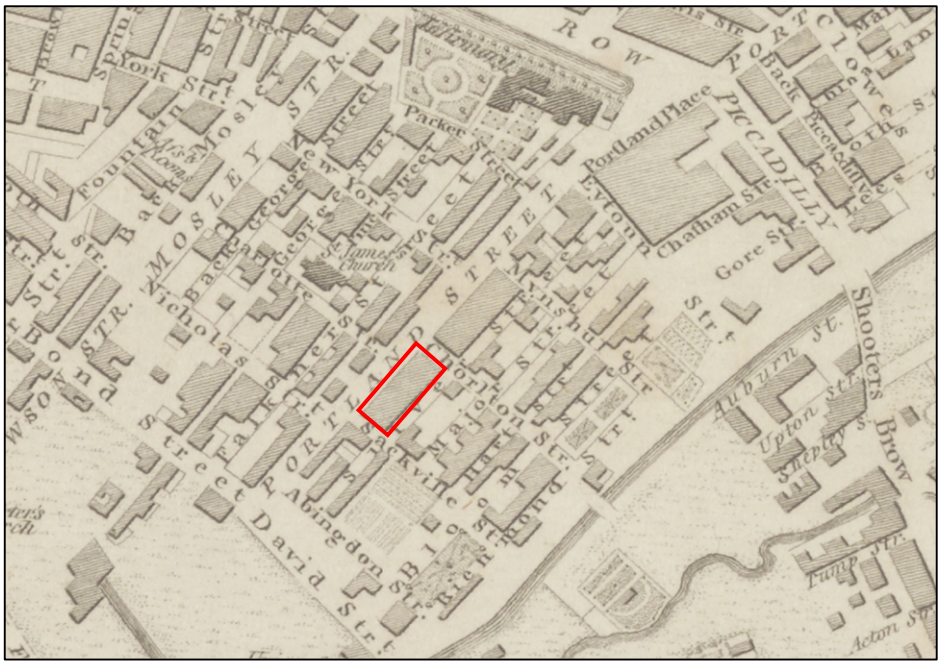


Figure 7 Excerpt from A Plan of Manchester and Salford dated 1813 (Manchester Historic Map accessed 2 February 2026)



Figure 6 Excerpt from A Plan of Manchester and Salford dated 1821 (Manchester Historic Map accessed 2 February 2026)



Figure 8 Excerpt from A Plan of Manchester and Salford dated 1836 (Manchester Historic Map accessed 2 February 2026)

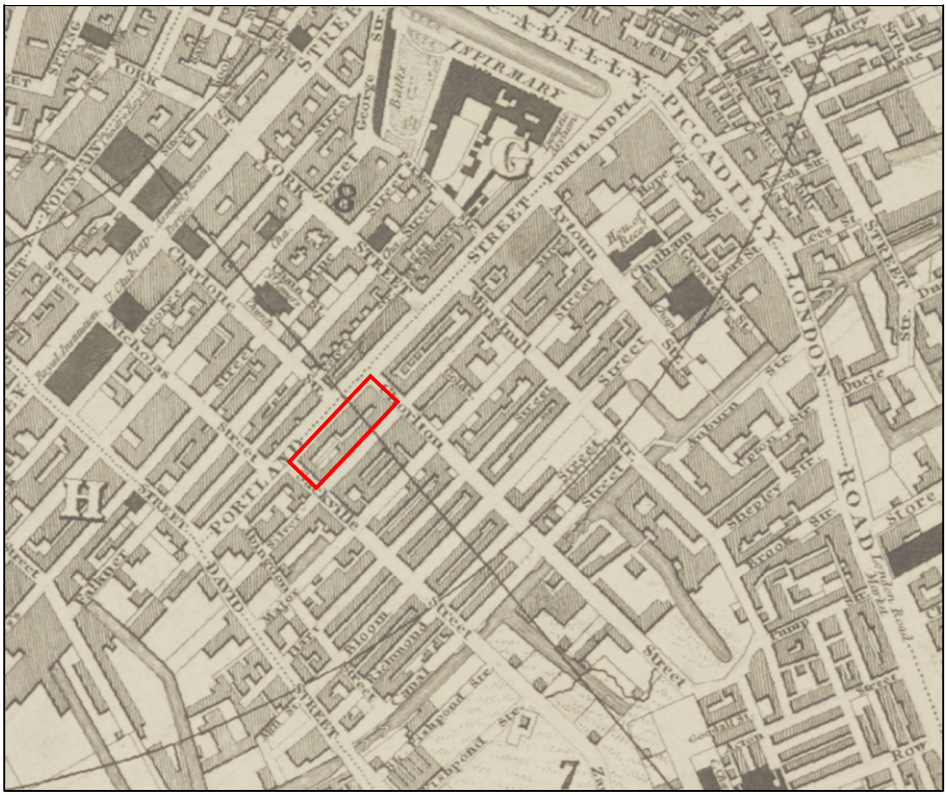
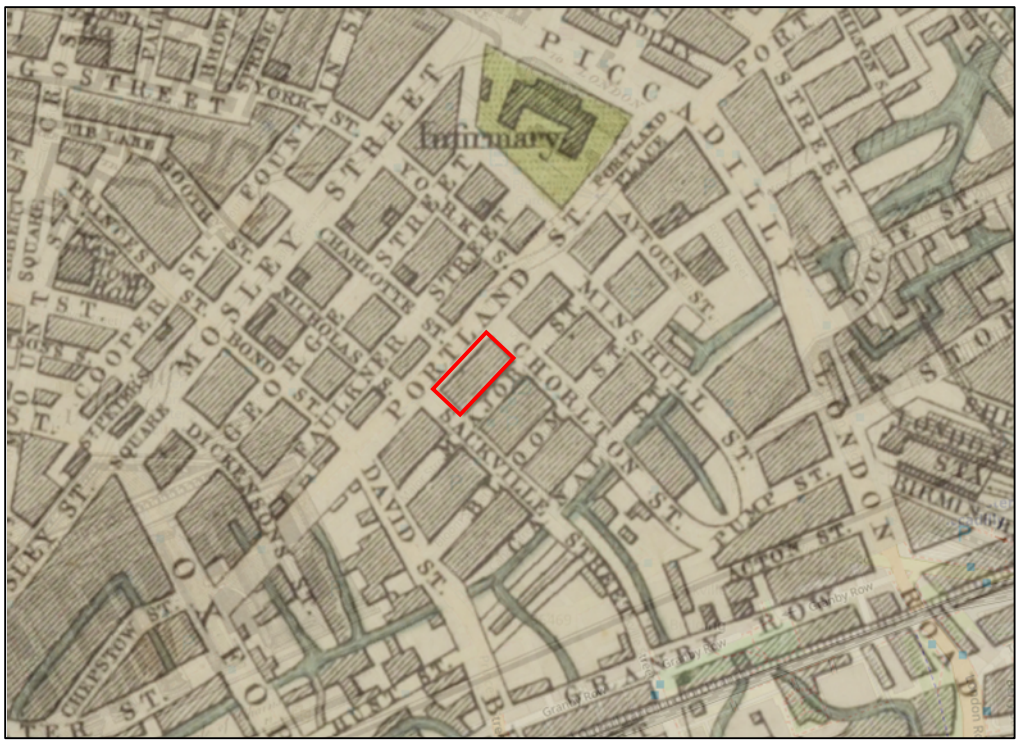


Figure 9 Excerpt from Manchester Salford & Environs dated 1870 (Manchester Historic Map accessed 2 February 2026)



5.8. In the late 19th century, it sees the build form at the Site being split into two separate build forms, parallel to Portland Street (Figure 10). The then-created street was later identified as Silver Street (Figure 11).

Figure 10 Excerpt from Map of Manchester dated 1884 (Manchester Historic Map accessed 2 February 2026)

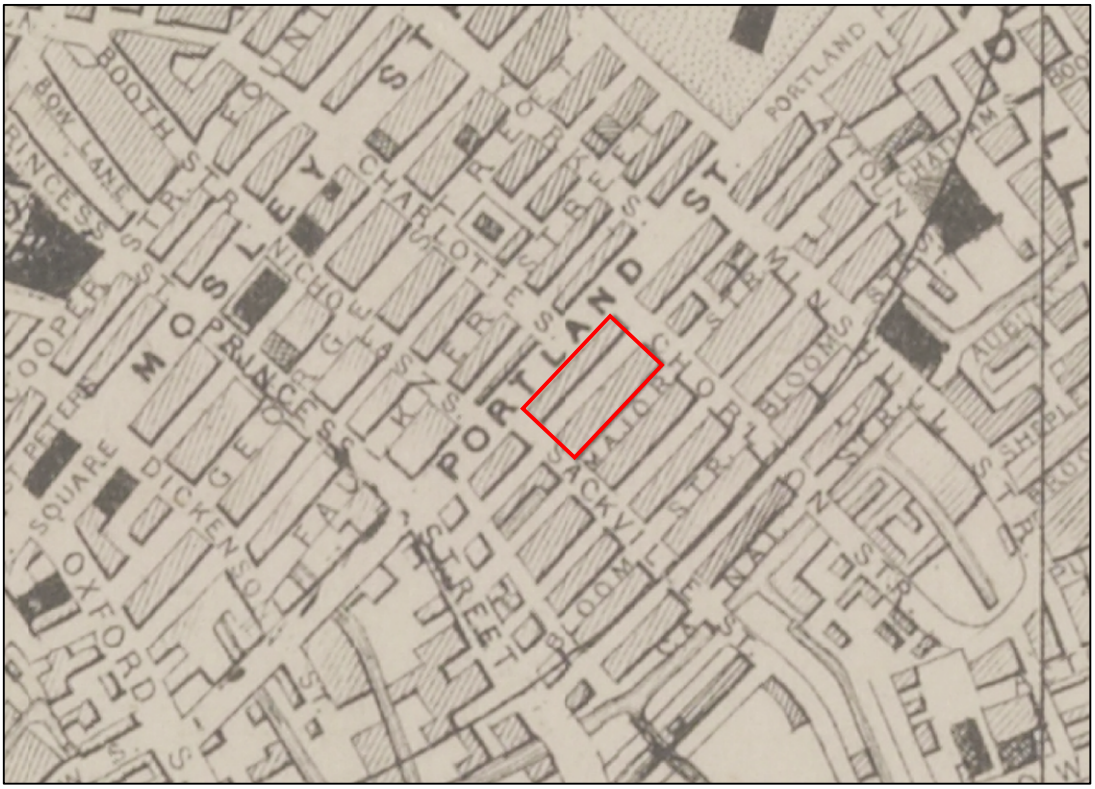
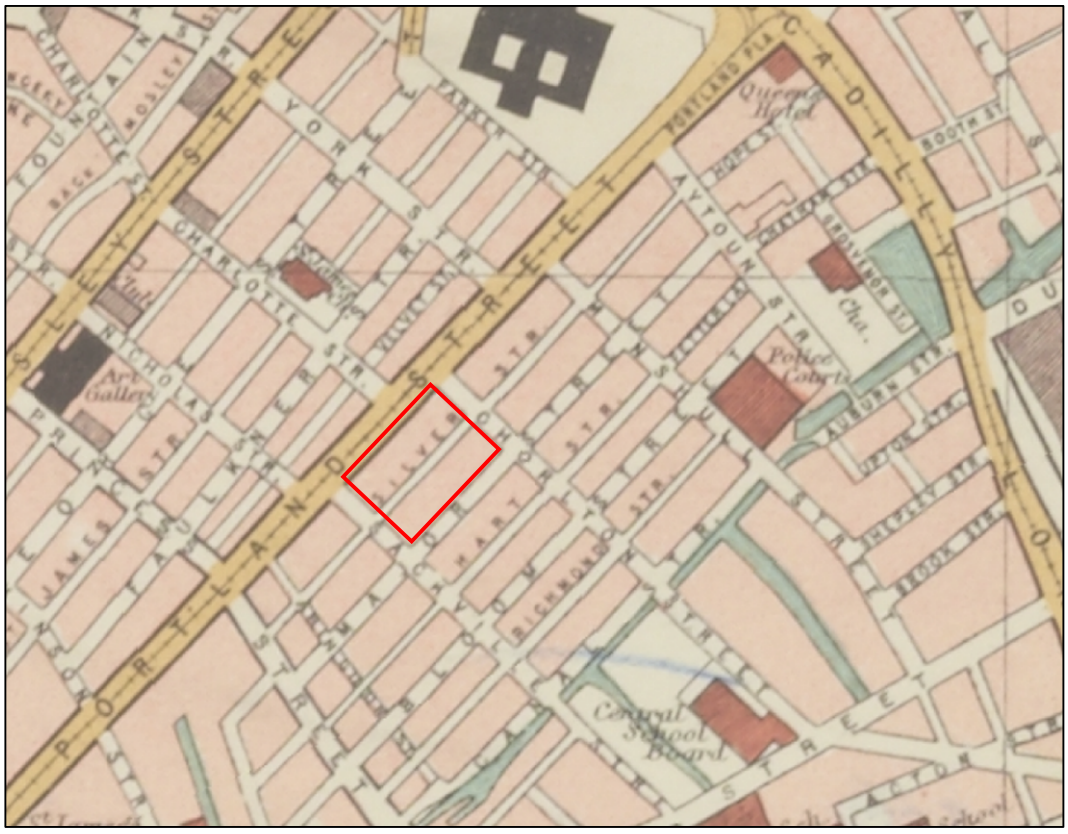


Figure 11 Excerpt from Map of Manchester and Salford dated 1900 (Manchester Historic Map accessed 2 February 2026)



5.9. Similar built forms at the Site continue until 1940, when the Site was hit by extensive bomb damage during the Blitz of 1940, which resulted in the Site and surrounding area to the east and south being completely cleared. Denoted by the Site shaded in red within Figure 12.

Figure 12 Excerpt from Record of location of aerial bombs on the City of Manchester dated 1940-1941 (The University of Manchester Library accessed 2 February 2026)



5.10. The Site then remained vacant in the 1950s until re-development of the plot in 1960s, through construction of "St Andrew's House", latterly renamed as Portland Tower in 1990s and subsequently Manchester One in 2012 when the building came into the Applicant's ownership. This new tower formed part of the post war ambitions for renewal of the city centre, which is evidenced across the city in the number of commercial buildings of similar scale constructed in the 50s and 60s, including Picadilly Tower, Granada Studios and Albert Bridge House.

5.11. The broader strategic vision for the city centre in this era was closely aligned to plans for a new inner city ring road, reflective of broader international town planning movements focused on accommodating increased car ownership. A number of buildings of the late 1950s and early 1960s made provision for the proposed route prior to construction commencing, or detailed design being agreed. Portland Street, heavily bombed in 1940, was one focus of the ring road master planning exercise, with buildings designed to accommodate a proposed elevated dual carriageway. The footprint of St Andrew's House (now Manchester One), was also set back from Portland Street in anticipation of widening, and a first-floor access bridge to the adjacent car park was included, reflecting the trend for grade separation in roads in anticipation of the future elevated ring road[2].

5.12. The construction of St Andrew's House, introduced a "tower element" to Portland Street, a significant change in scale and architectural style from the decorative Victorian and Georgian warehousing which lined the rest of Portland Street. It also changed the road layout for the first time since the early 19th century through the closure of Silver street.

5.13. The built form of the Manchester One building remains unchanged since the 1960s, except for various minor improvement works introduced to the Site.

Figure 13 Excerpt from Ordinance Survey dated 1955 (The National Library of Scotland accessed 2 February 2026)

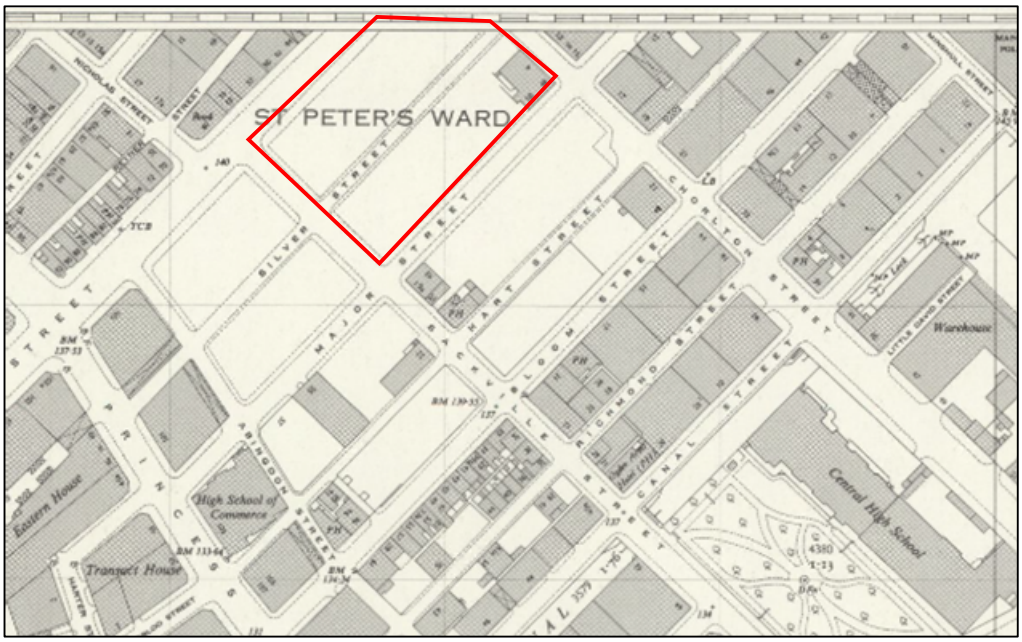
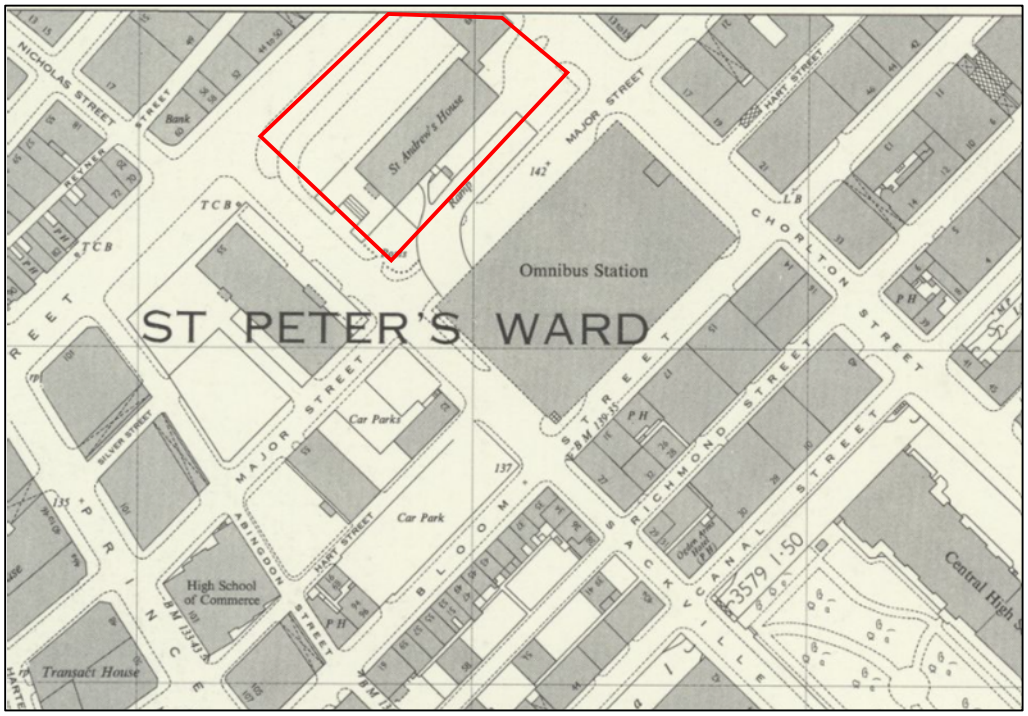


Figure 14 Excerpt from Ordinance Survey dated 1965 (The National Library of Scotland accessed 2 February 2026)

[22] Brook, Richard. "The redoubtable resilience of the ring road". In The renewal of post-war Manchester, (Manchester, England: Manchester University Press, 2025) accessed Feb 6, 2026,



Scoping of Assets

Introduction

5.14. It is necessary to consider all heritage assets which have the potential to be impacted by the Proposed Development.

5.15. The setting of these assets must also be identified and understood. "The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)" by Historic England states "setting is not itself a heritage asset, nor a heritage designation, although land comprising a setting may itself be designated. Its importance lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance". Therefore, an appropriate next step is to identify the setting of the assets and understand whether there is any potential for this to be impacted.

5.16. Where there is no potential for impact (i.e., the asset, along with its position and contribution to setting, and the Proposed Development, cannot be viewed or understood at the same time), assets can be discounted from further assessment.

Scoping

5.17. A desk-based study was used to initially identify the potential heritage assets that could be impacted by the Proposed Development.

5.18. The proposed works to the existing Manchester One building would see the fenestration and external appearance slightly altered, which are classified as minor changes and proportionally will not induce any impact on the historic environment. Therefore, this Assessment has been carried out in primary consideration of the extension element.

5.19. Given the small scale of the proposed extension element, the line of views, and topography, a nominal 150-metre radius was therefore used as a starting point. Historic England's Listed Building search function was utilised to determine the number of listed buildings within 150-metre of the Site. In total, 27no. listed buildings and 2no. conservation areas have been identified. They are outlined within

5.20. Table 2 and Table 3 below.

Table 2 Listed Buildings within 150-metre radius of the Site

#	Listed Buildings	Grade
1.	No.74-78 and No.80 and Attached Railings, Portland Street	II
2.	44-50 Portland Street	II
3.	No.12 Charlotte Street and No.17 George Street	II
4.	Former Pickles Building	II
5.	Circus Tavern and Attached Railings	II
6.	103 Princess Street	II*
7.	Lindencourt House	II
8.	Nos. 41 and 43 Faulkner Street	II
9.	Austin House	II
10.	No.56 Faulkner Street	II
11.	45 and 47 Faulkner Street	II
12.	No.49 Faulkner Street	II
13.	55 Faulkner Street	II
14.	Britannia Hotel	II*
15.	52 and 54 Portland Street	II
16.	57 Faulkner Street	II
17.	Fraser House	II
18.	27 Sackville Street	II
19.	70 and 72 Portland Street	II
20.	46, 48, and 50 Faulkner Street	II
21.	52 and 54 Faulkner Street	II
22.	16 Nicholas Street	II
23.	59 and 61 Faulkner Street	II
24.	101 Princess Street	II
25.	113-119 Portland Street	II
26.	109 and 111 Portland Street	II

#	Listed Buildings	Grade
27.	Basil House	II

Table 3 Conservation Areas within 150-metre radius of the Site

#	Conservation Areas
1.	George Street Conservation Area
2.	Whitworth Street Conservation Area

Scoped Out Assets

5.21. A site visit took place in February 2026 to cross-check the potential impact on setting and review whether further assets should be scoped in or out of the full assessment. A selection of photomontage has been included within Appendix B of this Statement.

5.22. Although the Proposed Development includes an existing relatively tall building, the proposed changes are very minor to this element and will make no change to the setting and therefore significance of surrounding heritage assets. The relationship of the tower and its visibility has therefore been discounted when considering whether a heritage asset should be scoped in or out for assessment.

5.23. The scoping of heritage assets has therefore focussed on the extension element of the Proposed Development. The extension element is relatively small scale therefore visibility of said element will mainly be limited to along Portland Street and Sackville Street. Assets that remain "scoped in" are largely selected on this basis.

5.24. As a result, assets #3, 6-13, 16, 18, 20-24 have been scoped out, due to the extremely tangible or intangible relationship they have with the Site and / or Proposed Development. A number of listed buildings are located within the boundary of the George Street and Whitworth Street Conservation Areas, these assets have been considered as part of the wider grouping when assessing each of the Conversation Areas, including assets no. 25-27. These have therefore been scoped out from further individual assessment.

Scoped In Assets

5.25. A total of 8 no. heritage assets and 2no. conservation areas have been taken forward for further assessment. Where applicable, heritage assets are grouped for assessment based on their location, relationship with the Site, and significance.

5.26. Scoped in heritage assets (in their respective groupings) are outlined within Table 4. Conservation areas are outlined within Table 3 above.

Table 4 Scoped in listed buildings (in their respective groupings)

Listed Buildings	Grade
Portland Street Group 1	
Fraser House	II
44-50 Portland Street	II
52 and 54 Portland Street	II
70 and 72 Portland Street	II

Listed Buildings	Grade
Portland Street Group 2	
No.74-78 and No.80 and Attached Railings, Portland Stre	II
Circus Tavern and Attached Railings	II
Individual Buildings	
Former Pickles Building	II
Britannia Hotel	II*

Assessment of Significance

Introduction

5.27. The significance of the heritage assets, and where relevant, what contribution the setting makes to an asset's significance and the relationship of the Site to this setting is discussed below. This assessment is proportionate to both the significance of the relevant assets, and the potential impact to their significance.

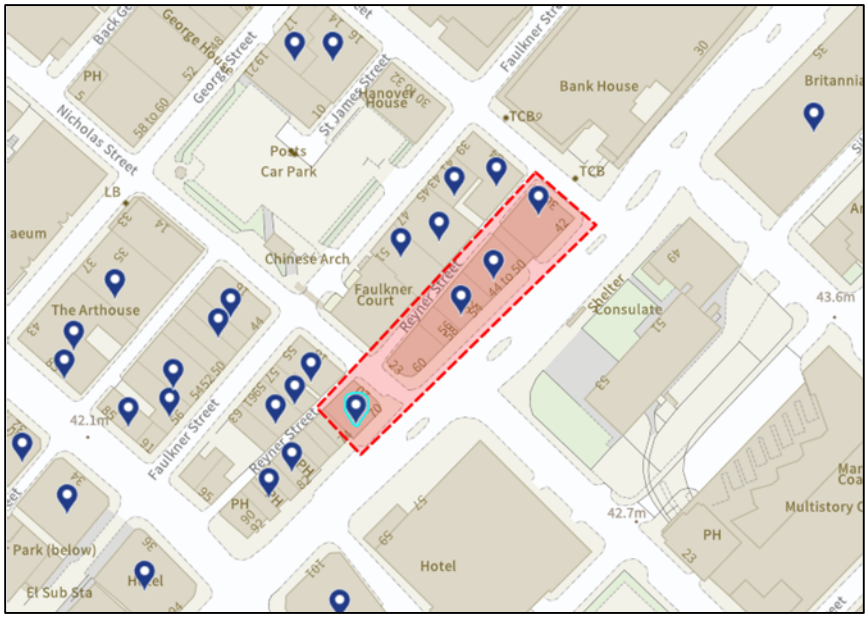
5.28. The primary source for details on the identified assets is Historic England's Statutory List, as well as Manchester's summary of its conservation areas. Any information not from these sources will be separately referenced.

5.29. Groups of assets which share a similar setting and degree of impact have been assessed together, first assessing the individual significance of the assets, and then discussing the setting and impact of the Site as a whole.

Portland Street Group 1

5.30. Various listed buildings have been grouped together (collectively known as "Portland Street Group 1") as they all share the same setting, similar origin, as well as strong historical similarities being within the George Street Conservation Area.

Figure 15 Listed Buildings Within Portland Street Group 1



Fraser House

5.31. Fraser House was built around 1855-1860 as textile manufacturer's warehouse. Edward Walters was architect. It was built with red brick in flemish bond with sandstone dressings. It is of Italianate style.

44-50 Portland Street

5.32. 44-50 Portland Street was c. 1850-1860 as home trade warehouses. The buildings are red brick in Flemish bond, with sandstone dressings and slate roof.

5.33. There are a good example of medium-sized warehouses built around the same time and are of simpler architectural treatments in contrary to the more elaborate treatment to other warehouses e.g. 70 and 72 Portland Street.

52 and 54 Portland Street

5.34. 52 and 54 Portland Street was built around 1860-1870 as textile warehouse. It is of red brick with sandstone dressings and slate roof.

70 and 72 Portland Street

5.35. The asset was built in 1873 as a manufacturers' warehouse later remodelled to be restaurant and offices. Architect was Pennington and Bridgen.

5.36. It is built of sandstone ashlar with some marble dressings.

5.37. The asset forms part of a group of assets in its proximity therefore group value is present.

5.38. All the assets in Portland Street Group 1 are considered to be of moderate architectural and historic significance.

Contribution of Setting to the Significance of Portland Street Group 1

5.39. These assets are located within the George Street Conservation Area, and within close proximity to the Site. The immediate setting of this group of assets have benefitted from the protection offered by the conservation area.

5.40. This group of assets were built in the Victorian era as warehouses and feature similar architectural features, This cluster is representative of the social and economic revolution of the Industrial Age which was a key factor in the development of the area, as a grouping of textile warehouses built during the boom of the textile industry. The interrelationship of this grouping of these buildings, and their location within the Conservation Area, forms a key element of their setting which contributes to their significance.

5.41. However, the immediate streetscape has seen large scale evolution and contains buildings / developments from a wide range of eras, demonstrating a continued evolution of the nearby area. In both Georgian and Victorian architecture, there was great emphasis on proportion, but the regular pattern has been lost through the architecture of the 1960s and 1970s.

5.42. However, the regular grid pattern of streets established in Georgian times is still in existence in much of the surrounding area, and the strong line of building facades to back of pavement emphasises Portland Street as a major civic street.

5.43. Overall, the immediate setting of these assets makes a **low** contribution to their significance.

Contribution of Site to Setting of Portland Street Group 1

5.44. The Site mainly features the existing Manchester One building which was built in the 1960s and bears little to no historical or architectural relationship to this group of listed buildings.

5.45. Furthermore, the scale of the building is significantly greater, overwhelming the grouping of assets and breaking the relatively even rhythm of Victorian and Georgian facades onto Portland Street, which generally mirror the facing building in scale. Furthermore, the building line is stepped back from the pavement to form a plaza, breaking up the strong, linear urban grid, emphasised by the 'street wall' of building facades to back of pavement that characterises the Portland Street and surrounding area, particularly the conservation area.

5.46. Even the detailing and arrangement of windows and levels is an abrupt contrast to the proportionate, decorative facades of the assets and surrounding Victorian and Georgian buildings, which again creates a juxtaposition between the Site and the assets.

5.47. It is considered that the Site makes a **negative** contribution to the setting of this group of assets and does not contribute to their significance.

Portland Street Group 2

5.48. Various assets have been grouped together (collectively known as “Portland Street Group 2”) as they all share the same setting, similar origin.

Figure 16 Listed Buildings Within Portland Street Group 2



No.74-78 and No.80 and Attached Railings, Portland Street

5.49. Built in around late-18th century as a row of small town-houses. The buildings are constructed of brick, with No. 78 being rendered, and they have a slate roof.

5.50. Consisting of three low storeys, with their windows varied in style. No. 80 also features a cellar with railings in front of the cellar area.

5.51. They represent rare surviving examples of Georgian domestic buildings in the City Centre.

5.52. The asset is considered to have **moderate to low architectural significance** and **moderate historic significance**.

Circus Tavern and Attached Railings

5.53. Built late-18th century - early-19th century as a residential dwelling, later remodelled to form a public house.

5.54. It is built with brick, with lined-out stucco to front elevation.

5.55. It is noted that despite the asset's narrow internal dimensions, its room divisions and modest fittings were retained. Such survivals are rare nationally and uncommon in metropolitan surroundings.

5.56. The asset is considered to have **moderate architectural significance** and **moderate historic significance**.

Contribution of Setting to the Significance of Portland Street Group 2

5.57. These assets are located within the George Street Conservation Area, and within close proximity to the Site. The immediate setting of this group of assets have benefitted from the protection offered by the conservation area.

5.58. This group of assets were built in the Georgian era as residential dwellings and feature similar architectural features. As a result of conversion from residential use, these buildings are quite distinctly different in style from the surrounding purpose built warehousing, and are more eclectic in their scale and detailing.

5.59. However, alongside other areas of the George Street Conservation area, these buildings represent the social and economic revolution of the Industrial Age which was a key factor in the development of the area. Originally residential properties, these were converted into textile warehouses and as residents gradually moved out to the suburbs and the area was progressively taken over by commerce.

5.60. The grouping of these buildings, and their location within the Conservation area contributes to their significance.

5.61. However, the immediate streetscape has seen large scale evolution and contains buildings / developments from a wide range of eras, demonstrating a continued evolution of the nearby area. However, the regular grid pattern of streets established in Georgian times is still in existence, and the strong line of building facades to back of pavement emphasises Portland Street as a major civic street.

5.62. Overall, the setting of these assets makes a **low** contribution to their significance.

Contribution of Site to Setting of Portland Street Group 2

5.63. The Site mainly features the existing Manchester One building which was built in the 1960s and bears little to no historical or architectural relationship to this group of listed buildings. Furthermore, the building line is stepped back from the pavement to form a plaza, breaking up the strong, linear urban grid, emphasised by the 'street wall' of building facades to back of pavement that characterises the Portland Street and surrounding area, particularly the conservation area.

5.64. However, due to the relative distance from the Site, it is not considered to form part of the immediate setting.

5.65. It is considered that the Site makes a **negative** contribution to the setting of this group of assets and does not contribute to their significance.

Individual Buildings

Former Pickles Building (now the Townhouse Hotel)

5.66. Built in 1870 as shipping warehouse. Clegg and Knowles was the architect.

5.67. It is of sandstone ashlar, with a slate roof; and of eclectic style with some gothic features.

5.68. The asset is considered to have **moderate architectural significance** and **moderate historic significance**.

Contribution of Setting to the Significance of the Asset

5.69. The asset it located within the Whitworth Street Conservation Area, and within proximity to the Site. The immediate setting of this asset has benefitted from the protection offered by the conservation area.

5.70. It is located within the Whitworth Street Conservation Area, an area characterised by Victorian and Edwardian era buildings, and therefore the asset has a strong relationship with a number of buildings on all sides, including adjacent former warehouses along Portland Street, built between 1860-1880, including 113-119 Portland Street, 109 and 111 Portland Street, and Basil House. This is both in the tangible similarities in architectural design and materiality, and more intangible shared history as part of the cities booming textile industry. The immediate streetscape has seen large scale evolution and contains buildings / developments from a wide range of eras, demonstrating a continued evolution of the nearby area, however the dense urban grid, and strong linear character emphasised by buildings aligned to back of pavement has been maintained.

5.71. Overall, the setting of this asset makes a **moderate** contribution to the significance of the asset.

Contribution of Site to Setting of the Asset

5.72. The Site currently comprises the existing Manchester One building which was built in the 1960s which has a more modern, utilitarian appearance typical of its era, which does not bear any strong relationship to this asset. Furthermore, the building line is stepped back from the pavement to form a plaza, breaking up the strong, linear urban grid, emphasised by the 'street wall' of building facades to back of pavement that characterises the Portland Street and surrounding area, particularly the conservation area.

5.73. The current built form therefore does not contribute to the overall setting of this asset.

5.74. It is considered that the Site makes a **negative** contribution to the setting of this asset and does not contribute to its significance.

Britannia Hotel

5.75. Formerly known as Watts Warehouse, built 1851-1856. It is the largest and most grandiose of all Manchester warehouses.

5.76. Travis and Mangnall was the architect and it is built of sandstone ashlar in an electric palazzo style.

5.77. The asset is considered to have **high architectural significance** and **moderate historic significance**.

Contribution of Setting to the Significance of the Asset

5.78. The asset it located outside of the Whitworth Street Conservation Area and George Street Conservation Area. it is however located adjacent to the Site. The immediate setting of this asset has seen drastic changes with a number of modern buildings built around the asset in various eras e.g. the Mercure Hotel, the NEO Building, and the Manchester One Building.

5.79. This asset was built in the Victorian era, and therefore shares a strong relationship with a number of nearby buildings built through the late 19th and early 20th century, through shared history as part of the cities booming textile industry, and its wider setting on Portland Street, and the nearby former warehousing buildings contributes to its significance. However, the more immediate streetscape has seen large scale evolution and contains buildings and developments from a wide range of eras.

5.80. The setting of this asset has therefore changed significantly over time, and the change form historic setting is greater than the other assets considered in this section, with all neighbouring buildings of significantly more modern architectural style, and less regular messing and form.

5.81. Overall, the setting of this asset makes a **moderate-low contribution** to its significance.

Contribution of Site to Setting of the Asset

5.82. The site is immediately adjacent to the asset and forms part of its immediate setting.

5.83. The Site currently comprises the existing Manchester One building which was built in the 1960s which has a more modern, utilitarian appearance typical of its era, which does not bear any strong relationship to this asset. Furthermore, the building line is stepped back from the pavement to form a plaza, breaking up the 'street wall' of building facades to back of pavement which characterises much of the rest of Portland Street.

5.84. Furthermore, the sale of the building is significantly greater, and the modern detailing and arrangement of windows and levels is an abrupt contrast to the proportionate, decorative facades of the Hotel, which, as noted above, has a particularly intricate façade. As a result there is no visual relationship between the Site and the asset, and the current built form therefore does not contribute to the overall setting of this asset.

5.85. It is considered that the Site makes a **negative** contribution to the setting of this asset and does not contribute to its significance.

Conservation Areas

George Street Conservation Area

Significance

5.86. This Conservation Area is located in the heart of Manchester City Centre and is bound by Mosley Street, Charlotte Street, Portland Street, Oxford Street, George Street and Dickinson Street. The area was designated in June 1985.

5.87. The origin of the area dates back over 200 years to the Georgian era when agricultural fields were given over to urban uses with new streets laid out on a regular grid pattern. It was a fashionable residential area centred on St. James's Church, established in 1786 on Charlotte Street. Charlotte Street and George Street were both named after the reigning monarchs of the time. The regular grid pattern of streets established in Georgian times is still in existence.

5.88. The continuing physical development of the area reflected the cultural and scientific achievements of the time, for example the Scientific and Medical Society building on Faulkner Street, which later became Owens College Medical School. The Literary and Philosophical Society built a meeting room on George Street, where the scientist John Dalton and Roget, author of the thesaurus, were members.

5.89. Historically the area has been a changing, dynamic place, partly due to fluctuating economic circumstances. The social and economic revolution of the Industrial Age was a key factor in the development of the area.

5.90. The Conservation area considered to be of **moderate architectural significance** and **moderate historic significance**.

Contribution of Site

5.91. The Site is intervisible with the Portland Street boundary of the Conservation Area, were some of the small-scale Georgian buildings still survive, many of them accommodating small shops and public houses.

5.92. The Site mainly features the existing Manchester One building which was built in the 1960s which has a slightly modern / utilitarian appearance and does not facilitate this Conservation Area to be appreciated. Furthermore, the building line is stepped back from the pavement to form a plaza, breaking up the strong, linear urban grid, emphasised by the building facades to back of pavement that characterises the Portland Street and surrounding area, particularly the conservation area. The current build form does not contribute to the overall setting of this Conservation Area.

5.93. The Site is considered to provide **no contribution to the setting and therefore special interest of the Conservation Area,** or listed assets within it.

Whitworth Street Conservation Area

Significance

5.94. The Whitworth Street Conservation Area is recognised to be uniquely Mancunian in character. Its physical form being established by the wealth of fine Victorian and Edwardian buildings erected between 1850 and 1920. They reflect the historical importance of the textile industry in the City.

5.95. The Conservation Area was designated by the City Council in September 1974, and was bound by Oxford Street, Portland Street, Abingdon Street, Bloom Street, Chorlton Street, Cobourg Street and the Piccadilly to Oxford Road railway viaduct. It was extended in June 1985 to include an area bound by Whitworth Street, London Road and the above viaduct.

5.96. The distinctive architecture which arose was both functional and expressive of the wealth of the owners. The front of the warehouses facing the main street was often used for offices whilst the rear of the buildings was used for storage space and for the inspection of the cotton goods in natural light. This led to six- or seven-storey buildings with opulent and deeply modelled front facades in brick and/or terracotta, whilst the rear was almost entirely glazed either in a vertical plane or a stepped configuration. The building style reached its zenith in the early years of the twentieth century, and culminated in the grand Edwardian commercial architecture of Whitworth Street.

5.97. Whitworth Street Conservation area includes a group of former warehouses along Portland Street, built between 1860-1880, including 113-119 Portland Street, 109 and 111 Portland Street, and Basil House. This group of assets were built in the Victorian era as warehouses and feature similar architectural features. However, the immediate streetscape has seen large scale evolution and contains buildings / developments from a wide range of eras, demonstrating a continued evolution of the nearby area.

5.98. The Conservation area is considered to have **moderate to high** architectural and historic significance.

Contribution of Site

5.99. The Site mainly features the existing Manchester One building which was built in the 1960s which has a slightly modern / utilitarian appearance and does not facilitate this Conservation Area to be appreciated. Furthermore, the building line is stepped back from the pavement to form a plaza, breaking up the strong, linear urban grid, emphasised by the 'street wall' of building facades to back of pavement that characterises the Portland Street and surrounding area, particularly the conservation area. The current build form does not contribute to the overall setting of this Conservation Area. The current build form does not contribute to the overall setting of this Conservation Area. It is also of further distance from the Site in comparison to other assets considered, including Portland Street Groups 1 and 2, due to the relative distance from the site, it is not considered to form part of the immediate setting.

5.100. It is considered that the Site makes a negative contribution to the setting of this group of assets and does not contribute to their significance.

5.101. The Site is considered to make **no contribution to the setting or significance of the Conservation Area**.

Summary of Significance

5.102. The significance of the scoped in heritage assets and conservation areas is summarised within Table 5 below. Along with the contribution of their respective settings and contribution of the Site to their respective settings.

Table 5 Summary of Significance (Designated Heritage Assets)

Designated Heritage Assets	Significance	Contribution of Setting	Contribution of Site to Setting
Portland Street Group 1			
Fraser House	Low-Moderate	Low	Negative
44-50 Portland Street	Low-Moderate	Low	Negative

Designated Heritage Assets	Significance	Contribution of Setting	Contribution of Site to Setting
52 and 54 Portland Street	Low-Moderate	Low	Negative
70 and 72 Portland Street	Low-Moderate	Low	Negative
Portland Street Group 2			
No.74-78 and No.80 and Attached Railings, Portland Street	Moderate	Low	Negative
Circus Tavern and Attached Railings	Moderate	Low	Negative
Individual Buildings			
Former Pickles Building	Moderate	Moderate	Negative
Britannia Hotel	Moderate-High	Moderate- Low	Negative
Conservation Area			
George Street Conservation Area	Moderate		No contribution
George Street Conservation Area	Moderate		No contribution

Assessment of Impact

The Proposed Development

5.103. A detailed discussion of the Proposed Development has been included within Section 4 of this Statement.

Assessment of Impact

5.104. The impact of the Proposed Development on the scoped in heritage assets and conservation areas (within Table 4 and Table 3) are discussed below. This is based on the criteria set out above, which considers the architectural and historic merits of the assets (Significance of Asset), in combination with the contribution of setting to the significance of the assets and finally the contribution of the current site to the settings.

5.105. A selection of photos is included within Appendix C of this Statement, illustrating the relationship of the scoped in heritage assets and the Site.

Portland Street Group 1

5.106. These assets are located within close proximity to the Site and therefore the Site forms part of its immediate setting. However, the Site in its current form makes a negative contribution to the setting of this group of assets. The scale of the building as existing is visually very disproportionate to this grouping, which is all the more stark relative to the regular rhythm of facades which characterises much of the rest of Portland Street.

5.107. The Proposed Development has been designed to be complementary to the historic environment, with the extension element rising up to 4-storeys, more closely mirroring the scale of this group of assets. The façade will be brought forward to back of pavement, re-establishes the street line along Portland Street. The detailing of the facade, including the crown and pattern of window openings again provides a clearer interrelationship in scales and proportion between the assets and the Site.

5.108. Whilst the Proposed Development will introduce visual change to the setting of this group of buildings, through a distinctly modern intervention to a historic street, it is considered the addition of the extension will soften the visual contrast between the assets and the Site, and more closely reflect the historic street pattern.

5.109. It is considered the impact of the Proposed Development on the setting and therefore the significance is negligible and no harm is caused.

Portland Street Group 2

5.110. These assets are located within the George Street Conservation Area, and within close proximity to the Site, however the relative distance means the Site is seen as part of the wider streetscape when viewed along Portland Street, rather than immediate setting. It is considered that the Site in its current form makes a negative contribution to the setting of this group of assets and does not contribute to their significance.

5.111. The Proposed Development has been designed to be complementary with the scale and massing of this group of assets, with the extension element rising up to 4-storeys, more closely reflecting the scale of neighbouring buildings. This, alongside bringing forward to this section of the façade to back of pavement, will re-establish the continuous street line along Portland Street.

5.112. This group of assets already comprises a more eclectic style less in keeping with surrounding Victorian and Edwardian warehousing, and the surrounding area has also altered over time, including more modern developments, such as the adjacent Clayton Hotel. The Proposed Development will be seen as a continuation of the varied urban environment which now characterises the area.

5.113. Whilst the Proposed Development will introduce visual change to the setting of this group of buildings, it is considered the impact of the Proposed Development on the setting and therefore the significance is negligible and no harm is caused.

Former Pickles Building (now the Townhouse Hotel)

5.114. This asset is located within the Whitworth Street Conservation Area, and within close proximity to the Site however the relative distance means the Site is seen as part of the wider streetscape when viewed along Portland Street, rather than immediate setting. It is considered that the Site in its current form makes a negative contribution to the setting of this asset and does not contribute to its significance.

5.115. The Proposed Development has been designed to be complementary with the scale and massing of this asset, with the extension element rising up to 4-storey (plus rooftop terrace and plant enclosure). Furthermore, high quality material has been selected to complement this asset.

5.116. Whilst the Proposed Development will introduce visual change to the setting of this building, it is considered the impact of the Proposed Development on the setting and therefore the significance is negligible and no harm is caused.

Britannia Hotel

5.117. This asset is located adjacent to the Site and therefore forms part of the assets immediate setting. It is considered that the Site in its current form makes a negative contribution to the setting of this asset and does not contribute to its significance.

5.118. The introduced extension element will step down to 4-storeys, designed to more closely mirror the scale and proportions of both this asset and the surrounding streetscape with a distinct 'base' formed at ground level and strong corner. The façade will be brought forward to back of pavement, re-establishing the street line along Portland Street.

5.119. Cognisant of the building's grand architectural features as recognised as the grandest of all Manchester warehouses, the detailing of the facade, including the crown, vertical window openings and deep reveals again provides a clearer interrelationship in scales and proportion between the asset and the Site. The proposed distinctly modern materiality and detailing avoids creating a pastiche of the existing historic environment. The façade will still be clearly subservient to the hotel, so as not to diminish or visually overwhelm this as one of the grander buildings on the Portland Street.

5.120. The façade will be brought forward to back of pavement, re-establishes the street line along Portland Street, albeit the public realm will create a step back immediately adjacent to the Brittania, to allow for retention of an area of public realm.

5.121. It is considered the addition of the extension will establish a more harmonious visual relationship between the asset and the Site.

5.122. Whilst the Proposed Development will introduce visual impact to this asset, it is considered the impact of the Proposed Development on the setting and therefore the significance is negligible and no harm is caused.

George Street Conservation Area

5.123. The Proposed Development is located just outside the boundary of the Conservation Area, and therefore is easily visible.

5.124. The Proposed Development has been designed to be complementary to the historic environment, with the extension element rising up to 4-storeys, more closely mirroring the scale of this group of assets. The façade will be brought forward to back of pavement, re-establishes the street line along Portland Street, and emphasising the historic grid. The Conservation Area appraisal emphasises the importance of the street pattern to the character of this area.

5.125. The detailing of the facade, including the crown and pattern of window openings again provides a clearer interrelationship in scales and proportion between the Georgian and Victorian buildings in the conservation Area and the Site.

5.126. The surrounding area has also altered over time, including more modern developments, such as the adjacent Clayton Hotel. The Proposed Development will be seen as a continuation of the varied urban environment which now characterises the area.

5.127. Therefore, whilst the Proposed Development will result in a visual change, due to the wider setting of the Conservation Area, it is considered that the Proposed Development will **preserve the special interest** of the Conservation Area.

Whitworth Street Conservation Area

5.128. The Proposed Development is located in proximity to the Conservation Area, and therefore is visible.

5.129. However, this change does not impact on the setting which contributes to the significance of the Conservation Area, which features mainly ornated textile / home trade warehouses which were both functional and expressive of the wealth of the owners and that it signifies the development of Manchester during the industrial revolution.

5.130. The Proposed Development has been designed to be complementary to the surrounding historic environment, with the extension element stepping down to 4-storeys, more closely mirroring the scale of the established streetscape along Portland street and within the conservation area. The façade will be brought forward to back of pavement, re-establishing the street line along Portland Street. The Conservation Area appraisal emphasises the importance of the street pattern to the character of this area.

5.131. The detailing of the facade, including the crown, vertical window openings and deep reveals; and an emphasised corner detail providing a clearer interrelationship in scales and proportion between the Victorian warehousing which characterises the conservation area, and the Site.

5.132. Furthermore, although the Proposed Development is located in close proximity to the Conservation Area, 2no. modern, tall hotel buildings separate the Proposed Development from the Conservation Area therefore further minimise the impact of the Proposed Development, and it is just read as part of the cityscape of Portland Street and this city centre location.

5.133. Therefore, whilst the Proposed Development will result in a visual change, due to the wider setting of the Conservation Area, it is considered that the Proposed Development will **preserve the special interest** of the Conservation Area.

Summary of Assessment of Impact

5.134. To conclude, the Proposed Development, will result in no harm to all 8no. scoped in listed buildings and 2no. conservation areas.

5.135. The assessment of impact on the identified heritage assets and conservation areas is summarised in Table 6.

Table 6 Summary of Assessment of Impacts (Designated Heritage Assets)

Designated Heritage Assets	Significance	Contribution of Setting	Contribution of Site to Setting	Assessment of Impact
Portland Street Group 1				
Fraser House	Low-Moderate	Low	Negative	No harm
44-50 Portland Street	Low-Moderate	Low	Negative	No harm
52 and 54 Portland Street	Low-Moderate	Low	Negative	No harm
70 and 72 Portland Street	Low-Moderate	Low	Negative	No harm

Designated Heritage Assets	Significance	Contribution of Setting	Contribution of Site to Setting	Assessment of Impact
Portland Street Group 2				
No.74-78 and No.80 and Attac Railings, Portland Street	Moderate	Low	Negative	No harm
Circus Tavern and Attached Ra	Moderate	Low	Negative	No harm
Individual Buildings				
Former Pickles Building	Moderate	Moderate	Negative	No harm
Britannia Hotel	Moderate-High	Moderate- Low	Negative	No harm
Conservation Area				
George Street Conservation Area	Moderate		No contribution	No harm
George Street Conservation Area	Moderate		No contribution	No harm

Summary

5.136. On basis of the assessment set out above, it is concluded that the Proposed Development will result in overall "no harm" to the historic environment.

5.137. Paragraph 212 of the NPPF (2024) necessitates any harm more significant than "less than substantial harm" to listed buildings to be weighed against the associated public benefits of any development proposals. Despite the assessment concluding that the Proposed Development will introduce "no harm" to the historic environment, a full list of public benefits associated with the Proposed Development is set out within Section 7 of this Statement for completeness.

5.138. A detailed assessment of the Proposed Development against planning policies / material considerations in relation to the historic environment is included in Section 6 of this Statement.

6. Planning Assessment

6.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 (PCPA) 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".

6.2. The Planning (Listed Buildings and Conservation Areas) Act 1990, is also of relevance. It provides specific protection for buildings and areas of special architectural or historic interest, over and above that provided by the development management regime.

6.3. Section 66 of the Act requires the Local Planning Authority to 'have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses' when considering whether to grant Planning Permission.

Planning Framework

6.4. The Development Plan and Material Considerations for the Site and Proposed Development is comprised of the following:

DEVELOPMENT PLAN			
REGIONAL	GMCA Places for Everyone (PfE) Plan (2024)	GM Joint Waste Development Plan (2012)	GM Joint Minerals Plan (2013)
LOCAL	Manchester Core Strategy (2012)	Manchester Proposals Map (2012)	Saved Unitary Development Plan Policies (1995)
RELEVANT MATERIAL CONSIDERATIONS			
NATIONAL	National Planning Policy Framework (2024, minor update incorporated in February 2025)	Planning Practice Guidance (2025)	
LOCAL	**Strategic Regeneration Framework**	Portland Street Strategic Regeneration Framework (2017)	
	Supplementary Planning Guidance	Guide to Development in Manchester (2007)	Design for Access 2 (2003)
	Other	Manchester Climate Change Framework 2020- 2025 (2020)	GD04 Waste Storage and Collection Guidance for New Developments
		City Centre Strategic Plan (2015)	The Gay Village Action Plan (2024)

6.5. A revised NPPF is currently undergoing consultation (closes in March 2026). Given its current status and that it may be subject to changes, while it has been considered against the context of this Application, it attracts limited weight.

6.6. The Draft Manchester Local Plan Regulation 18 Consultation ended in November 2025. Given its current status, it has limited weight in the determination of planning applications, however it does provide an indication of the potential direction of travel of Manchester's planning policy.

6.7. The Proposed Development is assessed with reference to these documents in respect to the following relevant planning considerations:

- Principle of Development:
  - Overall case for development
  - Density and height
  - Material considerations
- Design and Appearance:
  - Architectural Quality and Inclusive Design
  - Landscaping and Public Realm
  - Designing out Crime
- Heritage
- Environmental Considerations:
  - Acoustics, ventilation and overheating
  - Air Quality
  - Ecology and biodiversity
  - Flood Risk and Drainage
  - Ground Conditions
  - Noise and Vibration
  - Traffic and Transport
  - Climate Change and Sustainability
- Socio-Economic Considerations
- Other Considerations:
  - Construction Management
  - Waste Management

6.8. In addition, Manchester City Council has a range of Strategic Priority Documents that the Proposed Development is assessed against, as follows:

- Our Manchester Strategy – Forward to 2025 (2022)
- Investing in Success – an Economic Strategy for Manchester (2023)
- Manchester City Centre Transport Strategy 2040 (2021)
- Biodiversity Strategy and Action Plan 2022-30 – the City of Manchester's Nature Recovery
- Great Outdoors: A Green and Blue Infrastructure Strategy for Manchester 2015-25
- Manchester Climate Ready: The Plan 2025-30

- The Climate Action Plan (CCAP) 2025-2030

Principle of Development

Relevant policies and guidance:

Development Plan

Places for Everyone Plan (2024) Policies:

- JP-Strat1 – Core Growth Area
- JP-Strat2 – City Centre
- JP-S1 – Sustainable Development
- JP-J1 – Supporting Long-Term Economic Growth
- JP-J2 – Employment Sites and Premises
- JP-J3 – Office Development
- JP-G6 – Urban Green Space
- JP-G8 – Net Enhancement of Biodiversity and Geodiversity
- JP-P2 – Heritage

Manchester Core Strategy (2012) Policies:

- SP1 – Spatial Principles
- EC1 – Employment and Economic Growth in Manchester
- CC4 – Visitors: Tourism, Culture and Leisure
- EN3 – Heritage
- EC3 – The Regional Centre
- CC1 – Primary Economic Development Focus: City Centre and Fringe
- CC6 – City Centre High Density Development
- CC8 – Change and Renewal
- EN9 – Green Infrastructure
- DM1 – Development Management

Material Considerations

- NPPF (2024)
- Portland Street Strategic Regeneration Framework (2017)
- Our Manchester Strategy – Forward to 2025 (2022)
- Investing in Success – an Economic Strategy for Manchester (2023)

Overall Case for Development

6.9. At the heart of the NPPF is the presumption in favour of sustainable development and making effective use of available land (Paragraph 125(c)). The NPPF states that planning decisions should favour proposals which utilise "suitable brownfield land within settlements for homes and other identified needs". The Proposed Development includes refurbishment works to the existing Manchester One Building in addition to the creation of a 4no. storey plus rooftop terrace and plant enclosure that provides Grade A commercial office space, amenity for office occupiers, and ground floor flexible commercial space. Thereby, the Proposed Development supports the business economy in Manchester City Centre, aligning with the NPPF's objective in promoting sustainable development and efficient land use within existing urban areas.

6.10. On a regional level, PfE Policies JP-Strat1 (Core Growth Area) and JP-Strat2 (City Centre) designate Manchester City Centre as a key focus for economic growth and office development, underscoring its role as a significant economic hub. PfE Policy JP-J1 (Supporting Long-Term Economic Growth) and PfE Policy JP-J3 (Office Development) further bolster office development to stimulate economic growth and generate employment opportunities, allocating over 2 million sqm of accessible new office floorspace for the region, with a substantial portion earmarked for the City Centre.

6.11. Additionally, PfE Policy JP-S1 (Sustainable Development) and PfE Policy JP-P1 (Sustainable Places) mandate that developments optimise economic benefits while minimising environmental impact, advocating for sustainable design and construction practices.

6.12. The Portland Street SRF (2017) emphasises that development proposals in the SRF area should strive to create a commercially-led mixed use area with high quality accommodation to reinforce key active frontages.

6.13. The Proposed Development aims to introduce improvement works to the existing Manchester One Building which in turn help to rejuvenate this relatively dated office accommodation in the City Centre. Simultaneously, the extension element creates additional Grade A office accommodation in the City Centre together with ground floor flexible commercial space and an uplift to the building's amenity offering. The Proposed Development introduces a high-quality, sustainable office accommodation within a designated growth area, thereby fostering economic growth and employment while upholding sustainable development principles. With the introduction of the ground floor flexible commercial unit, it provides an additional active frontage along Portland Street and Sackville Street.

6.14. The Proposed Development aligns strongly with the "Our Manchester Strategy: Forward to 2025" by contributing to a thriving, progressive, and sustainable city. Economically, it revitalises an existing building to provide high-quality Grade A office space, creating new jobs and diversifying commercial offerings with active ground floor commercial unit. Socially, the Proposed Development prioritises inclusive design, ensuring accessibility for all, and significantly enhances the public realm with biodiverse landscaping, fostering community interaction and improving urban green spaces.

6.15. Environmentally, the development champions the Strategy's "Liveable and Zero-carbon City" ambition by designing the extension as a Net Zero Carbon aligned building for operational use and substantially improving the existing building's thermal performance. The Proposed Development also features retrofitting an existing building therefore contributing to this initiative. Furthermore, its location and design promote a "Connected City" by reducing car parking, increasing cycle provisions, and leveraging excellent public transport links, encouraging sustainable travel and contributing to Manchester's broader environmental and connectivity goals.

6.16. In response to Investing in Success – an Economic Strategy for Manchester (2023), the Proposed Development revitalises an existing building to provide high-quality Grade A commercial office space and ground floor flexible commercial unit. This directly supports the Strategy's aim to expand the City Centre as the main driver of growth, attracting businesses and talent, and maximising the economic potential of new developments in terms of scale, quality, and density. The creation of new jobs creates opportunities for local residents, fostering inclusive growth.

6.17. Locally, the Proposed Development aligns with Core Strategy Policies SP1 (Spatial Principles) and EC3 (The Regional Centre) by ensuring the City Centre remains a primary focus for employment-generating activities, by introducing high quality office accommodation into the regional centre.

6.18. Positioned within a highly sustainable location, the Proposed Development will deliver significant employment floorspace within the regional centre, in a highly accessible location well-connected by sustainable transport modes. Therefore, demonstrating the Proposed Development's alignment to Core Strategy Policy CC1 (Primary Economic Development Focus: City Centre and Fringe).

6.19. The existing Manchester One Building currently has a 16% vacancy rate, which is projected to increase over the next 18 months. The proposed scheme will revitalise the existing office building to provide high-quality Grade A office space, designed to attract leading businesses and professionals to the City. This development is anticipated to generate additional employment-generating space and create new jobs upon completion and occupation.

6.20. Overall, the Proposed Development makes good use of the locational characteristics of the Site to deliver high quality commercial office accommodation and ground floor flexible commercial space. In addition to the extensive public realm improvement works that falls under this Application, the Proposed Development will attract a mixture of occupiers, business and residents into the City Centre, bringing in new social and economic activity within Manchester.

Design and Appearance

Relevant policies and guidance:

Development Plan

Manchester Core Strategy (2012) Policies:

- SP1 – Spatial Principles
- CC6 – City Centre High Density Development
- CC8 – Change and Renewal
- CC9 - Design and Heritage
- CC10 – A Place for Everyone
- DM1 – Development Management
- EN1 – Design Principles and Strategic Character Areas
- EN3 – Heritage
- EN9 – Green Infrastructure

Material considerations

- Design for Access 2 (2003)
- NPPF (2024)

6.21. The NPPF advises that good design is a key aspect of sustainable development. At Paragraph 135 it is advises that planning policies and decisions should ensure that developments:

- 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;
- Optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and,
- 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.

6.22. 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 Proposed Development is located.

6.23. Core Strategy Policy DM1 (Development Management) states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detailing as well as the impact on the surrounding areas in terms of the design, scale and appearance.

6.24. The Design for Access 2 manual provides a practical and clear set of best practice standards supporting equal access to facilities in building and measures that should be incorporated into schemes to increase their accessibility.

6.25. The aspirations of the Gay Village Action Plan are also relevant. In addition, Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015) provides design guidance for developers.

6.26. As detailed under the following sub-headings, the Proposed Development has been developed by an experienced design team, led by Bridge Architects, to respond to the local context and ambitions for the City Centre in respect of design and appearance.

6.27. The design has developed through a process of pre-application engagement with the Local Planning Authority and other relevant statutory consultees, including Historic England.

Architectural Quality

6.28. The Proposed Development is a considered response, providing a high-quality development that will positively contribute to the local streetscape and wider built environment.

6.29. The Proposed Development aims to upgrade and refurbish key elements of the external façade fabric to refresh the existing Manchester One Building's overall appearance.

6.30. Through a coordinated design approach, the proposed paint colours, finishes, and new window designs seek to complement the massing and language of the extension element, creating a coherent and unified architectural response that ties the new and existing elements together.

6.31. Specifically, to the extension element, a thorough design development process has informed the materiality and appearance of the extension element of the Proposed Development, it has also been developed in close consultation with Manchester City Council.

6.32. The façade design of the extension element takes the tripartite order approach on the elevations and uses setbacks around the perimeter to create a recessed glazed base that provide spatial connection with the public realm.

6.33. To ensure the Proposed Development is of high design quality, materiality of the extension element features strongly architectural pre-cast concrete cladding, thereby providing a sense of solidity and grandiosity that complements the surrounding historic buildings.

6.34. The Proposed Development is compliant with Core Strategy Policy CC9 through the delivery of a high-quality scheme. As detailed in Section 4 of this Statement, the Proposed Development will include a palette of high-quality materials that complements the surrounding built context whilst responding to the local heritage. The supporting Design and Access Statement produced by Bridge Architects sets out further details.

Scale and Massing

6.35. The Proposed Development fully complies with Development Plan Policies that relate to density, scale and massing, namely Core Strategy Policies CC6 (City Centre High Density Development), EN2 (Heritage), and EC3 (The Regional Centre), all of which seek to encourage high density developments within the City Centre, where scale and massing will exceed what is appropriate elsewhere.

6.36. The proposals adopt a retention-led approach, sensitively refurbishing the existing building and introducing a complementary 4no. storey (plus rooftop terrace and plant enclosure), curved extension that enhances the public realm and responds appropriately to its immediate context.

6.37. The scope of works to the existing Manchester One building is limited to façade refurbishment and window replacement, therefore, its scale and massing remains unchanged.

6.38. The proposed scale of the extension element of the Proposed Development (4no. storey extension plus rooftop terrace and plant enclosure) is expected to rise to 61.514 AOD.

6.39. The proposed scale and massing respond to the local context and has been informed by detailed technical analysis, in particular consideration has been given to the Site's immediate context, acknowledging the scale of designated heritage assets on the opposite side of Portland Street.

6.40. This design, characterised by its high-density and considered scale and massing, fully aligns with Core Strategy Policies CC6, EN2, and EC3, which encourage such development within the City Centre.

Inclusive Design

6.41. Core Strategy Policy CC10 (A Place for Everyone) states that developments will be supported where they promote high standards of accessibility to buildings and across spaces in the City Centre. Core Strategy Policy DM1 Development Management also states that buildings and neighbourhoods should be fully accessible to people with disabilities.

6.42. Design for Access 2 is also relevant. This document provides guidance on measures that should be incorporated into schemes to increase their accessibility.

6.43. Section 12 of the NPPF sets out the need for developments to be inclusive and accessible for existing and future users.

6.44. Inclusive access has been fully integrated into all aspects of the design, ensuring accessibility for both building personnel and occupants. The Proposed Development will achieve full compliance with Approved Document Part M, with all areas of the extension element will be accessible via step-free routes and/or lifts.

6.45. The access principles adopted for the Proposed Development include the following:

- To maximise access to all parts of the building, facilities and services to building users, staff and visitors regardless of ability.
- To ensure where possible and feasible, appropriate accessibility standards are met in the detailed design of the building.
- To meet the standards of Building Regulations Approved Document standards that relate directly to accessibility and inclusive design, as follows:
  - Part M - Access to and use of Buildings 2015 (incorporating 2020 amendments) Volume 2 (Buildings Other Than Dwellings).
  - Part B - Fire Safety Volume 2 (Buildings Other Than Dwellings).
  - Part K - Protection from falling, collision and impact.
- To meet the aims of the Equality Act 2010.
- To follow best practice design guidance recommendations where relevant and practical, in accordance with British Standard 8300- 2:2018.

6.46. Full details of the Proposed Development's inclusive access are included within Design and Access Statement prepared by Bridge Architects, submitted in support of this Application.

Landscaping and Public Realm

6.47. Chapter 12 of the NPPF (2025) highlights the importance of creating 'high quality, beautiful and sustainable buildings', specifically stating that planning decisions should ensure that developments are 'visually attractive as a result of good architecture, layout and appropriate and effective landscaping,' (Para. 135). Furthermore, Core Strategy Policy SP1 (Spatial Principles), encourages development across the city which focuses on 'creating well designed places that enhance or create character'.

6.48. The Manchester's Great Outdoors: A Green and Blue Infrastructure Strategy for Manchester 2015-25 Strategy aims to improve the quality and quantity of green spaces, recognising their benefits for health, wellbeing, and biodiversity.

6.49. The Proposed Development will deliver public realm and landscaping improvements, incorporating a biodiverse planting scheme using tree planting, hedgerows, and ornamental planting. Thereby providing an engaging breathing space in this part of the City Centre.

6.50. On the ground floor, planting is introduced along the frontage of the Proposed Development on Sackville Street and Portland Street, including the car parking area accessed via Sackville Street. Plants are chosen to provide vibrant, year-round colour, with flowering species that bloom throughout all months, creating a dynamic, rainbow-like effect. Shade-tolerant plants will thrive in areas with limited sunlight, while taller varieties will exceed the height of the existing hedge, contributing to a more dynamic and layered planting scheme.

6.51. The 4no. existing trees at the Site are proposed to be removed to facilitate the construction of the Proposed Development. Notwithstanding, the Application proposes a total of 34no. trees (wof which 12no. trees are planted in ground), satisfying Manchester City Council's 1:3 tree replacement ratio.

6.52. On the rooftop terrace of the extension element, a range of planting including hedgerow in raised planters has been introduced to provide greeneries in the area.

6.53. For further details of the proposed landscape scheme, please refer to Landscape Design and Access Statement prepared by Exterior Architecture, submitted in support of this Application.

Designing out Crime

6.54. The NPPF (Para. 96) states the importance of creating places and buildings that are:

"Safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of beautiful, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas."

6.55. Core Strategy Policy DM1 Development Management outlines that all development should have regard to the specific issues including community safety and crime prevention.

6.56. The Proposed Development has been designed in consultation with the Greater Manchester Police and a Crime Impact Statement (CIS) has been prepared which outlined a number of positive attributes of the Proposed Development whilst provided measures for further consideration for inclusion to the Proposed Development.

6.57. It is anticipated that a planning condition would be attached to any consent granted for the Application requiring the Proposed Development to be carried out in accordance with the recommendations of the Crime Impact Statement and requiring the Local Planning Authority acknowledgement that it has received written confirmation of a Secured by Design accreditation.

Summary

6.58. It is therefore concluded that the Proposed Development complies with relevant planning policies and material considerations in the aspect of design and appearance.

Built Heritage

Relevant policies and guidance:
Development Plan Places for Everyone Policies (2024) Policies:

Relevant policies and guidance:
• JP-P2 – Heritage Manchester Core Strategy (2012) Policies: • CC6 – City Centre High Density Development • CC9 – Design and Heritage • EN3 – Heritage • CC8 – Change and Renewal Saved UDP (1995) Policies: • DC18.1 – Conservation Areas • DC19.1 – Listed Buildings **Other Planning Policy and Guidance** • NPPF (2024) • PPG

6.59. 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..."

6.60. Section 72 sets out the corresponding duty in relation to conservation areas, it requires:

"In the exercise, with respect to any building or other land in a conservation area, of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area..."

6.61. Paragraph 8 of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment.

6.62. Paragraph 208 of the NPPF states that:

"Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use."

6.63. The relevant sections of the NPPF and the associated paragraphs of the PPG emphasise the need for a thorough understanding of the significance of heritage assets, to form the basis for the assessment of any development impact. It further notes that "*The level of details should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance"*. In addition, Core Strategy Policy EN3 evidently requires development proposals to be sensitive to the inherent values of the designated heritage asset, with any impact justified by clear, documentary evidence.

6.64. The Development Plan heritage policies detailed in Core Strategy Policies CC9, EN3 and saved UDP Policies DC18.1 and DC19.1 hold the same emphasis as the NPPF, with a focus on the fundamental importance of 'preserving or, where possible, enhancing the historic environment'.

6.65. Under Section 5 of this Statement, a Heritage Impact Assessment has been carried out in a proportionate manner in line with directive set out in the NPPF. The Assessment has concluded that the Proposed Development will introduce an effect of "no harm" to the 8no. identified heritage assets and 2no. conservation areas.

6.66. Paragraph 212 of the NPPF (2024) necessitates "less than substantial harm" to listed buildings to be weighed against the associated public benefits of any development proposals. Despite the Assessment concluding that the Proposed Development will cause "no harm" to the historic environment, a full list of public benefits associated with the Proposed Development is set out within Section 7 of this Statement.

6.67. Therefore, the Proposed Development is considered to comply with the relevant planning policies and material considerations in respect of built heritage.

Environmental Considerations

Relevant policies and guidance:

Development Plan

Places for Everyone Plan (2024) Policies:

- JP-C1 – An Integrated Network
- JP-C3 – Public Transport
- JP-C5 – Streets for All
- JP-G2 – Green Infrastructure Network
- JP-G6 – Urban Greenspace
- JP-G8 – A net Enhancement of Biodiversity and Geodiversity
- JP-S4 – Flood Risk and the Water Environment

Manchester Core Strategy (2012) Policies:

- EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- EN8 – Adaption to Climate Change
- EN9 – Green Infrastructure
- EN14 – Flood Risk
- EN15 – Biodiversity and Geological Conservation
- EN16 – Air Quality
- EN17 – Water Quality
- EN18 – Contaminated Land and Ground Stability
- T1 – Sustainable Transport
- T2 – Accessible Areas of Opportunity and Needs
- CC5 – Transport
- DM1 – Development Management

Saved UDP (1995) Policies:

- DC26.1 – Development and Noise

Other Planning Policy and Guidance

- NPPF (2024)
- PPS25
- Manchester City Centre Transport Strategy 2040 (2021)
- Biodiversity Strategy and Action Plan 2022-30 – the City of Manchester's Nature Recovery
- Great Outdoors: A Green and Blue Infrastructure Strategy for Manchester 2015-25
- Manchester Climate Ready: The Plan 2025-30
- The Climate Action Plan (CCAP) 2025-2030

Ventilation and Overheating

6.68. An M&E Statement (including a Ventilation and Extraction Strategy) prepared by Kaizen has been submitted in support of this Application and clearly outlines ventilation principles of the proposed ventilation systems for the Proposed Development.

Existing Manchester One Building

6.69. Currently ventilation is provided by manual window openings at the existing building floorplate. This strategy is to be maintained with the fabric improved including full window replacement and thermal insulation improvements.

6.70. Fabric improvement to the existing building will reduce thermal loss, limit solar gain in summertime and improve system controllability. Limiting solar gain would introduce a notably lower risk of overheating.

Extension Element

6.71. The ventilation requirements for the extension element will be provided by mechanical ventilation plant located within the plant enclosure on the rooftop terrace. The building ventilation systems designed to be highly efficient to reduce the buildings energy consumption.

6.72. In general, all mechanical ventilation systems will incorporate the following features where applicable:

- Variable speed operation, at the dictates of internal temperature and/or CO_2 sensors.
- High efficiency heat recovery.
- High efficiency AHU specific fan powers (SFP).
- Low plant noise and incorporate acoustic attenuation to suit the applicable room noise ratings, selected to operate below the applicable room noise rating.
- Reverse cycle heating/cooling coils (where applicable).
- Fresh air inlet and exhaust air dampers.
- Panel (G4) and bag (F7) filters.

6.73. The air handling units will be controlled to maximise the free cooling benefit of the supply air at the dictates of internal and external temperature sensors and using enthalpy sensors installed on the air handling unit air inlet.

6.74. Fresh air supply and stale extract air will be based on specified occupancy levels to maintain indoor air quality levels of CO2, to meet the minimum requirements of the Building Regulations and in line with CIBSE guidelines and desired fresh air ventilation rates.

6.75. For full details, please refer to M&E Statement prepared by Kaizen, submitted in support of this Application.

6.76. Therefore, the Proposed Development is considered to comply with the relevant planning policies and material considerations in respect of ventilation and overheating.

Ecology and Biodiversity

6.77. Core Strategy Policy EN9 highlights that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. It continues by stating that the Council will seek to protect existing street trees and promote new planting.

6.78. PfE Policies JP-G6 and JP-G7 emphasises on the importance of securing urban green space in improving residents' quality of life and increasing provision of street trees within urban areas.

6.79. The Biodiversity Strategy 2022-2030: The City of Manchester's Nature Recovery Strategy emphasises the importance of nature recovery, particularly in urban areas, to address both biodiversity loss and climate change.

Ecology

6.80. An Ecological Assessment was conducted by Penny Anderson Associates Ltd and submitted in support of this Application.

6.81. It is confirmed that the habitats on the Site are generally of negligible to low ecological value.

6.82. In terms of bat, habitat within and nearby the Site were assessed to have low suitability for foraging and commuting bats. The current build form at the Site is confirmed to have negligible potential to supporting roosting bats.

6.83. In terms of breeding birds, the existing Manchester One Building holds potential to support nesting birds during breeding season, with feral pigeons the most likely species. The Site is considered suitable for peregrine, however sub-optimal for black redstart. The Site is situated among a wide range of mid-to-high rise buildings and it is considered the Proposed Development will continue to provide similar opportunities for breeding birds, therefore it is confirmed the Proposed Development will not result in negative impact on breeding birds.

6.84. In terms of other protected species, the Site was assessed to be poorly suitable. No species listed as an invasive non-native species were recorded within the Site.

Biodiversity Net Gain

6.85. A Biodiversity Net-Gain Assessment has been prepared by Penny Anderson Associates. While clearance of habitats should generally be avoided, the Proposed Development necessitates the loss of 4no. existing trees to facilitate the creation of the proposed extension element under this Application.

6.86. The Assessment concludes a net loss of 0.03 habitat units. To achieve the requirement for 10% net gain, a further 0.07 Habitat Units will need to be secured. These units will need to be achieved through offsetting.

6.87. A Net Gain Plan and on-site biodiversity will need to be secured by planning condition and off-site provision by condition or legal agreement to any consent.

6.88. Despite the unavoidable loss of existing trees, the Proposed Development will lead to an enhancement of quality green infrastructure in the local area by incorporating a biodiverse planting scheme that forms part of this Application.

6.89. Further details, please refer to Ecology and Biodiversity Net Gain Assessment and Biodiversity Net Gain Metrics Document prepared by Penny Anderson Associates, submitted in support of this Application.

6.90. As a result, the Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in respect of ecology and biodiversity, when taken as a whole.

Flood Risk and Drainage

6.91. Core Strategy Policy EN14 notes that 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.

6.92. PfE Policy JP-S4 notes the importance for development proposals to minimise impact of current and future flood risk and expect development proposals to manage surface water run-off through sustainable drainage systems and as close to source as possible, whilst encouraging the uptake of sustainable drainage systems.

6.93. The Site is located in Flood Zone 1 and therefore has a low probability of flooding. As with the majority of the Regional Centre, the Site is located within the Conurbation Core Critical Drainage Area, as defined in the Manchester, Salford, Trafford Strategic Flood Risk Assessment (SFRA).

6.94. In terms of surface water flooding, the Site has a low probability of surface water flooding (1 in 100 annual likelihood).

6.95. Therefore, a full Flood Risk Assessment has not been carried out in line with government guidance[3] and agreed with the Local Planning Authority in December 2025.

Drainage

6.96. A Drainage Strategy has been developed by Booth King Consulting in support of this Application in specific relevance to the proposed extension element of the Proposed Development. There is no change to the drainage arrangement of the existing Manchester One Building.

[3] Flood risk assessments: applying for planning permission (2025), Environment Agency, accessed on 4 February 2026 via Flood risk assessments: applying for planning permission - GOV.UK

6.97. In terms of foul water drainage, they will be drained into the public combined sewer system via manholes constructed as part of the Proposed Development.

6.98. In terms of surface water drainage, it has been designed in accordance with Sustainable Drainage System principles and the Management Train approach, ensuring treatment and attenuation of run-off as close to source as practicable.

6.99. The Site has been thoroughly assessed and has subsequently been confirmed that infiltration-based SuDS techniques are not viable. As such, surface water will be discharged to the combined sewer on Portland Street.

6.100. The proposed surface water drainage network has been designed to ensure:

- No flooding occurs within the Site for up to the 1 in 30-year storm event.
- All surface water is safely managed on site during the 1 in 100-year storm event without increasing flood risk to third parties.

6.101. Source control measures, including permeable paving and water butts, together with site control features such as filter drains, have been incorporated to reduce runoff volumes, improve water quality, and deliver biodiversity and amenity benefits.

6.102. For further details, please refer to Drainage Strategy prepared by Booth King Consulting submitted in support of this Application.

6.103. As a result, the Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in respect of flood risk and drainage.

Ground Conditions

6.104. Paragraph 196 of the NPPF and Core Strategy Policy EN18 requires that planning policies and decisions should ensure that sites are suitable for any proposed use by taking account of ground conditions and risks arising from land instability and contamination.

6.105. A comprehensive Phase 1 & 2 Geoenvironmental Assessment and Desk Study have been undertaken by NX Consulting for the Proposed Development. These studies confirm the Site's suitability for the intended use, subject to the implementation of recommended mitigation measures. The Geoenvironmental Assessment and Desk Study is accompanied by a Ground Stability Risk Assessment prepared by NX Consulting and a Detailed Unexploded Ordnance Risk Assessment prepared by 1st Line Defence.

6.106. The Site's ground conditions comprise a layer of Made Ground (material brought in or disturbed by human activity) overlying natural glacial deposits and sandstone bedrock. Although some samples of Made Ground showed localised elevated levels of certain contaminants (such as lead and specific hydrocarbons) and Asbestos Containing Material (ACM) was identified, the overall contamination risk is assessed as low to moderate.

6.107. A series of pre-remediation constraints together with an outline remediation measures are included within the Phase 1 & 2 Geoenvironmental Assessment and Desk Study.

6.108. An assessment for Unexploded Ordnance (UXO) concluded a low-moderate risk, with the following precautionary measures recommended:

- Adoption of an UXO Risk Management Plan.
- Site-specific UXO awareness briefings to all personnel conducting intrusive works.
- UXO specialist on-site support (only during open excavation).
- Intrusive Magnetometer Survey of all borehole and pile locations/clusters down to maximum bomb penetration depth.

6.109. It is further noted that the construction of the existing Manchester One Building (then St Andrew's House / Portland Tower) would have significantly reduced the risk of UXO.

6.110. As a result, the Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in respect of ground conditions and UXO.

Noise and Vibration

6.111. Saved UDP Policy DC26 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. Core Strategy Policy DM1 notes all developments should have regard to a variety of specific issues including effects on amenity e.g. noise.

Construction Phase

6.112. A Construction Management Plan (CMP) prepared by CubicWorks has been submitted in support of this Application, the CMP outlines a series of measures that aim to minimise impact on noise and vibration during the construction phase of the Proposed Development. Such measures include carrying out noisy works outside the usual working hours for the Site, no plant / machinery to be left running unnecessarily, etc…

6.113. All measures are designed and based on prevailing guidance – BRE Pollution Control Guide: Part 1- Pre-project Planning and Effective Management".

Operational Phase

6.114. An Acoustic Design Assessment has been undertaken by Sol Acoustics and submitted in support of this Application.

6.115. The report concludes indoor ambient noise limits can be achieved within all noise sensitive spaces across the Proposed Development with windows closed, and acoustic design guidance concerning the required building envelope and external glazing specifications has been provided.

6.116. Where replacement windows of the existing Manchester One Building are open, as per the existing natural ventilation strategy, internal noise levels are likely to exceed the target noise levels. However, this as per the existing condition of the building and existing conditions are not expected to worsen as a result of the replacement glazing.

6.117. Additionally, appropriate commercial, entertainment, and M&E plant daytime and night-time environmental noise limits have been set, all as based on the measured, pre-existing environmental noise levels at surrounding noise sensitive receptors.

6.118. As a result, the Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in respect of noise and vibration.

Traffic and Transport

6.119. Core Strategy Policy T2 sets out that in developments regard should also be given to the need for disabled and cycle parking provision. Core Strategy Policy CC5 outlines that 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.

6.120. PfE Policy JP-C1 note development proposals should be located in highly-accessible locations via sustainable mode of transport. PfE Policy JP-C5 emphasises the importance for development proposals to support high levels of walking, cycling, and public transport. Furthermore, PfE Policy JP-C6 advocate for the increasing proportion of journeys to be made by walking and cycling.

6.121. In alignment with the Development Plan policies, a Transport Statement and Framework Travel Plan have been prepared by Curtins in order to assess the impact of the Proposed Development on transport.

6.122. In terms of highways impact, it is concluded that the Proposed Development will not introduce any adverse traffic impact onto the local highways network.

6.123. The Site represents an appropriate location for sustainable redevelopment, being located within a short walking distance of a number of bus / Metrolink / rail stops served by regular connecting services and within an acceptable walk / cycle catchment of a wide range of key everyday services, facilities, and employment opportunities within the City Centre.

6.124. Reflecting the high level of public transport available in the proximity of the Site and the advanced public transport system enjoyed by the City, the Proposed Development represent a reduction in car parking provision (21no. car parking space as exist, 16no. car parking space will be retained) which encourage the uptake of sustainable mode of travel.

6.125. The Proposed Development will introduce an additional 65no. cycle parking space in the form of a secured cycle store at the rear of the Manchester One Building, this provision will be complemented by the existing 20no. cycle parking spaces currently in situ. Therefore, once the Proposed Development is implemented, a total of 85no. cycle parking spaces will be available at the Site.

6.126. Furthermore, the Proposed Development strongly aligns with the "City Centre Transport Strategy to 2040 Summary" by actively promoting sustainable and active travel. By significantly increasing cycle parking from 20no. to 85no. spaces and reducing car parking from 21no. to 16no., the Proposed Development directly supports the Strategy's ambition for 90% of morning peak trips to the city centre to be made by foot, cycle, or public transport by 2040. This shift away from facilitating private car use contributes to cleaner air and reduced congestion, key objectives of the Strategy.

6.127. Furthermore, the Proposed Development extensive public realm and landscaping improvements enhance the pedestrian and cycling experience, creating a more attractive and accessible urban environment. Its strategic location, with excellent connectivity to major public transport hubs, reinforces the Strategy's vision for a well-connected, zero-carbon City Centre.

6.128. As a result, the Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in respect of traffic and transport.

Climate Change and Energy

6.129. A Climate Emergency was declared by Manchester City Council on 10 July 2019, with the target to make Manchester carbon neutral by 2038. 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 measures include retrofitting buildings to improve energy efficiency, increasing the use of Electric Vehicle Vehicles, and seeking 100% renewable energy. Whilst this has not been formally adopted into the Local Development Plan, it is a material consideration for development proposals.

6.130. At national level, on 15 December 2021 the government announced changes to The Building Regulations to help the UK deliver net zero. The changes include a requirement for new homes to produce around 30% less CO2 than current standards, and a 27% reduction in emissions from other new buildings.

6.131. The "Manchester Climate Ready: The Plan 2025-2030" sets out a science-based target for Manchester to reach zero carbon by 2038, and the Proposed Development contributes to this through its commitment to Net Zero Carbon (NZC) for the extension element in terms of operational carbon. This is achieved by following energy hierarchy principles, maximising efficiency, and utilising renewables, thereby reducing the building's carbon footprint.

6.132. The "Manchester City Council Climate Change Action Plan 2025-30" by aims for Manchester to be a zero-carbon city by 2038, and the development supports this through its commitment to Net Zero Carbon (NZC) for the extension element's operational carbon. This involves minimising energy demand, maximising efficiency, and using renewable energy sources, directly reducing greenhouse gas emissions from buildings.

6.133. The PfE Policy JP-S1 states that all developments should aim to maximise its economic, social and environmental benefits simultaneously in order to tackle climate change.

6.134. PfE Policy JP-S2 states that new development (unless demonstrated that it is not practicable / viable), will need to achieve net zero carbon on regulated operational carbon emissions until 2028. Unregulated emissions will also need to be considered from 2025.

6.135. An Energy Statement and a GMCA Net Zero Proforma have been prepared by Kaizen and submitted in support of this Application.

6.136. The Proposed Development has been designed to be as energy efficient as possible by following the principles set out in the energy hierarchy to ultimately reduce CO2 emissions associated with the operational energy of the Proposed Development.

6.137. For completeness, the extension element of the Proposed Development has been assessed separately to the existing Manchester One Building to clearly demonstrate the energy credentials of this element. Assessment has also been carried out on the existing Manchester One Building and demonstrate the impact of the proposed improvement works to the building.

Extension Element

6.138. An energy strategy has been developed in accordance with the Applicant's commitment towards operational net zero carbon.

6.139. Three main principles have been adopted as follows:

- Minimise demand.
- Maximise efficiency.
- Use renewables.

6.140. In minimising demand, full height glazing façade is proposed to the extension element to maximise the provision of natural light, with solar control glass balancing natural light and the control of solar gain. All performance targets are based upon current Part L2 guidance for new and retained thermal elements, with betterment where viable. The extension element features a sealed façade and mechanical ventilation system, with air handling units (AHUs) to ensure adequate fresh air is supplied to occupied areas. Furthermore, space heating demand has been minimised in design through efficient fabric, variable volume mechanical ventilation and exhaust air heat recovery.

6.141. In maximising efficiency, a range of measures have been proposed to increase efficiency to building services. As part of the Application and in line with the Applicant's aspiration, the Proposed Development includes an external substation at the rear of the building facilitates electrifying the Manchester One Building.

6.142. In using renewables, air source heat pumps are proposed to generate hot water for building consumption. Suitability of PV panels was investigated and subsequently decided unviable due to the limited solar collection opportunity and structural challenges.

6.143. Although the extension element is not required to demonstrate compliance with the new building emissions target set by Approved Document Part L2: 2021 by virtue of its created floor area amount to less than 25% of the existing Manchester One Building floor area, minimum performance standards are stipulated for the building fabric and fixed building services. A preliminary EPC assessment has been taken for the extension element using information available at the time of writing, it is expected the extension element will be able to achieve an EPC rating of grade A.

Existing Manchester One Building

6.144. Improvement works are being proposed to the existing Manchester One Building under this Application, includes the full replacement of windows and provision of internal wall insulation.

6.145. An energy impact assessment has been carried out to assess the impact of the proposed improvement works upon indoor air quality and operational carbon emission.

6.146. It is concluded that the predicted indoor CO2 concentration levels are within the CIBSE recommended limit for offices. In terms of operational energy, results show the positive impact that the proposed improvement works have upon predicted energy consumption and CO2 emissions. In addition to savings achieved via electrification and replacement Variable Refrigerant Flow (VRF) systems, further improvements are possible through further operational changes.

6.147. A preliminary EPC assessment has been taken for the existing Manchester One Building taking into account the proposed improvement works to the existing building. It demonstrates with the proposed improvement works

implemented, the building itself is expected to achieve an EPC rating of Grade B, which represent a substantial improvement from its current rating at Grade C.

6.148. This demonstrates the Applicant's aspiration to continuously meet prevailing EPC ratings and potentially avoid the existing Manchester One Building becoming a stranded asset due to its energy performance.

6.149. For further details, please refer to Energy Statement and the GMCA Net Zero Proforma prepared by Kaizen submitted in support of this Application.

Summary

6.150. As a result, the Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in respect of climate change and energy.

Socio-economic Considerations

Relevant policies and guidance:
Development Plan Manchester Core Strategy (2012) Policies: • C10 – A Place for Everyone • EC1 – Employment and Economic Growth • EC3 – The Regional Centre • CC1 – The City Centre and Fringe Core **Other Planning Policy and Guidance** • NPPF (2024)

6.151. Core Strategy Policy EC1 mandates that Local Employment Agreements must include a commitment to collaborate with the Work Skills Team. This ensures that employment opportunities arising from any development are actively made available to Manchester residents through existing recruitment channels, thereby providing equal opportunity for success to hard-to-reach groups. This approach directly aligns with Manchester Core Strategy Policy C10, 'A Place for Everyone', by promoting inclusive growth and access to opportunity.

6.152. The Proposed Development at Manchester One is set to deliver significant social and economic benefits, substantially contributing to the vibrancy and economic resilience of Manchester City Centre, in line with Core Strategy Policies EC3 (The Regional Centre) and CC1 (The City Centre and Fringe Core).

6.153. This Application is supported by an outline Local Labour Agreement prepared by CubicWorks to set out the Applicant's commitment to ensure local residents are prioritised for created job opportunities as a result of the Proposed Development, combining with a commitment to working with MCC's Work Skills Team.

6.154. This development will generate substantial employment generating space through the provision of an additional approx. 2,700 sq. m. of commercial office and ground floor flexible commercial space, projected to create approximately 400no. new jobs once operational.

6.155. Beyond direct job creation, the Proposed Development will introduce substantial enhancement to the public realm by introducing a biodiverse landscaping scheme in the City Centre, providing a "breathing space" in this part of the City.

6.156. A full schedule of socio-economic benefits as a result of the Proposed Development is included within Section 7 of this Statement.

6.157. The Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in respect of socio-economics.

Other Considerations

Relevant policies and guidance:

Development Plan

Places for Everyone Plan (2024) Policies:

- JP-C1 – An Integrated Network
- JP-S5 – Clean Air
- DM1 – Development Management
- SP1 – Spatial Principles
- CC1 – Primary Development Focus: City Centre and Fringe

Manchester Core Strategy (2012) Policies:

- CC5 – Transport
- C10 – A Place for Everyone
- EN1 – Design Principles and Strategic Character Areas
- EN19 – Waste

Other Planning Policy and Guidance

- NPPF (2024)
- GD04 Waste Storage and Collection Guidance for New Developments

Construction Management

6.158. This Application is supported by a Construction Management Plan (CMP) prepared by CubicWorks that set out measures to ensure the secure and safe operation of the site, thereby protecting staff, existing building occupants, the environment and the businesses that operate on site, from unnecessary harm. The CMP also aims to minimise impact to local amenities during the construction phase of the Proposed Development.

6.159. Site operating hours is expected to be as follows:

- Monday – Friday 06:30 – 18:00 hrs
- Saturday 07:00 – 13:00 hrs
- Sunday/Bank Holidays 07:00 – 13:00 hrs

6.160. These working hours cover operations and work activities which are audible at the Site boundary. Any noisy operations outside of these hours shall not be undertaken without prior agreement from the Applicant and where applicable, from the Local Planning Authority with written approval provided.

6.161. It is anticipated that a planning condition will be attached to any consent granted for this Application that requires a full Construction Management Plan which will clearly outline provisions to protect amenity and co-ordinate activities with nearby developers.

6.162. As a result, the Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in respect of construction management.

Waste Management

6.163. MCC's Waste Storage and Collection Guidance Note (GD04) 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.

6.164. Core Strategy Policy EN19 'Waste' requires all developers to demonstrate the proposals consistency with the principles of the waste hierarchy.

6.165. The waste management procedure for the Proposed Development (existing building and extension element) is expected to follow the existing principles currently in operation at the Manchester One Building.

Notwithstanding, a Waste Management Strategy has been prepared by Curtins and submitted in support of this Application to demonstrate that the Proposed Development has thoroughly considered the MCC GD04 Guidance.

6.166. A new internal refuse store is proposed to serve ground floor flexible commercial space, accessed via the car parking area accessed from Sackville Street.

6.167. On bin collection days, bins will be wheeled from the existing refuse store area at the rear of the Manchester One Building and the new internal refuse store to the Manchester Coach Station access road where collection takes place.

6.168. On-site management staff will be responsible in moving the bins to the collection point on collection days.

6.169. This Application is supported by a Waste Management Strategy prepared by Curtins, and is subsequently confirmed that the Proposed Development complies with Manchester City Council's GD04 guidance.

6.170. As a result, the Proposed Development is therefore considered to be in accordance with relevant planning policy and guidance in respect of waste management.

Summary

6.171. This section of the report provides a summary of how the Proposed Development has been comprehensively assessed in relation to the Development Plan and other material considerations. This has taken place during an extensive process of pre-application consultation and technical due diligence including the preparation of technical reports.

6.172. The conclusion of that process is that the proposals are in accordance with the Development Plan when taken as a whole and positively address the material planning considerations such that they merit the support of the Local Planning Authority.

7. Public Benefits

7.1. This section sets out the economic, social and environmental benefits of the Proposed Development.

Public Benefits	Assessment of Proposed Development
Economic Benefits	
Creation of Grade A Office Space	Vacancy rate for Grade A office space in Manchester is reported to be at 2.9% which is comparatively lower than office space of lower calibre[4]. The building currently provides Grade B office accommodation and is currently 16% vacant, with the figure expected to go up in the next 18 months. The scheme will transform the existing office into high-quality Grade A office space by carrying out refurbishment works, which better meets occupier demands by bringing forward additional office space and facilitate its uptake.
Active Frontage and Commercial Diversity	The inclusion of ground-floor commercial space with active frontage along Portland Street/Sackville Street corner will enhance the Site's contribution to employment-generating uses and overall commercial offer within Manchester City Centre.
Supporting employment opportunities for GM Residents	The development will create additional employment opportunities through the provision of new commercial and office spaces, contributing to the local economy. This development will generate substantial employment generating space through the provision of an additional approx. 2,700 sq. m. of commercial office to the Existing Manchester One Building and ground floor flexible commercial space, expected to create approximately 400no. new jobs once operational. During construction phase, a Local Labour Agreement has been prepared by CubicWorks which outlines commitment to local employment and that it is expected a planning condition will be attached to any consent granted for the Application to require a full Local Labour Agreement to be agreed with the Local Planning Authority.
Environmental Benefits	
Net Zero Carbon Aligned	The Applicant endeavours to limit carbon emissions. An energy strategy has been developed in accordance with the Applicant's commitment towards operational net zero carbon. Three main principles have been adopted as follows: • Minimise demand. • Maximise efficiency. • Use renewables

[4] Savills (2025), Market in Minutes: Manchester occupational office data Q3 2025, Accessed on 9 February 2026 via Savills UK | Market in Minutes: Manchester Occupational Office Data Q3 2025

Public Benefits	Assessment of Proposed Development
	The Proposed Development has been developed to be as energy efficient as possible by following the principles set out in the energy hierarchy to ultimately reduce CO2 emissions associated with the operational energy of the Proposed Development.
Thermal Performance Improvements	A series of works, including full replacement of windows to the existing Manchester One building as part of the Proposed Development will significantly enhance the building's thermal performance, reducing energy consumption and improving environmental credentials.
Biodiversity Enhancement	The Proposed Development aims to maximise on-site biodiversity net gain despite spatial constraints. While clearance of habitats should generally be avoided, the Proposed Development necessitates the loss of 4no. existing trees to facilitate the creation of the proposed extension element under this Application. The Biodiversity Net Gain Assessment prepared by Penny Anderson Associates concludes a net loss of 0.03 habitat units. To achieve the requirement for 10% net gain, a further 0.07 Habitat Units will need to be secured. These units will need to be achieved through offsetting. Notwithstanding, the Proposed Development incorporate an extensive area of landscaping and public realm improvement by incorporating a biodiverse planting scheme using tree planting, hedgerows, and ornamental planting. Thereby providing an engaging breathing space in this part of the City Centre. Notwithstanding the loss of 4no. existing trees, the Application proposes a total of 34no. trees (of which 12no. trees are planted in ground), satisfying Manchester City Council's 1:3 tree replacement ratio. It is expected a Net Gain Plan and on-site biodiversity will be secured by planning condition and off-site provision by condition or legal agreement to any consent.
Social Benefits	
Contribution to Placemaking	The Proposed Development will provide wider placemaking improvements, including the creation of a generous and accessible public realm with green spaces, fostering community interaction and enhancing the urban environment.
Increased public realm provision	Enhancing the quantum and quality of public realm is one of core principles of the Proposed Development. As previously noted, the Proposed Development will deliver an extensive area of high quality, landscaped public realm on site, providing a breathing space in this part of the City Centre.
Quality of the Proposed Development	As set out within the Design and Access Statement (prepared by Bridge Architects), the Proposed Development have undergone significant design development to ensure that it is of exceptional design quality. The elevation treatments have been carefully considered throughout the design development process to ensure the Proposed Development is robust and deliverable. The material strategy is crafted to suit the Proposed Development's intended use, and reflect similar buildings across the City.

Public Benefits	Assessment of Proposed Development
	The materials are of a high quality, responding to the high-quality design intent. An attention to detailing will be maintained throughout to ensure an exemplar of good design.
Social value	The Applicant is committed to delivering social value to the local community during the construction and operational phases of development. The Applicant is committed to providing a range of employment, skills and training initiatives to maximise the accessibility of employment opportunities to local residents within the City, and will explore how this can be achieved in partnership with Manchester City Council's Work and Skills Team for both the construction and operational phases.

8. Conclusion

8.1. This Statement supports an application for full planning permission for the external façade refurbishment of the Manchester One building, the construction of a four-storey extension, public realm enhancements, and associated works at Manchester One, Portland Street, Manchester. The Applicant is Bruntwood Aviva 2 Ltd.

8.2. The Manchester One building at the Site is a predominantly commercial office building built in 1962. small scale refurbishment / improvement works have been carried out periodically by the Applicant to enhance occupants' experience at the building since the building came into the Applicant's possession in 1994.

8.3. The Manchester One building is currently approx. 15% vacant and the vacancy rate is expected to rise in the next 18no. months.

8.4. The building's expected vacancy rate, coupled by the age of the Manchester One building, represents a unique opportunity for the Applicant to introduce a larger scale refurbishment scheme to the building in addition to creating an extension building to introduce Grade A commercial office space to Manchester City Centre. Alongside a wide range of amenity offering to the building occupants.

8.5. The Proposed Development comprises the following elements:

- Refurbishment of the existing Manchester One tower:
  - Full window replacement.
  - Redecoration and minor changes to the building façade including changes to the curtain wall glazing (façade fronting onto Portland Street), redecoration of concrete spandrel panels and gable end cladding.
- Creation of a 4-storey plus plant and rooftop terrace extension to the corner of the Manchester One Building, fronting onto Portland Street and Sackville Street. The extension comprises:
  - Ground floor: Building reception space; building amenity including end-of-trip facilities; and flexible commercial space (Use Class E / Sui Generis – public houses, wine bars, or drinking establishments and/or drinking establishments with expanded food provision).
  - 1st floor – 3rd floor: Commercial office space (Use Class E(c)).
  - Rooftop: Rooftop terrace as part of ancillary amenity offers for building occupants, together with a plant equipment enclosure.
- Public realm and landscaping improvements, cycle parking, external substation at the rear of the building, and other associated works.

8.6. High quality architectural design and materials ensure that the Proposed Development provides an attractive, contextually responsive design.

8.7. The Proposed Development delivers extensive public realm improvements, incorporating biodiverse planting to liven up the public realm. The Proposed Development also includes ground floor flexible commercial uses (Class E / Sui Generis) to activate the street level, positively contributing to the vibrancy of this area of the City Centre.

8.8. The Proposed Development is strategically located within a highly sustainable area, benefiting from excellent connectivity to Piccadilly Garden Station (Metrolink and bus), Piccadilly Railway Station, and a wide array of City Centre amenities accessible by walking and cycling. The Site is ideally located to support Manchester's vision for reduced private car usage and encourages use of sustainable transport modes through a focus on improving the pedestrian experience, accessibility and providing a high level of on-site cycle parking.

8.9. The scheme is underpinned by a robust planning assessment, demonstrating general compliance with the Development Plan, including the Places for Everyone plan and the Manchester Core Strategy. Material considerations such as the National Planning Policy Framework (NPPF) have also been thoroughly addressed.

8.10. The Proposed Development will result in a range of socio-economic benefits as detailed within Section 7 of this Statement.

Summary

8.11. This Planning and Heritage Statement has assessed all applicable planning policies, guidance and other material considerations and provides full and robust justification for the Proposed Development, alongside a full suite of supporting technical assessments which have been prepared and submitted as part of this Application.

8.12. A full appraisal of how the Proposed Development addresses the specific planning policy considerations and other material considerations, is set out within Section 6 of this Statement.

8.13. In conclusion, a detailed assessment of the Proposed Development has been undertaken against planning policy at all levels. Taking all of this into account, it can be concluded that the Proposed Development is in accordance with the Development Plan when taken as a whole. It is further supported by the assessment of other material considerations including the NPPF and PPG and it has been demonstrated that the Proposed Development will deliver the overarching economic, social and environmental objectives of sustainable development as a whole.

8.14. As such, the Proposed Development therefore merits the support of the Local Planning Authority.

Appendix A: Planning Application Documents

Application Documentation	Author
Application Form and Notices	Deloitte
Accommodation Schedule	Bridge Architects
Application Site Boundary and Location Plan	Bridge Architects
Design and Access Statement (including Development Schedule)	Bridge Architects
Landscape Design and Access Statement	Exterior Architecture
Planning and Heritage Statement (incl. Statement of Community Involvement)	Deloitte
Preliminary Ecological Assessment (incl. bat survey)	Penny Anderson Associates
Biodiversity Assessment and Metrics	Penny Anderson Associates
Crime Impact Statement	Greater Manchester Police
Drainage Strategy	Booth King Consulting
Net Zero Carbon Strategy (incl. the GMCA Net Zero Proforma)	Kaizen
M&E Statement, including Ventilation and Extraction	Kaizen
Baseline Noise Assessment	Sol Acoustics
Construction Management Plan	Cubic Works
Local Labour Agreement	Cubic Works
Phase 1 and 2 Ground Conditions	NX Consulting
UXO Assessment	1st Line Defence
Ground Stability Risk Assessment	NX Consulting
Transport Statement	Curtins
Framework Travel Plan	Curtins
Waste Management Strategy	Curtins

Appendix B: Photos of Heritage Assets

Figure 17 Photo taken on Portland Street, showing assets in Portland Street Group 1 (on right). The Site is on left. (Author's own, 2026)



Figure 18 Photo taken on Portland Street, showing assets in Portland Street Group 1 (Author's own, 2026)



Figure 19 Photo taken on Portland Street, showing assets in Portland Street Group 2 (on left) and Former Pickles Building (Asset #4) to the right foreground. The Site is at right middle (Author's own, 2026)



Figure 20 Photo taken on Portland Street, showing assets in Portland Street Group 2 (Author's own, 2026)



Figure 21 Photo taken on Portland Street, showing assets in Portland Street Group 2 (Author's own, 2026)



Figure 22 Photo taken on Portland Street, showing the Britannia Hotel (Asset #14). The Site is to the right. (Author's own, 2026)



Figure 23 Photo taken on Charlotte Street, within George Street Conservation Area (Author's own, 2026)



Figure 24 Photo taken on Faulkner Street, within George Street Conservation Area (Author's own, 2026)



Figure 25 Photo taken on Portland Street, within Whitworth Street Conservation Area (Author's own, 2026)



Figure 26 Photo taken on Portland Street, within Whitworth Street Conservation Area (Author's own, 2026)



Deloitte.

This report has been prepared for Bruntwood Aviva 2 Ltd [the Applicant] and on the understanding that it will be made publically available.

All copyright and other proprietary rights in the report remain the property of Deloitte LLP and any rights not expressly granted in these terms or in the Contract are reserved.

No party other than the Applicant is entitled to rely on the report for any purpose whatsoever and thus we accept no liability to any other party who is shown or gains access to this document.

The information contained within this report is provided to assist the Applicant with this Planning Application. The report makes use of a range of third party data sources. Whilst every reasonable care has been taken in compiling this report, Deloitte LLP cannot guarantee its accuracy.

If this document contains details of an arrangement that could result in a tax or National Insurance saving, no such conditions of confidentiality apply to the details of that arrangement (for example, for the purpose of discussion with tax authorities).

Deloitte LLP is a limited liability partnership registered in England and Wales with registered number OC303675 and its registered office at 1 New Street Square, London, EC4A 3HQ, United Kingdom.

Deloitte LLP is the United Kingdom affiliate of Deloitte NSE LLP, a member firm of Deloitte Touche Tohmatsu Limited, a UK private company limited by guarantee ("DTTL"). DTTL and each of its member firms are legally separate and independent entities. DTTL and Deloitte NSE LLP do not provide services to clients. Please see www.deloitte.com/about to learn more about our global network of member firms.

© 2026 Deloitte LLP. All rights reserved.