M1 Piccadilly

Townscape and Visual Appraisal

Store Street, Piccadilly , Manchester

November 2025

Produced by SLR Consulting Ltd.

SLR



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1 INTRODUCTION

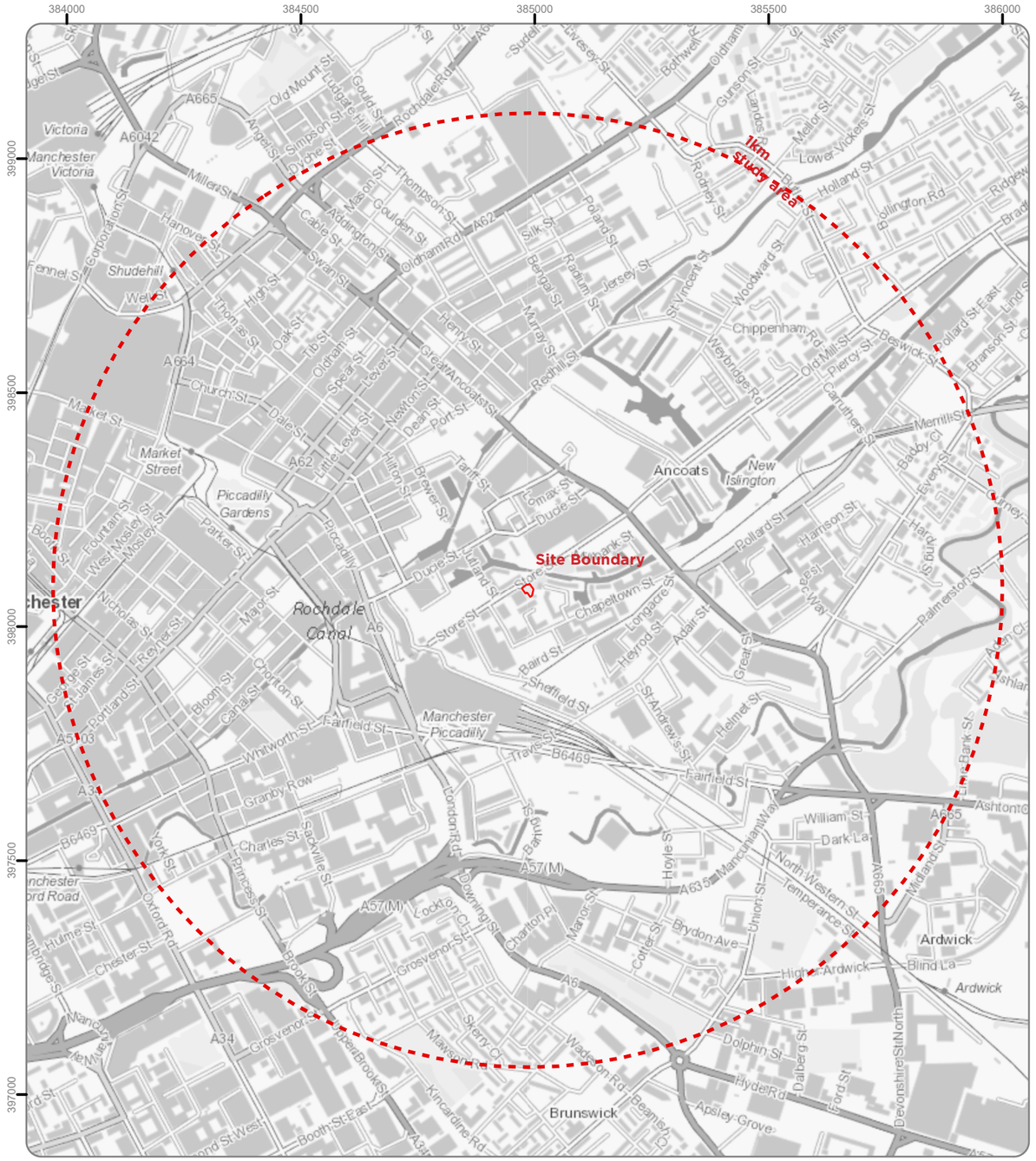


Figure 01: Site location and study area

0 0.125 0.25 0.5 km

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1.1 Structure of Report

1.1.1 This report provides a Townscape and Visual Appraisal (TVA) for proposals to develop a 17 storey residential tower. The building will have a number of terraces and there will be alterations to access onto Store Street (herein referred to as 'the proposed development').

1.1.2 This report forms an update to the TVA prepared in 2021 for the proposed development. Since the 2021 TVA was prepared, the materiality of the proposals has been updated, and the current TVA therefore assesses the current proposed materiality. There have been no updates to the massing of the proposed development. The report does not present a comparative assessment of the previous materiality with the current proposals, but simply presents an assessment of the proposal as it now stands.

1.1.3 The current TVA also reflects changes in the baseline townscape and visual context and policy context which have occurred since 2021. Updated viewpoint photography has not been undertaken, and there are some developments now visible in the baseline view which are not reflected in the baseline photography or visualisations. Where this is the case, this is explained in the visual assessment in Section 5.

1.1.4 The Site is located to the south of Store Street, in Manchester City Centre, as shown in Figure 1. It lies on the west side of Store Street. It is approximately 300m north-east of Piccadilly Station and is close to all sustainable transport options. To the south and south-west is Manchester City Centre core. North of the proposed development is Piccadilly Basin. Beyond this area and to the north of Great Ancoats Street is the former Central Retail Park and further north is Ancoats and New Islington. The site context is illustrated in Figure 2.

1.1.5 The site is 658 m^2 and bounded by Store Street to the north, Piccadilly Village residential area to the east, residential apartments to the south and a light industrial unit to the west. The Site is currently vacant. The site comprises semi-mature trees and shrubbery. It sits approximately 2m above ground level on Store Street and slopes upwards in a south-east direction. There is a small parcel of land, beyond the north-east boundary, which has similar qualities to the site. It separates the site and Store Street Aqueduct, which is grade-II* listed.

1.1.6 This report has been produced by chartered landscape architects at SLR Consulting Ltd., and forms a concise illustrative TVA in support of the proposed development. The 2021 TVA, to which this forms an update, was informed by consultation with Manchester City Council, and this report is supported by photomontage visualisations and field survey analysis of the site. The updated photomontage visualisations have been produced by Four Architects.

1.1.7 This TVA considers the proposed development from a Townscape and Visual perspective. The methods used to provide this appraisal include, a description of existing baseline townscape and visual conditions, the proposed design measures required to prevent, reduce or offset any effects and the likely residual effects after these measures have been adopted.

1.1.8 The level of effect is assessed through a combination of two considerations - the sensitivity of the landscape or view in question (which is a combination of the value of the landscape/views and their susceptibility to change) and the magnitude of change that would result from the proposed development.

1.1.9 As a formal EIA is not required for the proposed development, ‘significant’ and ‘not significant’ effects are terms which will not be used. SLR nonetheless considers it useful to set out the level of the effect of the development and this has been assessed as either ‘minor’, ‘moderate’ or ‘major’.

1.1.10 The TVA has assessed the effect of the proposed development against the existing site baseline i.e. the townscape as it appears at the time of writing the TVA, including baseline committed developments (listed in Table 8 on page 10) that are under construction.

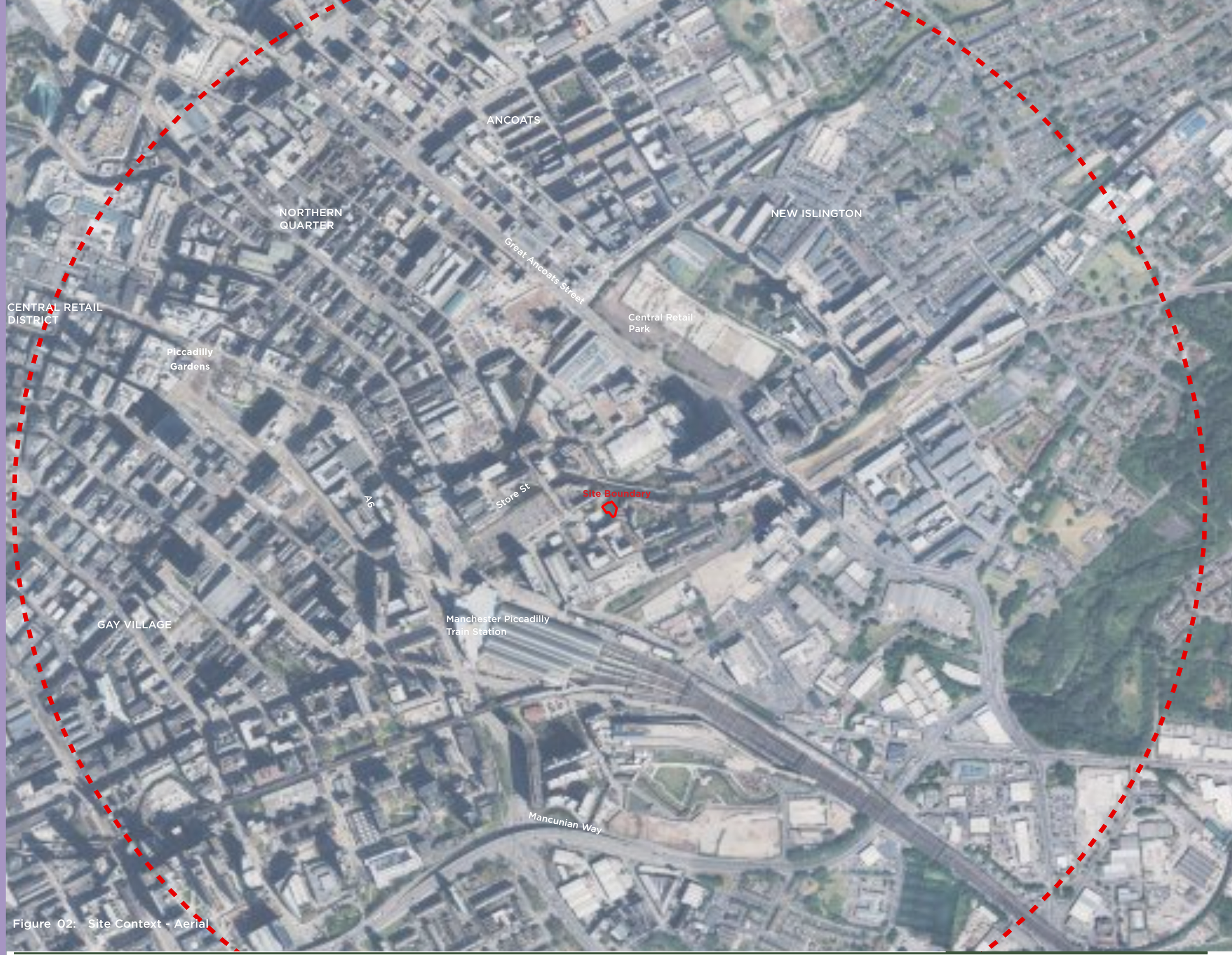


Figure 02: Site Context - Aerial

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2.1 National Planning Policy

National Planning Policy Framework 2025 (NPPF)

2.1.1 The NPPF advises, in section 12 Achieving well-designed places, paragraph 135, that '' Planning policies and decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) 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; e) optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks.....'

2.1.2 The NPPF advises, in section 15 Conserving and enhancing the natural environment, paragraph 187, that landscapes should be taken into account in the planning process through the protection and enhancement of valued landscapes.

2.1.3 The NPPF advises, in section 16 Conserving and enhancing the historic environment, paragraph 203, that Plans should set out a positive strategy for the conservation and enjoyment of the historic environment taking into account 'the desirability of new development making a positive contribution to local character and distinctiveness; and opportunities to draw on the contribution made by the historic environment to the character of a place.'

2.2 Regional Planning Policy

Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan, 2024

2.2.1 Policy JP-Strat2 City Centre: 'The role of the City Centre as the most significant economic location in the country outside London will be strengthened considerably. The City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, but the increasingly important residential role of the City Centre will be expanded. Development will generally be high density. It will enable people to take advantage of the access to education and training and the extensive public transport offer, reducing the need to travel to work whilst supporting economic growth and reducing levels of poverty.

2.2.2 'It will be a priority for investment in development and infrastructure. This will include addressing current network capacity issues in the City Centre which will enable the future expansion of the rapid transit public transport network across Greater Manchester. Improvements in the public realm, walking and cycling facilities, and green infrastructure will help to enhance the local character and environmental quality of the City Centre so that it can rival city centres across the globe, enabling it to compete effectively at the international level for investment, businesses, skilled workers, residents and tourists. A broad range of commercial accommodation will be delivered, helping the City Centre to capture growth across key economic sectors.

2.2.3 'The new functions within the City Centre will be delivered in a way that complement, rather than displace the area's non-residential functions and will seek to protect and enhance the city centre's historic environment and assets.'

2.2.4 Policy JP-P2: Heritage: 'Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value. Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.'

2.3 Local Planning Policy

Manchester's Local Development Framework, Core Strategy Development Plan Document (2012-2027).

Spatial Objectives S06 Environment

2.3.1 'Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors. The development of networks of green infrastructure across the City and City Region, together with protecting and enhancing townscape character and securing a high standard of design in all development proposals, will promote healthy, low-carbon lifestyles, contribute to a sense of wellbeing, and help to facilitate the sustainable and inclusive growth of the City.'

Policy CC9 Design and Heritage

2.3.2 'Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character. Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments. The Council will support high density and mixed use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.'

Policy EN1 Design Principles and Strategic Character Areas

2.3.3 'New development in Manchester will be expected to take into consideration its location within the specific character areas and reinforce the sense of place and local distinctiveness of the City. This is considered an important element in increasing the sense of local ownership of and respect for a neighbourhood' and that 'Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.'

2.3.4 'City Centre Character Area - The City Centre contains a rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and an historic street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic and residential activities. Relative to the amount of development there is limited open space and this includes a range of civic and less formal green spaces and waterways. Outside the core and associated with the Inner Relief Route there are less active and less densely developed areas with significant elements of cleared land. The City Centre is the focus of the City's transport routes.

2.3.5 Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area. While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level. Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals.'

Policy EN2 Tall Buildings

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

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

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

Strategic Regeneration Frameworks and Development Frameworks

2.3.8 The site is located within the area covered by the Manchester Piccadilly SRF, which includes a number of sub-areas covered by further SRFs and Development Frameworks. The site is located adjacent to the East Village Central Development Framework area, and close to the Piccadilly Basin SRF; Portugal Street East SRF; Piccadilly Basin SRF; Mayfield SRF; Ancoats & New Islington Neighbourhood Development Framework; Holt Town Regeneration Framework; and the Kampus SRF.

2.3.9 The Manchester Piccadilly SRF (2018) identifies that the East Village area should be “Mixed used development with residential focus around canal basins.”

Piccadilly Basin SRF (October 2016)

2.3.10 The site is close to the area defined by the Piccadilly Basin SRF. The SRF outlines specific development principles, the relevant principles in relation to the proposed development at Store Street are outlined below:

- New development should take maximum advantage of the area’s key assets – its heritage, canal side settings and public spaces.

- New buildings should offer well-considered, contemporary and distinctive design which is contextually responsive to the area’s heritage in terms of form and materiality.

- Architectural diversity is encouraged to create a neighbourhood that is varied in character and reflects its organic, historic development.

3 APPRAISAL METHODOLOGY

3.1 Introduction

3.1.1 It has been agreed during consultation with Manchester City Council in 2021 that there is no requirement for a formal Environmental Impact Assessment (EIA) to support the planning application for the proposed development. Instead this non EIA Townscape and Visual Appraisal (TVA) forms part of the submission in order to assess the potential effects of the proposed development on townscape character and views.

3.1.2 The TVA considers both Townscape and Visual Amenity/ Views. Due to the locality of the proposed development, located in an urbanised area, the issues normally referred as 'landscape' are referred to herein as 'Townscape'.

3.1.3 This appraisal follows best practice guidance produced by the Landscape Institute in its Guidance for Landscape and Visual Impact Assessment (GLVIA) (3rd Edition, 2013) and evaluates the likely effects of the proposed development on the townscape elements, townscape character, visual amenity and views of the site and its surroundings.

3.1.4 Although the scope of this appraisal precludes a full TVIA as set out in GLVIA (2013) the approach taken nevertheless follows the GLVIA guidance and the format of the appraisal has been modified to be "proportional to the scale and nature of the proposed development" (GLVIA3 para 6.2)

3.1.5 The level of effect is assessed through a combination of two considerations - the sensitivity of the townscape or view in question (which is a combination of the value of the townscape/ views and their susceptibility to change) and the magnitude of change that would result from the proposed development.

3.1.6 As a formal EIA is not required for the proposed development, 'significant' and 'not significant' effects are terms which will not be used. OPEN nonetheless considers it useful to set out the level of the effect of the development and this has been assessed as either 'minor', 'moderate' or 'major'.

3.2 Townscape and Visual Effects

3.2.1 Townscape is defined in the Guidelines for Landscape and Visual Impact Assessment, 3rd Edition (GLVIA3) as 'areas where the built environment is dominant. Villages, towns and cities often make important contributions as elements in wider-open landscapes, but townscape means the landscape within the built-up area, including the buildings, the relationships between them, the different types of urban open spaces, including green spaces, and the relationship between buildings and open spaces'. Townscape effects are effects on the townscape as a resource in its own right, or effects on perceived character of the townscape.

3.2.2 Visual amenity is defined (in GLVIA3) as – 'The overall pleasantness of the views people enjoy of their surroundings, which provides the visual setting or backdrop for the activities of the people living, working, recreating, visiting or travelling through an area', with visual effects being effects on specific views and visual amenity experienced by people.

3.3 Overview of Approach to TVA

3.3.1 The TVA is undertaken as follows:

- The features of the proposed development that may result in townscape and visual effects are identified and described;
- The scope of the TVA is defined, including the study area and range of possible townscape and visual effects;
- The townscape baseline is established using townscape character assessments and a site visit to identify receptors that may be affected;
- The visual baseline is established by identifying the extent of possible visibility (ZTV), identifying the people who may be affected and identifying visual receptors and selecting viewpoints;
- Interactions are identified between the proposed development and townscape and visual receptors, to predict potentially significant effects and measures are proposed to mitigate effects;
- An assessment of the susceptibility of townscape and visual receptors to specific change and the value attached to townscape receptors and views is undertaken, combining these judgements to assess the sensitivity of the townscape and visual receptors;
- An assessment of the size / scale of townscape effect, the degree to which elements are altered and the extent to which the effects change the key characteristics of the townscape is undertaken, combining these judgements to assess the magnitude of change on the townscape receptor;
- An assessment of the size / scale of visual effect resulting from the appearance of the proposed development, the extent to which the change would affect views and activities of visual receptors is undertaken. These judgements are combined to assess the magnitude of change on the visual receptor/ viewpoint; and
- The assessments of sensitivity and magnitude of change are combined to assess the level of the effect of the development, as either 'minor', 'moderate' or 'major'.

3.3.2 Based on an analysis of the area through site visits and desk based analysis, the study area for the TVA covers a 1 km radius from the proposed development, as shown in Figure 1. This study area includes the proposed development Site itself and the full extent of the wider townscape around it, upon which the proposed development may have a significant influence. This is based on a desk based analysis of the extent of townscape and designated receptors likely to be affected and the extent of the area from which the proposed development may have an effect. The actual visibility of the proposed development that will be experienced by people will be influenced substantially by the density and height of the built-up area in the locality.

3.3.3 The proposed development has been modelled and set within this terrain and building height block model, to determine where it would be visible using visualisations from a series of representative viewpoints.

3.3.4 Verified photomontage visualisations have been provided in Figures 9 – 17 for each of the nine viewpoints agreed with MCC for the TVA. The existing views were prepared using individual photographic frames taken with a digital SLR camera on a tripod with panohead attachment, using a fixed 28mm lens, with the camera on a horizontal axis.

3.3.5 Photomontages have been produced for each viewpoint by Four Architects, and illustrate the proposed development in the context of the existing view. The photomontages illustrate the building's form, mass, height and material rendering. Rendered model view representations were then used to create verified photomontages for each viewpoint, combining the model view with the photography to create an impression of the proposed development with its surrounding townscape.

3.3.6 Photomontages are produced in accordance with Landsape Institute Technical Guidance Note (TGN) 06/19 Type 3 - Photomontage - to represent the appearance, context an extent of development in order to facilitate the TVA, however they are not fully rendered architectural CGI visualisations, which should be viewed separately as part of the architect's submissions.

4.1 Introduction

4.1.1 This section describes the 1km study area based on current and future conditions and goes on to provide an appraisal of the likely townscape effects. Establishing a baseline helps to gain an understanding of what makes the study area distinctive, what its important components or characteristics are, and how it could change prior to the introduction of the proposed development. Baseline conditions describe the townscape character, related planning policies and designations, visual receptors and views, and cumulative developments.

4.2 Historical and Cultural Context

4.2.1 Historically the study 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, with rivers and canals becoming navigable, and the rise of the railway age which partly accounts for many of the textile warehouses, cotton mills and commercial buildings of the 18th and 19th centuries.

4.2.2 Depopulation of the area was reflected by the building of new warehouses from the mid 19th to the turn of the century. During the early 20th century the cotton industry fell into decline and with it both the canals and rail transport. Warehouses were left empty and abandoned - a legacy still visible today. However, the decline started to reverse in the mid to late 20th century and today tourism and leisure are now the growth industries.

4.2.3 These have helped to transform the Northern Quarter and Ancoats to the north-west from neglected areas of the city, to an area with a hip' new neighbourhood respectively.

4.2.4 The Site sits in the area around Piccadilly Station. This area of the City has witnessed dramatic cycles of development and change resulting from the rise and decline of industry and commerce during the 19th and 20th Centuries. Survey work for the Rochdale Canal was carried out in 1765. The canal made the transport of materials goods more convenient, leading to industrialists building cotton mills in the area. The area of Piccadilly was first developed in the second half of the 18th Century. The street grid was laid out and the area was heavily developed. Noteworthy development included the industrial buildings located along the canal. The dense urban form existed for nearly 150 years. Buildings, yards and streets were developed around the canal structure. The decline in industry in the mid-20th Century resulted in much of the area around the Rochdale Canal being cleared by the 1960s and the canal arm being filled in.

4.3 Existing Land Use of the Site and surrounding area

4.3.1 The Site is located to the south side of Store Street, in Manchester City Centre a short distance northeast from Piccadilly Station. Manchester City Centre contains a rich historic legacy of conservation areas, listed buildings and street patterns. The area has a tight, dense urban grain which is still largely based around a street pattern shaped by canals, rivers and railways. It contains a wide and closely integrated range of uses including commercial, civic and residential activities set within iconic Victorian Architecture and large municipal buildings.

4.3.2 The Site is currently vacant. The parcel of land comprises semi - mature trees and shrubbery. It sits approximately 2m above ground level on Store Street and slopes upwards in a south east direction. The parcel of land is bounded by Store Street to the north, Piccadilly Village residential area to the east, residential apartments to the south and a light industrial unit to the west. On the north east boundary of the site there is land which includes semi - mature trees and shrubbery. Beyond that land is the grade-II* listed Store Street Aqueduct.

4.3.3 North of the proposed development is Piccadilly Basin. This area has a mix of uses, with recent developments increasing the presence of typical city centre uses, such as hotels. There is a fragmented urban grain with a varied mix of building heights. There are areas of surface car parking, large industrial units, multi-storey car parks and Urban Exchange (a retail park). Beyond this area and, to the north, and the other side of Great Ancoats Street is the former Central Retail Park and then further north is New Islington.

4.3.4 To the east of the site is Piccadilly Village. It was developed in the late 1980s/ early 1990s. It is one of the first examples within Manchester City Centre of residential-led regeneration. Piccadilly Village focuses on the public areas immediately adjoining the canal, but does not enhance the surrounding areas. This means streets such as Store Street, still retain many gap sites and a fragmented urban form. Piccadilly Village ranges from approximately 2-6 storeys. All properties face onto the water, with many including private balconies and terraces. Residents have access to the landscaped gardens and canal basins throughout the estate.

4.3.5 There are 5 storey apartment blocks on Sparkle and Chapeltown Street. The modern buildings have been built to look like restored warehouses. In this area, there is also a multi-storey car park, a surface car park with a large footprint and uses associated with the back of the train station, such as surface parking and car hire.

4.3.6 To the west of the Site is Wharf Close Apartments, which is 6 storeys fronting onto Store Street. Wharf Close was completed in 2000, and has secure gated area. Wharf Close, also fronts onto Jutland Street and Manchester Ashton Canal.

4.4 Current Trends for Change

4.4.1 Transportation, trade and commerce are still an important feature of the townscape of the area around the proposed development. Deansgate and Manchester Piccadilly are important stations, but others such as the Manchester Central Station was closed in 1969 and converted into a conference and events venue (Manchester Central). Other areas of Manchester City Centre have undergone the same transformation in use where old industrial buildings and warehouses have been renovated and converted into modern offices or residential units. These are typically less uniform than the city centre with its iconic Victorian Architecture and large municipal buildings.

4.4.2 There is much ongoing development close to the proposed development site, resulting in changes in the townscape character. The current trend for change in the baseline townscape arising from these committed developments is towards high residential towers, with heights ranging from 9 storeys to around 32 storeys, set within the backdrop and context of lower massing red-brick warehouses and light industrial units.

4.4.3 Many of these towers are either within the Piccadilly Basin SRF AREA, along Great Ancoats Street or are within the Portugal Street SRF area. Both SRF's identified opportunities for tall buildings.

4.4.4 There are also a number of tall buildings recently constructed within the surrounding area. These include Oxygen, Store Street (9 - 32 storeys), Islington Wharf Phases 3 and 4 (10 - 16 storeys), Tariff Street (11 storeys), Ancoats Gardens (15 storeys), Adair Street (13 storeys), Victoria House (25 storeys), and the Castings (25 storeys).

4.4.5 Tall buildings under construction or with planning permission within the immediate context of the site are set out and named (for reference) in the committed development table 2 and shown in Figure 4.

4.4.6 The development of these towers, together with others in the wider townscape, will notably change the scale, massing and elevation of the Manchester skyline in the study area. While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level.

Table 2: Committed Developments

1	Store Street	Under construction
2	Portugal Street East	Under construction
3	One Port Street	Under construction
4	The Joinery	Under construction
5	Laystall Street	Under construction
6	Manchester Digital Campus	Approved
7	Ferrous	Approved

4.5 Townscape Character Areas

4.5.1 Strategic Character Areas are identified within the Core Strategy Development Plan Document (DPD). Eleven strategic character areas (SCAs) are identified within the Manchester city area, of which the Site falls within the City Centre.

4.5.2 The City Centre contains a rich legacy which reflects its long history and development to the current day. The area includes listed buildings, conservation areas and an historic

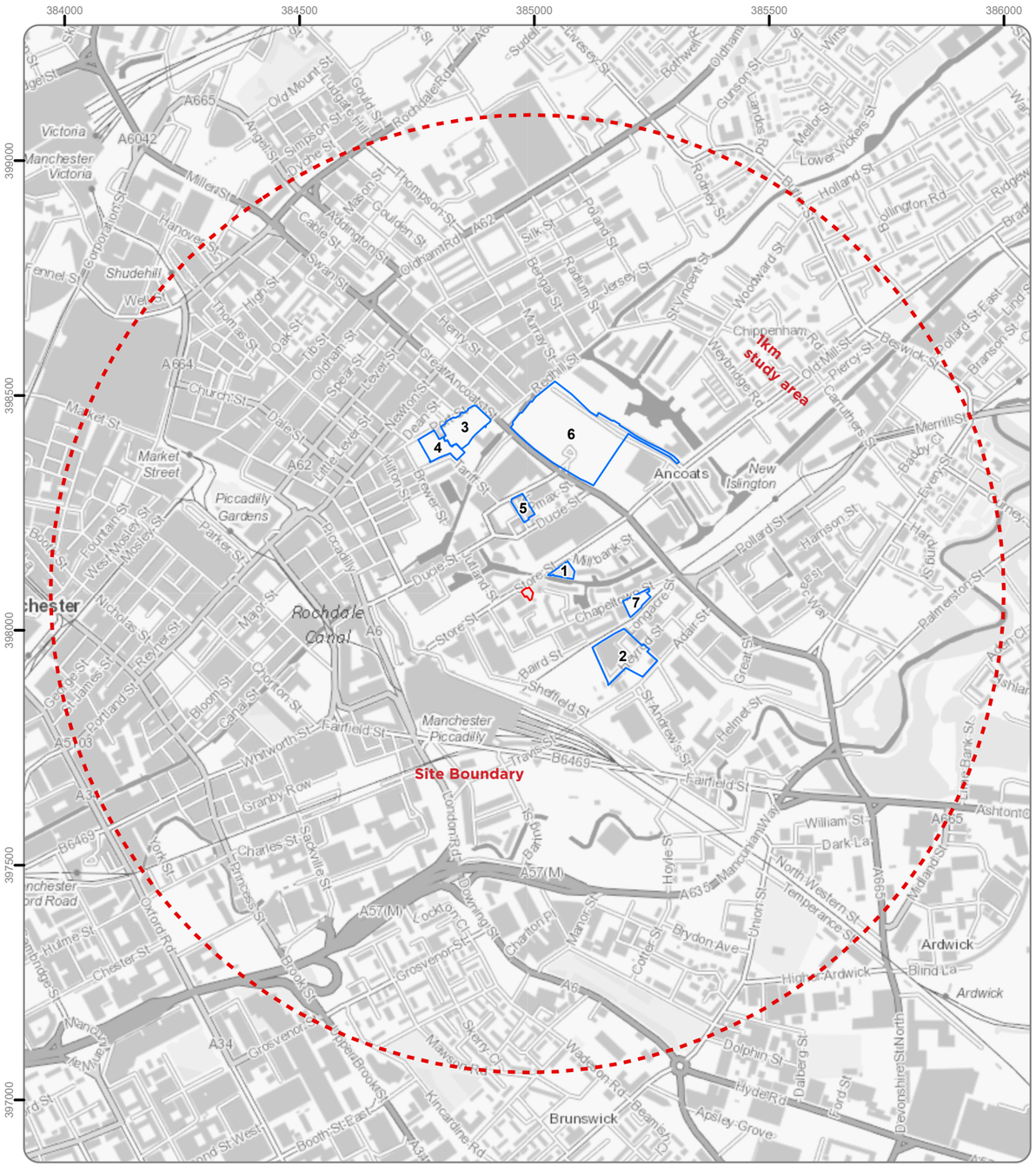


Figure 03: Committed developments

street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic and residential activities. Relative to the amount of development there is limited open space and this includes a range of civic and less formal green spaces and waterways.

4.5.3 The site falls outside the city centre core. It is within the area at "the back" of Piccadilly train station, which is the focus of the City's sustainable transport routes. Here, there are less active and less densely developed areas with significant amounts of cleared land, although recent development between Sheffield Street and Great Ancoats Street, including Portugal Street East, the Castings and Victoria House mean that this area is increasingly being developed as a residential neighbourhood featuring high-rise development and urban realm improvements.

4.5.4 A finer grained assessment of the townscape character of the study has been undertaken as part of the TVA, based on a refined and updated assessment of the townscape character areas (TCAs) informed by analysis of the local townscape character within MCC's framework documents and by visits to the study area. The TCAs assessed in the TVA are listed as follows and are mapped in Figure 3.

- TCA 1: New Islington.
- TCA 2: Manchester City urban core.
- TCA 3: Ancoats
- TCA 4: Piccadilly
- TCA 5: Northern Quarter.
- TCA 6: Residential and Transition Zone

4.5.5 A baseline description of each TCA is provided in Table 3 and illustrative photographs from each TCA are shown in Figure 4.

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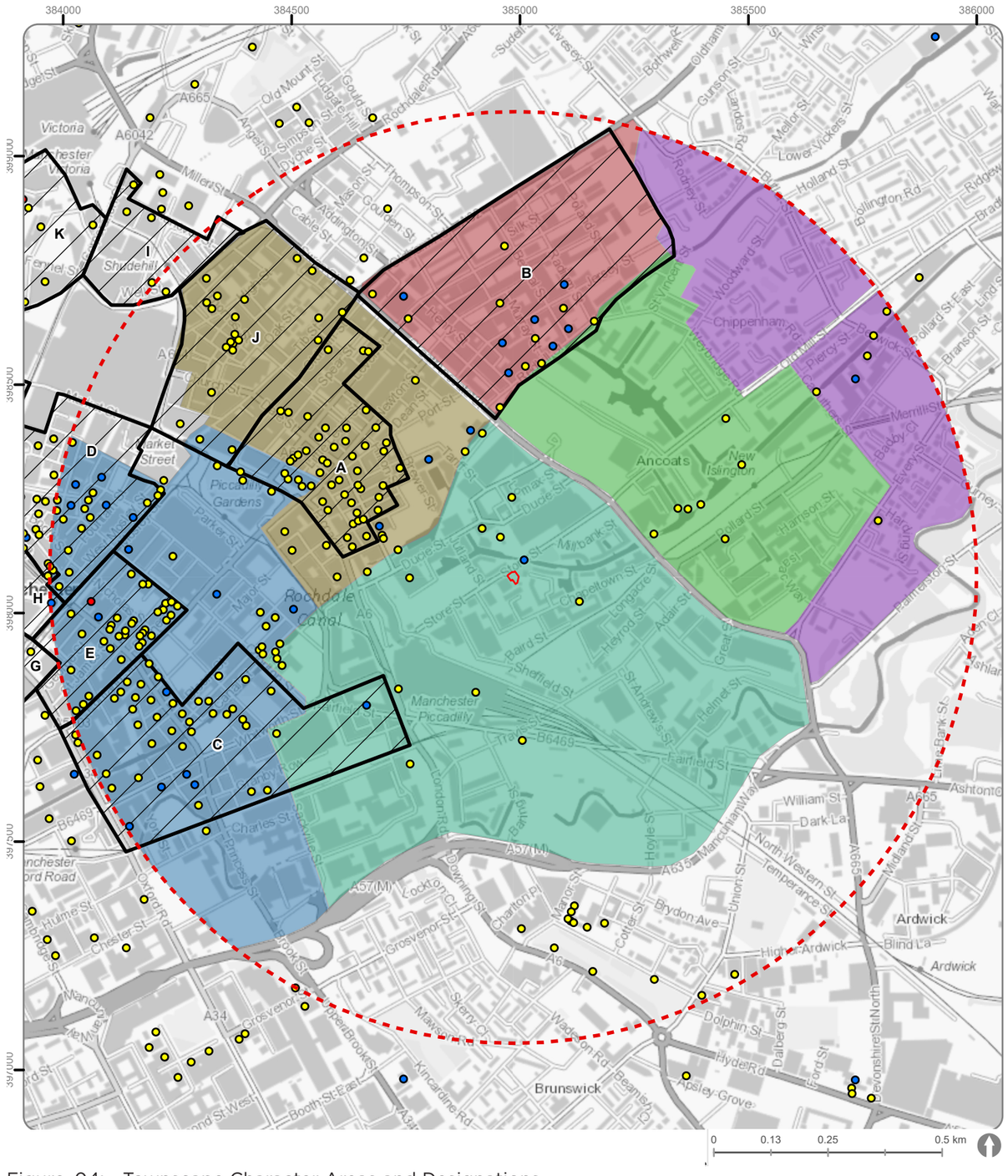


Figure 04: Townscape Character Areas and Designations

Legend

- Site Boundary
- 1 km Study Area

Listed Buildings

Grade

- I
- II
- II*

Townscape Character Areas

- Ancoats
- Manchester City Urban Core
- New Islington
- Northern Quarter
- Piccadilly
- Residential and Transition Zone

Conservation Areas

- A. Stevenson Square
- B. Ancoats
- C. Whitworth Street
- D. Upper King Street
- E. George Street
- F. St Anns Square
- G. St Peters Square
- H. Albert Square
- I. Shudehill
- J. Smithfield
- K. Cathedral



Ancoats



Manchester City Urban Core



New Islington



Northern Quarter



Piccadilly



Residential and Transition Zone

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Table 3 Townscape Character Areas

Criteria	Assessment Description
TCA 1: New Islington	
Baseline	This TCA primarily lies between the Rochdale and Ashton canals. The area has seen dramatic change and a significant amount of residential development, which continues to come forward. At the centre of the neighbourhood, lies Cotton Fields Park. This is a community park set around a marina for narrow boat mooring. New Islington Free School looks onto the park. New Islington Metrolink stop at Pollard Street, connects the communities of East Manchester and the local area to Piccadilly Station. Islington Wharf is 21 storeys and is a notable landmark. There are no baseline committed developments in TCA1.
TCA 2: Manchester City urban core	
Baseline	Manchester City historic core contains several conservation areas and within the study area these include Whitworth Street, George Street, St Peters Square, Upper King Street and Deansgate / Peter Street Conservation Areas. The large scale of buildings in this area limits views out of the area into other parts of the City. Key buildings in the area include the Midland Hotel, Central Library, City Art Gallery and Town Hall. The historic character created by this impressive urban fabric is punctuated by newer additions such as tall office blocks and apartments as well as residential or hotel conversions within some of the historic red brick buildings in the area. There are no baseline committed developments in TCA2.
TCA 3: Ancoats	
Baseline	Ancoats became recognised as the first industrial estate in the world and the place where the Industrial Revolution commenced on a grand scale. The monumental cotton spinning mills located adjacent to the Rochdale Canal, can be still appreciated today. It is an important pedestrian and vehicular route within Ancoats. Despite a vast amount of new buildings, the street pattern and industrial estate remain legible. Ancoats has an established residential community as well as a growing business community. This has increasingly supported shops, restaurants and other leisure uses. The area also contains educational facilities and at its heart is St Peter's Church which is home to the Halle. It faces onto Cutting Room Square. Cutting Room Square contributes to the sense of place and encourages movement through the area. This character area comprises a mix of building types structured around a grid network of streets. Whilst there is significant variation in the scale and style of buildings within the character area, the use of traditional Manchester brick construction, adherence to the street grid and consistent building line creates a distinct identity. In relation to Great Ancoats Street, new development has led to a continuation of the Northern Quarter and what has been traditionally considered to be the core of the city centre beyond that. There are no baseline committed developments in TCA2.
TCA 4: Piccadilly	
Baseline	Manchester Piccadilly Station is the main gateway to Manchester City Centre. The Manchester Piccadilly SRF sets out the development which will transform this area, much of which has now come forward. In particular, developments including Portugal Street East, the Castings, Victoria House, Crusader and Phoenix, located within the area to the north of Piccadilly Station have transformed this area into an increasingly residential, mixed-use neighbourhood in recent years, although there are still areas of industrial development to the east of this. The Site falls within this townscape character area. On the same street as the Site is Oxygen Towers, comprising three blocks reducing in height from Great Ancoats Street along Store Street. The blocks gradually step down from 31 storeys to 14 storeys and then 9 storeys. The Piccadilly Basin area, to the north of the site, has recently undergone much change, with a number of completed schemes, including the Urban Exchange retail development, Jackson Warehouse, Carvers Warehouse, Burlington House, Tariff Street multistorey car park and Brownsfield Mill. There are a number of historic warehouse buildings located along the Rochdale Canal corridor. The canal setting provides some tranquil spots within the City Centre. There is also an area of densely built urban environment that still follows the historic commercial grain. There are also expansive surface car park and large footprint commercial buildings. To the east is a modern industrial area, characterised by light industrial units. Baseline committed development currently under construction within this TCA: Store Street (1); Portugal Street East (2); and Laystall Street (5).
TCA 5: Northern Quarter	
Baseline	It is an area of approximately 0.3sq km and is bounded to the west by Shudehill and High Street, to the north by Swan Street, to the east by the Rochdale Canal and to the south by Piccadilly. The Stevenson square and Smithfield conservation areas have helped protect the Northern Quarter. The majority of buildings of architectural or historic interest in the conservation areas are Victorian or early-20th century. Most are related to the cotton industry, often warehouses, showrooms or workshops. There is an enormous variety of architecture and what survives from its building heritage creates the backdrop for the areas character. The Northern Quarter is a successful community within Manchester City Centre. There is a mix of residential, retail and commercial offerings, with many occupiers from creative and cultural industries. The fusion of alternative retail, café bars, public houses, galleries, nightclubs and residential developments makes it a unique destination in Manchester City Centre. Baseline committed development currently under construction within this TCA: One Port Street (3); and The Joinery (4).
TCA 6: Residential and Transition Zone	
Baseline	To the north of New Islington and Ancoats, low density residential neighbourhoods abut with the modern (City Centre) developments. There is often no City Centre transition zone in this location, where the transition zone does exist it is characterised by small areas of light industrial units. The Rochdale Canal here is flanked by green space. However, new two and three storey detached and semi-detached residential houses are currently being built, which eat into the green space. There are wide variety of house types in this area. There are still large areas of terraced housing, built during the industrial revolution and also typical housing that replaced slums in the 1950's. To the east of the study area larger industrial estates exist, creating a transition zone between the City Centre and the surrounding residential areas. There are no baseline committed developments in TCA2.

M1 Piccadilly - Townscape and Visual Appraisal
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4.6 Townscape Designations

4.6.1 There are no local landscape or townscape designations recognised for their scenic quality and no nationally designated Registered Parks and Gardens (RPGs) or World Heritage Sites located within the study area. The Site is not located within a Conservation Area (CA), but there are three in close proximity to the site. There are a further three conservation areas predominantly located within the study area. These conservation areas are identified in Figure 3: Conservation Areas.

4.6.2 Conservation areas in close proximity to the Site:

- A. Stevenson Square CA
- B. Ancoats CA
- C. Whitworth Street CA

4.6.3 Conservation Areas predominantly within study area:

- D. Upper King Street CA
- E. George Street
- F. St Anns Square CA

4.6.4 These conservation areas influence the sensitivity of the townscape in the study area. Conservation areas are therefore included in the assessment of sensitivity for each townscape area which is used in combination with the magnitude assessments for the townscape areas to assess the likely effects of the proposed development on the townscape character of the study area.

4.6.5 Each conservation area has a detailed description within the Manchester City Council conservation area appraisals detailing the identity, history and townscape of each area as well as opportunities for improvement and enhancement and control of development. The 'Townscape' and 'its buildings today' citation from these conservation appraisals has been included in Table 4 below in order for particular townscape sensitivities to be considered in the townscape character assessment.


Stevenson Square


Cutting Room Square, Ancoats.


Whitworth Street



King Street



George Street


St Anns Square

Figure 05: Conservation Area Photographs

Table 4 Conservation Area townscape appraisal extracts

Conservation Areas in close proximity to the Site
A. Stevenson Square CA
'The Stevenson square conservation area represents a significant portion of the city centre in which the majority of Victorian buildings remain intact... *The majority of buildings of architectural or historic interest in the conservation area are Victorian or early-20th century. Most are related to the cotton industry, often warehouses, showrooms or workshops. These buildings are taller than the earlier examples and create a varied matrix of building mass, divided by largely dark, narrow streets. Wealth produced by the cotton industry can be seen reflected in the buildings, either stone or brick with stone dressings, many of which are elaborately decorated. Towards the end of this period terracotta became popular and was extensively used either in conjunction with brick or on its own.* *The most significant street redeveloped for textile uses during the Victorian and Edwardian periods is Dale Street. It changes direction at the junction of Newton Street and Port Street, increasing the importance of the buildings at this point.'*
B. Ancoats CA
'Ancoats, with its concentration of mill buildings, is an important landmark in the history of the Industrial Revolution. Old Mill, which is probably the oldest surviving in Manchester, was built in two phases in 1798 and 1801. It is one of the group of Murray's Mills and was constructed around a courtyard, with a canal basin and tunnel under one of the mills and Redhill Street, connecting it with the Rochdale Canal. *The firm of McConnel and Kennedy, whose group of mills was the largest cotton employer with 1500 workers, claimed to be the first to run spinning mules by steam power. Sedgwick Mill, dating form 1818-1820, is the oldest of the group still standing, and it is believed to be the oldest surviving iron-framed, fireproof factory in Greater Manchester.* *Beehive Mill, completed in 1824, has internal timber construction with rare cast-iron roof trusses, whilst the warehouse part has stone flag floors supported on cast-iron T-beams. The roof is a very early cast-iron spaceframe structure, unique in the area.* *These three groups of buildings, together with Brownsfield Mill on the other side of Great Ancoats Street, represent the chronological development of cotton mill architecture from 1800 to the 1920's. Together they constitute the first industrial estate in the world.'*
C. Whitworth Street CA
'The great height of the warehouses along Princess Street, and especially on Whitworth Street, give the area its most obvious physical character of a canyon-like atmosphere. The Princess Street warehouses are relatively early in date, and for the most part are relatively plain and simplified developments of the Italian palazzo style. By the time the Whitworth Street warehouses were built, the Edwardian penchant for decoration was at its height, and the technology for constructing buildings with a steel or reinforced concrete frame enabled them to be taller than before. These later buildings also tended to abandon the use of traditional brick as a wall material, and instead favoured the then fashionable faience or glazed terracotta, which lends itself to rich decoration...Although streets are arranged on a rectilinear grid, so that sites are more or less rectangular, no street runs straight for any great distance before changing direction. This creates subtle changes and interest, with views along a street being modified or foreshortened by the elevations of buildings on the outer side of a bend or curve. It also gives even greater emphasis to the corners of buildings.'

Conservation Areas predominantly within study area
D. Upper King Street CA
'The upper part of King Street is a wider and more majestic continuation of the earlier portion to the west. Although almost all properties in the street have been re-developed at some time, the west retains the small-scale property boundaries typical of the Georgian period while the upper part to the east has changed its character completely. *The south side of Market Street remains as it has always been, presenting a rich tapestry of varied buildings with narrow frontages, although the re-paving completed in 1994 does not complement the historic character of the street. On the south side of the conservation area at Kennedy Street, the small-scale Georgian property boundaries are still evident, though most buildings were reconstructed in the 19th century. As the majority of sites in the conservation area are totally covered by the building, there is little need for boundaries to be marked. A few sites are marked by a change of material, and in some cases there are steps in the paving leading to a landscaped area on a different level, but these are modern and atypical of the area. The most successful of them is Pall Mall Court, an office block designed by Brett and Pollen in 1969. Other boundaries are marked by rows of bollards, but these can be monotonous if evenly spaced and not interspersed with other items such as planters, seating, lamp standards or litter bins.'*
E. George Street CA
'The regular grid pattern of streets established in Georgian times is still in existence. Where open spaces are created by the removal of a block of buildings, it is essential that the character of the area is retained by maintaining the street pattern. The most significant buildings, such as the Art Gallery, are situated on the wider streets at the periphery of the conservation area. *The City Art Gallery in Mosley Street was designed by Sir Charles Barry, who later designed the Houses of Parliament. It is a two-storey stone building in Greek Ionic style and is regarded as one of Manchester's finest buildings, being one of only twelve Grade I listed buildings in the City.* *The Athenaeum on Princess Street is adjacent to the Art Gallery and now annexed to it. Sir Charles Barry was the premier architect in Britain when invited to design this stone building in the Italian Palazzo style. The details show the influence of the palaces of Rome and Florence, whilst the Athenaeum itself provided the pattern for many of the great Victorian warehouses of Manchester.* *The Italian Palazzo style of architecture is very much in evidence in Charlotte Street, where most of the warehouses on one side of the street were designed by one architect, Edward Walters, in the mid-19th century.'*
F. St Ann's Square CA
'St. Ann's Square was laid out in the Georgian period, early in the 18th century, and is one of the main spaces in the city centre. The church, which dominates the southern end of the Square is the only surviving building of that time in the area, the remainder being later replacements which continue to enclose the Square in a satisfactory and coherent manner. As these buildings were constructed in various styles over a long period, they create a rich tapestry of built form. *Each new building has been designed with due regard and respect for the others that were already there and together they create an imposing 'street wall'. This is also true in other parts of the conservation area. King Street in particular has the rich variety that comes with renewal and repair of individual properties over a long period. Most have narrow frontages, so if one is replaced the street still manages to retain its character. John Dalton Street, however, has been subject to more radical redevelopment, and although Victorian frontages remain, few of the buildings have the narrow frontage which characterises other parts of the city centre.* *The rectilinear street pattern that Manchester has developed over the centuries is not a 90 degree grid system. Some streets are parallel to others but there are also subtle changes of direction that give rise to irregular sites and to the non-rectangular plan form of buildings. This adds interest to the townscape and can be witnessed in this conservation area in John Dalton Street, Exchange Street and Barton Square.* *The typical Manchester characteristic of acknowledging the corners of buildings, usually for an entrance, is well represented in most of the buildings in this area which are built on street corners. The surface of St. Ann's Square has been replaced with a modern bold paving pattern that aims to reinstate the character of the Georgian original. This scheme also extends into the streets around the Square, some of which are very narrow.'*

4.7 Appraisal of Townscape Effects

4.7.1 Effects on townscape character would occur both within the Site, where the existing townscape would be directly altered by the addition of the proposed development; and contextually, where visibility of the proposed development may alter the way in which the townscape would be perceived.

4.7.2 Representative viewpoints give a useful indication of the appearance of the proposed development from different townscape character areas, however, levels of effect on townscape character are generally found to be lower than the magnitude of effect on viewpoints that lie within these townscape character areas or conservation areas.

4.7.3 Effects on viewpoints (in Section 5) are assessed within the context of a specific outlook of the proposed development, however townscape character is not determined so specifically by the outlook over the proposed development, and there are many other considerations, both visual and perceptual, that combine to give an area its townscape character. This means that the degree of influence of the proposed development is generally found to be less on townscape character than on specific views assessed in Section 5.

4.7.4 The ZTV in Figure 6 shows the predicted visibility of the proposed development at street level within the townscape character areas and conservation areas of the study area. It shows clearly that there will be no visibility of the proposed development from the conservation areas that lie to the north and west of the study area. The proposed development will therefore have no effect on the perceived townscape character of the following conservation areas: A. Stevenson Square; C. Whitworth Street; D. Upper King Street; E. George Street; F. St Anns Square; G. St Peters Square; H. Albert Square; I. Shude Hill and J. Smithfield.

4.7.5 Visibility of the proposed development is limited only to the very southern edges of the Ancoats conservation area (B), where there are views from the Rochdale Canal Towpath as represented by Viewpoint 8 (Figure 16c). The magnitude of change to the perceived character of the Ancoats conservation area from this southern edge is assessed as negligible and the effect minor because almost all of the proposed development will be screened behind the foreground retail park buildings, with only parts of the upper floor of the proposed development visible above the intervening roofline and resulting in a negligible influence on the townscape character.

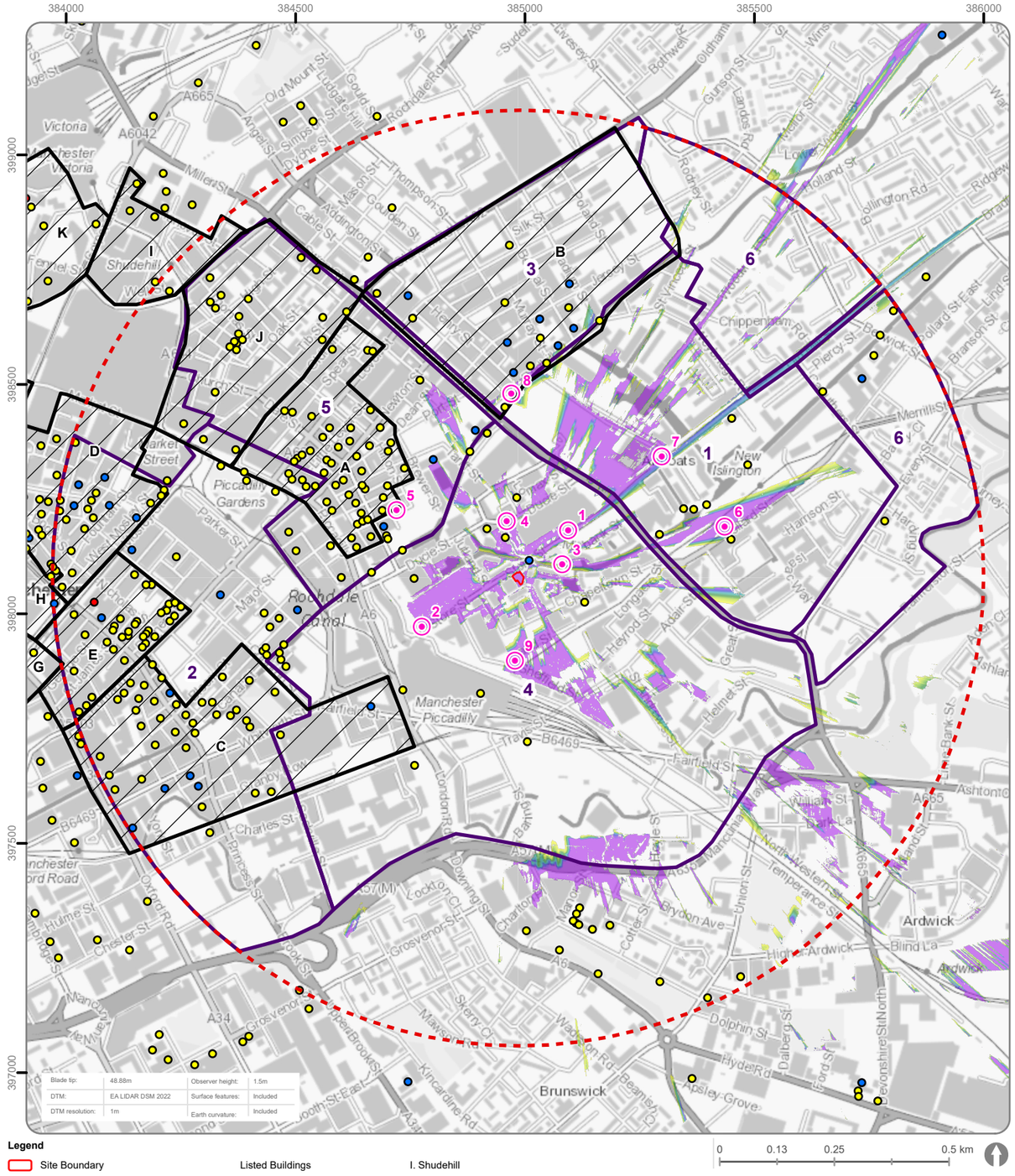


Figure 06: ZTV with Character and Designations

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4.7.6 The effect of the proposed development on perceived townscape character will be concentrated primarily within the Piccadilly TCA (4), in which it is located at relatively close range around Store Street, and the New Islington TCA (1) to the north-east, from where there are mid to longer distance views of the proposed development towards the city centre.

Piccadilly TCA (4)

4.7.7 The sensitivity of the Piccadilly TCA (4) is considered to be medium, reflecting that the TCA has medium value and a medium susceptibility to change. The value of the TCA is assessed as medium as it is largely not designated and there are a very limited number of listed buildings, with the majority of the townscape falling outside the conservation areas which sit to the north and west of Piccadilly. The townscape character of the Piccadilly TCA is liable to be influenced by the proposed development particularly at the local level, however the susceptibility to change of the Piccadilly TCA is assessed as medium as it is moderated by the presence of detractors in the local townscape such as industrial units, the extent of recent change through a number of completed large scale developments and the strategic regeneration proposed, committed tall buildings and proposals for housing, commercial and retail.

4.7.8 The magnitude of change to the perceived character of the Piccadily TCA is assessed as being high or medium-high and the effect moderate, only locally from the Store Street area (Viewpoint 1) and Ashton Canal Tow Path near the viaduct (Viewpoint 3), where the proposed development will be viewed at close range and therefore at large scale, forming a prominent change to the views directly along Store Street, in the context of the Store Street viaduct and existing residential development around Piccadilly Village.

4.7.9 Changes in the perceived character will tend to be greater from the immediate west, where the proposed development forms an additional bold, simple composition in the townscape and contributes as a focal point along Store Street; but reduces to the eastern end of Store Street (Viewpoint 2). When viewed from this direction, the proposed development will be readily accommodated in the townscape since it is viewed in the context of a varied building scale alongside existing tall buildings and contributes to the transition of scale between lower residential buildings and taller towers. The materiality of the proposed development will be in keeping with the surrounding red brick context. The effect of the proposed development on the perceived character of the wider Piccadilly TCA reduces with distance as the scale, visibility and influence of the proposed development dimishes, such that it has moderate-minor effects from the north, such as around Ducie Street (Viewpoint 4) and minor effects from the south such as around Sheffield Street (Viewpoint 9).

New Islington TCA (1)

4.7.10 The sensitivity of the New Islington TCA (1) is considered to be medium, reflecting that the TCA has medium value and a medium susceptibility to change. The value of the New Islington TCA is assessed as medium because, similarly to the Piccadilly TCA, it is not designated and there are few listed buildings, with all of its townscape falling outside conservation areas. The susceptibility to change is assessed as medium, as it is moderated by the position of the proposed development at distance and largely behind the existing tall form and massing of the Oxygen Towers in the skyline towards Manchester City Centre.

4.7.11 The magnitude of change to the perceived character of the New Islington TCA (1) resulting from the proposed development is assessed as low and the effect minor. The proposed development will be located at mid to longer distance, in the context of large scale buildings and townscape, and therefore at relatively small scale in comparison to the larger scale of the Oxygen Tower, forming a noticeable but relatively small change, adding a further element in the emerging city centre townscape and forming a new frontage to part of Store Street. The red brick materiality of the proposed development will help to ground it within the surrounding townscape context.

4.7.12 The proposed development is assessed as having no effect on the perceived townscape character of the Manchester City Urban Core (TCA 2), where there is no visibility of the proposed development; and minor effects on the perceived character of the Ancoats (3), Northern Quarter (5) which have very limited visibility of the proposed development other than on their southern edges near the transition to Piccadilly; and minor effects on the Residental and Transition Zone (TCA6), which is set back at relative distance and will afford only occasional views of the proposed development within the wider city centre skyline.

5.1 Visual Baseline

5.1.1 Visual Amenity

5.1.2 The existing visual amenity of the Site is currently influenced by the existing self-seeded vegetation, including tall slender trees, many of which are Birch, however the understorey appears untidy and unkept. The Site is not accessible, as it is approximately 2-3m above street level, on Store Street. The site rises up to Piccadilly Village and the apartment blocks on Sparkle and Chapeltown Street. These developments do not provide access to the site. The lack of access and level change reduce the visual amenity of the site.

5.1.3 To the north of the site, each parcel of land has a different character. Immediately north of the site there is a cluster of development around the Cheshire ring of the Ashton Canal. This comprises of Jutland House, Navigation House, Wharf Close and Paradise Wharf. The height of the blocks varies from typically 6 - 8 storeys. Except for the converted 2 storey stables at Paradise Wharf. Paradise Wharf also includes Junction Works, which is a 6 storey converted historical building. There is also an internal courtyard. Wharf Close has an internal parking court and fronts onto Store Street, Jutland Street and the canal. Jutland Street rises steeply from Store Street to Ducie Street. This slope affects the visual amenity of the site. From the site, it is only Wharf Close which can be viewed currently. The density of the area has increased due to the 9 storey Dakota Hotel. There is also a development currently under construction at the neighbouring plot to the east.

5.1.4 On the northern side of Store Street there is a large surface car park, which reduces the visual amenity of the area. The car park is bound by a retaining wall. There are views of Ducie street Warehouse, Navigation House Jutland House and Wharf Close fronting onto Jutland Street.

5.1.5 To the north east is the former Presbar Diecasting, now Diecast events venue. It has a large footprint and is a two storey industrial building. It is attached to a historic building of similar height. There is surface car parking to the front of the building on Store Street. Storage areas and loading areas to the back and south respectively, further influence the visual amenity. Adjacent to Diecast to the south is Oxygen Towers. The Oxygen Towers development is of a much larger scale to what is existing on Store Street at up to 32 storeys, and forms a landmark feature within the surrounding townscape.

5.1.6 The grade-II* listed Store Street Aqueduct forms a key element in the existing visual amenity of the Site to the immediate north and north east. The canal aqueduct is constructed from sandstone. It crosses Store Street at approx. 45 degrees, with skewed semi-elliptical archway with triangular buttresses on either side. It is likely one of the earliest canal aqueducts with a skewed arch, in the UK.

5.1.7 To the south west there are two storey light industrial units which face onto a shared surface car park and loading area to the east of Sparkle Street, as well as a further two storey industrial unit with surface car park to the west of Sparkle Street. They have limited interaction with Store Street and their surrounding area, reducing their visual amenity. South of the industrial unit to the west of Sparkle Street is a multi-storey car park, accessed from Boad Street. Further south on Store Street is Piccadilly Gate. The building does not have a direct relationship with Store Street. The building is set back from the pavement and there is part of the building that does not front onto Store Street. This land is forgone for an area of visitor parking, with a vehicular entrance and exit. The entrance to the building is also accessed via this area.

5.1.8 To the south of the Site, are 5 storey apartment blocks on Sparkle and Chapeltown Street. The modern buildings have been built to look like restored warehouses. South of this development is a surface level car park. Neptune Mill and Crusader Mill have been recently refurbished to the east of this, as well as the Phoenix development, all located on Chapeltown Street. The townscape in this area is evolving and under-construction, evidenced by the presence of cranes, site hoardings and construction signage. Further south, the Metrolink tram line crosses to enter Piccadilly Trading Estate, which forms a perceived boundary to the City Centre.

5.1.9 Piccadilly Village lies to the east of the site. Piccadilly Village is a red brick development ranging from 3 – 6 storeys. It was developed in the late 1980s/ early 1990s. Piccadilly Village faces towards the canal, and is separated from the surrounding streetscape, by level changes and the positioning of the buildings. It does not face onto the site and its inwards facing character, prevents it from adding to the visual amenity of the site.

5.1.10 Store Street to the south west runs under Piccadilly Station. The buildings in close proximity to the site are not uniform in character, age or orientation, and often do not front onto the street, creating a varied street typology.

5.1.11 The visual amenity of the site and immediate parts of the study area are influenced by the urban grain, height and mass of existing and under-construction buildings and the streetscape in the immediate vicinity. The complex urban grain and diverse visual amenity, arise from the regeneration of the area, with contrasts of old red-brick and modern buildings, industrial built heritage and newly constructed or approved tall buildings in juxtaposition. Committed developments within the study area which either already influence the visual amenity, or will influence views when they are constructed, are shown in Figure 5.

5.2 Visual Receptors

5.2.1 Principal visual receptors in the TVA are the people within the study area who will be affected by changes in views and visual amenity as a result of the proposed development, which primarily include:

- Residents living in the area;
- People working in the area;
- People travelling through the area on roads or trains;
- People engaged in recreation including cyclists, walkers and people using public parks.

5.2.2 Visual receptors in the study area include (but are not limited to) - residents of Piccadilly, New Islington and Ancoats; as well as motorists on the network of public roads in the study area; especially along Great Ancoats Street, an arterial road within the city centre; Metrolink tram and rail passengers; people working in central Manchester; visitors, particularly arriving into Piccadilly Train Station; and pedestrians using both footpaths around streets and long distance paths such as those along the Ashton and Rochdale Canals. The path along the Ashton canal is a recognised long distance, recreational route. It is the 98-mile long Cheshire Ring Canal Walk, which passes the Site along the Grade II* listed viaduct .

5.2.3 Visual receptors are identified and assessed in the viewpoint assessment from a range of representative viewpoints in the study area, shown in Figure 7 and 8.

5.3 Zone of Theoretical Visibility (ZTV)

5.3.1 The visual baseline is defined by the Zone of Theoretical Visibility (ZTV) - the geographical area from which the proposed development is likely to be visible. The ZTVs in Figures 7 and 8 show the main areas in which the proposed development may theoretically be visible, highlighting the different areas that may afford views and assisting in the identification of representative viewpoints where they may be affected.

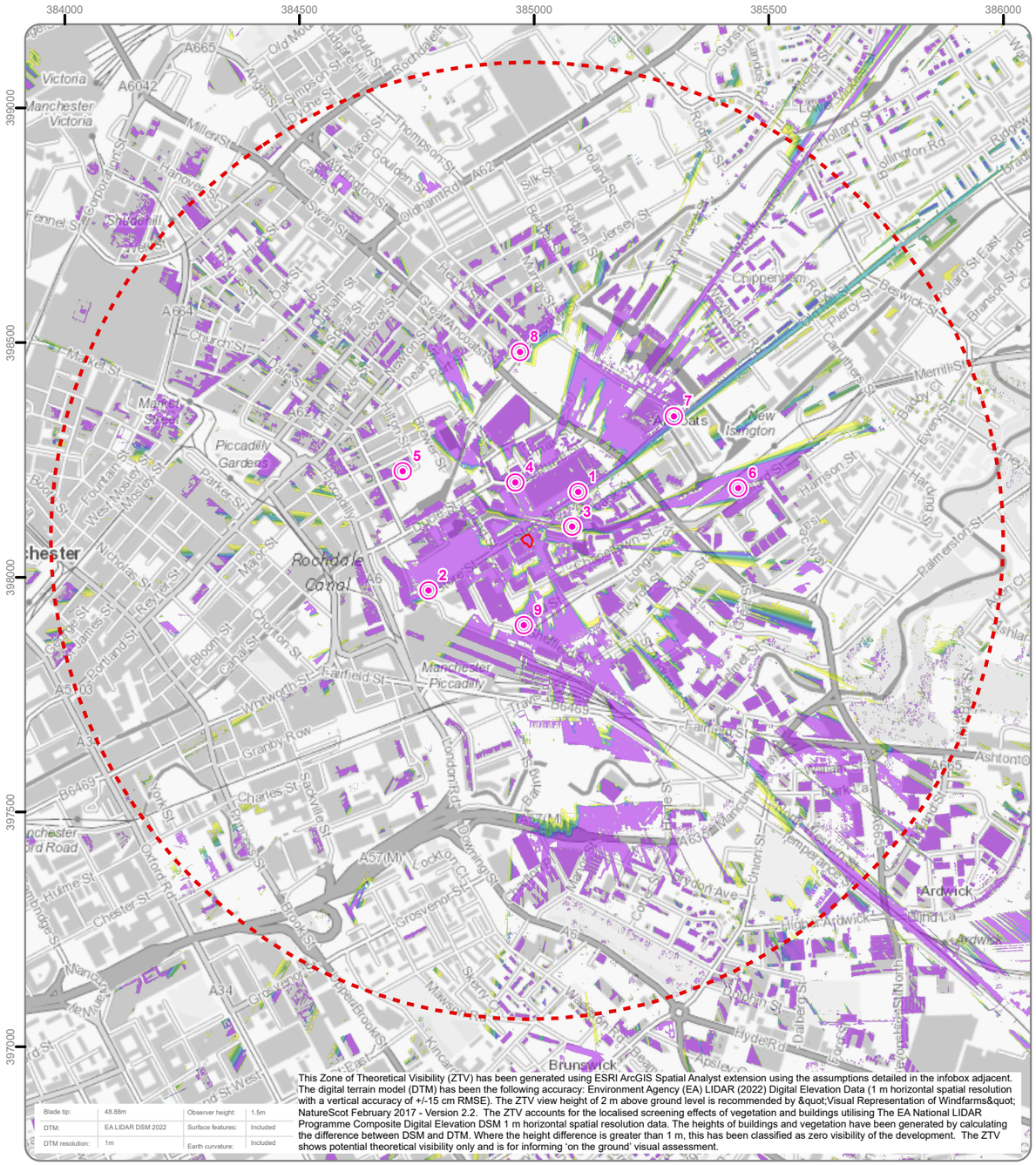
5.3.2 An overview of theoretical visibility across the study area based on the digital terrain model (DTM) and digital surface model (DSM), without the screening effect of buildings taken into account, is shown in the ZTV in Figure 7.

5.3.3 Figure 8 illustrates the ZTV when the screening effects of the height and massing of existing buildings is also taken into account, representative of what is seen at street level from public spaces and streets. The ZTVs has been modelled using detailed landform data and building polygons from OS Open Map data, with heights extracted from Environment Agency LIDAR data, to represent surface features in the study area. The proposed development has been modelled and set within this surface model and the ZTV calculated based on its maximum height/scale, to determine where it would be theoretically visible.

5.3.4 The ZTV shown in Figure 8 is the most useful reference since it takes into acocunt the screening influence of existing buildings in the townscape. Although it is a theoretical representation of potential visibility, this ZTV indicates that the visibility of the proposed development will be geographically contained, with areas of higher visibility concentrated to the closest areas around the immediate locality, extending east and west along Store Street, north-east to the edges of Ancoats and south to Piccadilly Station.

5.3.5 A greater amount of the proposed development will be visible from the closest and most open areas around the Site with direct views (indicated with purple colour in the ZTV), including along the Ashton and Rochdale Canals and Old Mill Street through New Islington to the immediate north; the Central Retail Park; surface car park to the west of Store Street; and Cotton Field Park. These areas are likely to have visibility of the full height and massing of the proposed development. A range of viewpoints from these areas have been assessed in the viewpoint appraisal in Section 5.5 of this TVA. Areas of higher visibility will be reading the development building together with an emerging skyline, with other tall buildings in close proximity to the site recently completed and under construction.

5.3.6 A lesser amount of the proposed development will be visible from within visually contained streets and spaces, and the more distant parts of the study area (indicated with red/yellow colour in the ZTV), where there may be partial visibility behind other buildings. To the west and north, there are large areas with no visibility of the proposed development. This area includes Manchester City Urban Core and the conservation areas, in the study area.



Legend

- Site Boundary
- 1 km Study Area
- Viewpoint
  1. Store Street (east)
  2. Store Street (west)
  3. Ashton Canal Tow Path (near Aqueduct)
  4. Ducie Street
  5. Dale Street (near Dale St Warehouse)
  6. Pollard Street
  7. Old Mill Street
  8. Great Ancoats
  9. Sheffield Street (near Piccadilly Station)

Building Zone of Theoretical Visibility (ZTV) Screene

- Higher Theoretical Visibility
- Lower Theoretical Visibility

Figure 07: ZTV (overview)

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5.4 Viewpoints

5.4.1 Viewpoints have been selected to describe and assess the visual effects and represent views experienced by visual receptors. Nine viewpoints for the TVA were identified and agreed during consultations with Manchester City Council as shown in Table 5 and mapped in Figure 8. The existing view and verified photomontage views of the proposed development from these nine viewpoints are shown in Figures 9 – 17.

Table 5 Viewpoints

VP No.	Viewpoint	Existing View	Verified Photomontage View
1	Store Street (east)	Figure 9a-b	Figure 9c
2	Store Street (west)	Figure 10a-b	Figure 10c
3	Ashton Canal Tow Path (near Aqueduct)	Figure 11a-b	Figure 11c
4	Ducie Street	Figure 12a-b	Figure 12c
5	Dale Street (near Dale St Warehouse)	Figure 13a-b	Figure 13c
6	Pollard Street	Figure 14a-b	Figure 14c
7	Old Mill Street	Figure 15a-b	Figure 15c
8	Great Ancoats	Figure 16a-b	Figure 16c
9	Sheffield Street / Baird St	Figure 17a-b	Figure 17c

5.4.2 The visual effects of the proposed development are assessed from each viewpoint in the following visual appraisal in Section 5.5 with reference to these photomontage visualisations.



Legend

- Site Boundary
- 1 km Study Area
- Viewpoint
  - 1. Store Street (east)
  - 2. Store Street (west)
  - 3. Ashton Canal Tow Path (near Aqueduct)
  - 4. Ducie Street
  - 5. Dale Street (near Dale St Warehouse)
  - 6. Pollard Street
  - 7. Old Mill Street
  - 8. Great Ancoats
  - 9. Sheffield Street (near Piccadilly Station)
- Building Zone of Theoretical Visibility (ZTV) Screened
- Higher Theoretical Visibility
- Lower Theoretical Visibility

Figure 08: ZTV (street level)

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5.5 Viewpoint Appraisal

Viewpoint 1: Store Street (east)	
Baseline conditions: Figure 9a-b	Representative of views experienced by people walking and driving along Store Street. Store Street slopes downwards towards the grade II* listed Store Street Viaduct. This a two lane tarmacked road with concrete flag pavement on both sides. The trees visible to the north are on a grassed slope next to the pavement and approximate 2m wire fence of Presbar Diecasting. The entrance to which is in the immediate foreground of the viewpoint. Presbar Diecasting has a large footprint and is a two storey industrial building. It sits at a higher level than the surface car park in front of it. The slope is formed of grassed areas and shrubs. A historic warehouse building attached to the industrial building is also visible, in the foreground. The lower floors of the Oxygen Towers and the entrance to Millbank Street are in the foreground to the south. There is a large stone retaining wall at the entrance to Millbank Street. Adjacent to Millbank Street is the development site of Committed Development 1: Store Street, which is currently under construction. Beyond this development site is Piccadilly Village. Piccadilly Village is a red brick development ranging from 3 – 6 storeys. To the south and in the background is Piccadilly Gate, a 10 storey office building.
Sensitivity to Change:	**Medium-low**. The sensitivity of the viewpoint is considered to be medium-low, reflecting that the view has medium-low value and the receptors experiencing the view have a medium susceptibility to change. The value of the view is assessed as medium-low as the view is not formally recognised or afforded protection in planning policy, there are no facilities to aid enjoyment of the view and the viewpoint is not located within, nor does it overlook a designated townscape, although it does include the grade II* listed Store Street Viaduct. The susceptibility to change is assessed as medium, as it will mainly be experienced by people walking/driving west along Store Street and the viewers interests is only likely to be partially on their surroundings, in which there a number of detractors to the existing visual amenity, however viewers are liable to be influenced by the proposed development in the channelled westward view along Store Street towards the city centre.
Magnitude of Change: Figure 9c	**High**. The magnitude of change to the view resulting from the proposed development is assessed as high. The proposed development will be located at relatively close distance and therefore at large scale, forming a prominent change to the view directly along Store Street, behind the Store Street viaduct. Although the scale will contrast with the lower residential buildings, it will relate to other tall buildings on Store Street in the transition to the city centre, and the proposed development will form a bold, simple composition in the view and contribute as a focal point in the view along Store Street. The red brick materiality will be in keeping with the buildings at Piccadilly Village, which the proposed development will be seen beyond, and will therefore complement the surrounding townscape. From this viewpoint, the brick middle and brick fin top detail will be seen, with decorative detailing at all levels, which will contribute towards creating a high-quality building seen in this view along Store Street.
Visual Effect:	During operation: **Moderate**, direct, long-term, permanent and beneficial. During construction: **Moderate**, direct, short-term, temporary and adverse.
Viewpoint 2: Store Street (west)	
Baseline conditions: Figure 10a-b	Representative of views experienced by people walking and driving along Store Street. Asphalt road surface and concrete paving occupy the foreground of the view. Mature trees and lighting columns are located along the pavement on both sides of the road. A large surface car park is located to the north, the entrance of which can be seen in the foreground. To the west of the car park are Piccadilly 111, Ducie Street Warehouse, Navigation House and Jutland House. These buildings are at a level above the surface car park. There is a large retaining wall. North of the car park area are Wharf Close Apartments, which rise to 5 storeys as Jutland Street steeply declines towards Store Street. In the middle ground, to the south, lies Piccadilly Gate. The whole building does not front on to Store Street. There is an area of land for visitor parking, with a vehicular entrance and exit. The railway arches, which are grade II listed, and tunnel for the overhead railway line, are visible to the south. Oxygen Towers and Islington Wharf are 32 storeys and 21 storeys respectively. These tall buildings form focal points in the backdrop to the north east. In front of Islington Wharf sits Piccadilly Village at 6 storeys. Adjacent to the site and in front of Piccadilly Village are 2 storey light industrial units.
Sensitivity to Change:	**Medium-low**. The sensitivity of the viewpoint is considered to be medium-low, reflecting that the view has medium-low value and the receptors experiencing the view have a medium susceptibility to change. The value of the view is assessed as medium-low as the view is not formally recognised or afforded protection in planning policy, there are no facilities to aid enjoyment of the view and the viewpoint is not located within, nor does it overlook a designated townscape, although it does include the grade II* listed Store Street Viaduct. The susceptibility to change is assessed as medium, as it will mainly be experienced by people walking/driving east along Store Street and the viewers interests is only likely to be partially on their surroundings, in which there a number of detractors to the existing visual amenity, however viewers are liable to be influenced by the proposed development in the channelled eastward view along Store Street towards the Oxygen Towers.
Magnitude of Change: Figure 10c	**Medium**. The magnitude of change to the view resulting from the proposed development is assessed as medium. The proposed development will be located at mid-distance and therefore at moderate scale, forming a readily apparent change to the view directly along Store Street, to the fore of the Oxygen Towers and adjacent to the Store Street viaduct. The scale of the proposed development will be readily accommodated in the view since it will be seen in the context of a varied townscape scale alongside existing tall buildings, notably the Oxygen Towers and Islington Wharf, contributing to a smoother transition of scale between the lower residential buildings and taller towers. The red brick materiality of the proposed development will be in keeping with the buildings at Piccadilly Village and Wharf Close, and will therefore complement the surrounding townscape. The proposed development will feature high quality design details, including a decorative crown to the facade expression and stepped brick window reveals.
Visual Effect:	During operation: **Moderate/minor**, direct, long-term, permanent and beneficial. During construction: **Moderate/minor**, direct, short-term, temporary and adverse.

Viewpoint 3: Ashton Canal Tow Path (near Aqueduct)	
Baseline conditions: Figure 11a-b	Representative of views experienced by people walking along the Ashton Canal Tow Path approaching the Store Street Viaduct and the residents of Piccadilly Village. The canal and its narrow boats form distinctive features in the foreground of the view, with the local character enhanced by Store Street Viaduct and the stone towpath. Piccadilly Village at 3 storeys can also be seen in the foreground. To the immediate north-west of the viewpoint, the construction site associated with Committed development 1: Store Street is visible. The middle ground comprises of Wharf Close, Junction House, Ducie Street Warehouse, Dakota Hotel and Paradise Wharf. The background is formed by 111 Piccadilly, 7 Ducie Street and City Tower. The backdrop demonstrates a variety of architectural styles, which contrasts the industrial character of the red-brick Ducie Street warehouse and the modern buildings built to echo the warehouse style. The view is partially softened by the trees and vegetation of the gardens of Piccadilly Village and tree planting along the towpath. There is also a view to the north of the top of historic buildings within the Northern Quarter and the top of modern developments along Great Ancoats Street. To the south-east, the upper parts of tall buildings at Portugal Street East, the Castings and Phoenix are seen beyond the low-rise foreground formed by Piccadilly Village.
Sensitivity to Change:	**Medium-high**. The sensitivity of the viewpoint is considered to be medium-high, reflecting that the view has medium value and the receptors experiencing the view have a high susceptibility to change. The value of the view is assessed as medium as the view is not formally recognised or afforded protection in planning policy, and the viewpoint is not located within, nor does it in the main overlook a designated townscape, although it does include the grade II* listed Store Street Viaduct and the canal towpath provides a specific recreational route from which views of the city centre to the north can be experienced. The susceptibility to change is assessed as high, as it will mainly be experienced by people walking along the Ashton Canal Tow Path whose attention and interest are likely to be on their surroundings, and the residents of Piccadilly Village who gain static, long-term views from their primary place of residence. There are also relatively few visual detractors, with the exception of the adjacent construction site and the corrugated roofline of the former Presbar Diecasting unit on Store Street.
Magnitude of Change: Figure 11c	**Medium-high**. The magnitude of change to the view resulting from the proposed development is assessed as medium-high. The proposed development will be located at relatively close distance and therefore at large scale. However it will only be partially visible, with the upper stories forming a visible and prominent change above Piccadilly Village but the mid and lower storeys screened from view. The scale of the proposed development will contrast with the lower residential buildings of Piccadilly Village and will be viewed as a further contemporary development in the context of the Store Street Viaduct. However, its scale will relate to other tall buildings that form the city centre backdrop including 111 Piccadilly and City Tower, and will be in keeping with the pattern of high-rise development seen beyond Piccadilly Village which has been established by Portugal Street East, the Castings and Phoenix. The proposed development will contribute to the local identity and distinctiveness of the Store Street area viewed from the canal towpath. The red brick materiality of the proposed development will be in keeping with its surrounding context, including Piccadilly Village and historic buildings such as Ducie Street Warehouse. The proposed development includes a decorative crown with brick fin top detail, which will be apparent from this viewpoint, and which will contribute to the high quality contemporary design.
Visual Effect:	During operation: **Major/moderate**, direct, long-term, permanent and beneficial. During construction: **Major/moderate**, direct, short-term, temporary and adverse.
Viewpoint 4: Ducie Street	
Baseline conditions: Figure 12a-b	Representative of views experienced by residents, pedestrians and road users on Ducie Street. The views experienced from this viewpoint have changed somewhat since the baseline photography was undertaken, and this description reflects the context as of 2025. The foreground of the view features Diecast, an events venue located within the former Presbar Diecastings industrial site, and associated fencing and vegetation, which somewhat screen views to the south. Beyond the immediate views associated with Diecast there are filtered views towards Piccadilly Village, as well as views to the south-east of the upper parts of tall buildings including Portugal Street East, the Castings, Phoenix, and Oxygen Towers. The stepping up of the Oxygen Towers building from 8 to 14 and up to 32 storeys, is clear in this view. Dakota Hotel, a building clad in black bricks, terminates the view south on Ducie Street. In the foreground is Ducie House, an Edwardian red brick building. There is also the access to Aqueduct Street.
Sensitivity to Change:	**Medium-low**. The sensitivity of the viewpoint is considered to be medium-low, reflecting that the view has medium-low value and the receptors experiencing the view have a medium susceptibility to change. The value of the view is assessed as medium-low as the view is not formally recognised or afforded protection in planning policy, there are no facilities to aid enjoyment of the view and the viewpoint is not located within, nor does it overlook a designated townscape, although it does include a number of grade II listed red brick buildings. The susceptibility to change is assessed as medium, as it will mainly be experienced by people walking/driving along Ducie Street, whose interests is only likely to be partially on their surroundings, as well as residents of nearby Piccaddilly Wharf who experience static, longer-term views from their primary residence. There a number of detractors to the existing visual amenity associated with Diecast in the foreground, however viewers are liable to be influenced by the proposed development in the southerly view across the entrance to this space, occuring in the context of several grade II listed red brick buildings.
Magnitude of Change: Figure 12c	**Medium**. The magnitude of change to the view resulting from the proposed development is assessed as medium. The proposed development will be located at relatively close distance, appearing at relatively large scale, with the mid and upper stories forming a visible and prominent change to the view, and the lower stories screened from view. There will however be some filtering of the proposed development by vegetation in the foreground. The position of the development seen rising up to the south-east beyond the lower-rise foreground context will be in keeping with the pattern established by development at Portugal Street East, the Castings, Phoenix, and Oxygen Towers. The materiality of the proposed development will be in keeping with the surrounding context which features a number of historic red brick buildings on Ducie Street. The proposed development will form a bold, simple composition in the view and contribute as a focal point in the view south from this part of Ducie Street. Design features such as the decorative crown with brick fin top detail and stepped brick window reveals will be apparent from this viewpoint, and will contribute to the creation of a high quality contemporary building which complements the surrounding townscape context.
Visual Effect:	During operation: **Moderate-minor**, direct, long-term, permanent and beneficial. During construction: **Moderate-minor**, direct, short-term, temporary and adverse.

Viewpoint 5: Dale Street (near Dale St Warehouse)	
Baseline conditions: Figure 13a-b	Representative of views experienced by residents of the Met Apartments, users of the surface car park and pedestrians on the southern edges of Stevenson Square conservation area. Met Apartments are an example of early 1930s architecture. The foreground of the view is predominantly a surface car park. To the south is Dale Street Warehouse, which is early nineteenth century and Grade II* listed. In the middle ground, in front of the buildings, trees and vegetation are visible along the Rochdale Canal Tow Path. The buildings fronting on to the canal are Vantage Quay, Dakota Hotel and 6 - 10 storey buildings along Ducie Street. Vantage Quay is a 7 storey building, built at the turn of the Millennium. On the other side of Ducie Street, Navigation House is visible. To the north east, in the background, Oxygen Towers are visible.
Sensitivity to Change:	**Medium-high**. The sensitivity of the viewpoint is considered to be medium-high, reflecting that the view has medium-high value and the receptors experiencing the view have a medium susceptibility to change. The value of the view is assessed as medium-high as the view is located on the edge of Stevenson Square conservation area, however the townscape in the main outlook is not designated and is not representative of the core parts of the conservation area to the north around Stevenson Square where there are no views to the proposed development. The susceptibility to change is assessed as medium, as it will mainly be experienced by local residents, users of the surface car park and pedestrians on the southern edges of the conservation area, whose attention and interest are partially likely to be on their surroundings, however the foreground car park is a visual detractor and the townscape backdrop primarly formed by modern, contemporary buildings of large scale and massing.
Magnitude of Change: Figure 13c	**None**. The Proposed Development is not visible from this viewpoint and will result in no change to the view.
Visual Effect:	During operation and operation: **No effect**
Viewpoint 6: Pollard Street	
Baseline conditions: Figure 14a-b	Representative of views experienced by pedestrians along Pollard Street and residents of Vulcan Mill and Albion Mill. The mills were former cotton factories, adding to the character of the area. The foreground is a large grassed area, which lies adjacent to the Metrolink tram lines. Islington Wharf dominates the centre of the view. The 21 storey glass façade is in full view. One can also see the building height step down to the west and subsequent phases of development, in buff and red brick, beyond. Victoria House forms a tall landmark building at the corner of Great Ancoats Street and Longacre Street. The view of the Ibis Hotel is screened by a row of semi-mature trees. The middle ground is formed of developments along Great Ancoats Street, Piccadilly Village and new residential developments to the north of Islington Wharf, including the “Chips” building by Will Alsop. In front of these buildings is the Lock Keepers Cottage, which is Grade II listed, although this is heavily filtered by vegetation. There is also a historic wall at approx. 3 m, running along the Ashton Canal. The backdrop is formed of Beetham Tower, Manchester One building, Piccadilly 111 and the Oxygen Towers, as well as development at New Jackson.
Sensitivity to Change:	**Medium**. The sensitivity of the viewpoint is considered to be medium, reflecting that the view has medium value and the receptors experiencing the view have a medium susceptibility to change. The value of the view is assessed as medium as the view is not formally recognised or afforded protection in planning policy; and the main townscape outlook is not subect to designation and has been subject to considerable change through modern, contemporary buildings of large scale and massing that form a variable, interesting and dynamic visible townscape. The susceptibility to change is assessed as medium, as it will mainly be experienced by pedestrians along Pollard Street whose attention and interest are only partially likely to be on their surroundings, and local residents of Vulcan Mill and Albion Mill whose views are static and longer-term, but take in the modern skyline towards Manchester City Centre. There are few visual detractors, such as warehouse units and graffiti, but in general the view is symptomatic of the variable, captivating city skyline emerging in views from the New Islington area.
Magnitude of Change: Figure 14c	**Low**. The magnitude of change to the view resulting from the proposed development is assessed as low. The proposed development will be located at mid to longer distance, in the context of large scale buildings and townscape, and therefore at relatively moderate scale, forming a noticeable but relatively small change to the view of the city centre skyline. The scale of the proposed development will be readily accommodated in the view since it will be viewed in the context of a varied townscape scale, alongside existing taller buildings, such that it does not increase the height of the roofline and is successfully integrated within the surrounding townscape context, adding a further element in the emerging city centre townscape visible in views from this part of the New Islington area. The red brick materiality will be in keeping with the context of Piccadilly Village and surrounding recent development, including at Islington Wharf, and will complement the surrounding townscape context. The decorative crown with brick fin detail will be apparent from this viewpoint, and will provide articulation in the facade, contributing towards the high-quality contemporary design of the proposed development.
Visual Effect:	During operation: **Minor**, direct, long-term, permanent and beneficial. During construction: **Minor**, direct, short-term, temporary and adverse.

Viewpoint 7: Old Mill Street	
Baseline conditions: Figure 15a-b	Representative of views experienced by pedestrians on Old Mill Street and the residents of development at Islington Wharf, on the eastern side of Old Mill Street. These buildings range from approximately 5 to 17 storeys and are modern residential buildings. They are in the foreground of the view towards the proposed development. Beyond these buildings, looking south, is Oxygen Towers. To the west, is the vacant development site, Central Retail Park. The view of the development site and buildings along Great Ancoats Street is screened by the vegetation and trees in the immediate foreground. The character of Old Mill Street changes to the north, due to feature lighting columns, feature urban furniture items and a central strip of parking spaces, dividing the lanes of traffic.
Sensitivity to Change:	**Medium**. The sensitivity of the viewpoint is considered to be medium, reflecting that the view has medium value and the receptors experiencing the view have a medium susceptibility to change. The value of the view is assessed as medium as the view is not formally recognised or afforded protection in planning policy; and the main townscape outlook is not subect to designation and has been subject to considerable change through recent development of large scale. The susceptibility to change is assessed as medium, as it will mainly be experienced by pedestrians along Old Mill Street whose attention and interest are only partially likely to be on their surroundings, and local residents of Islington Wharf whose views are static and longer-term, but take in the modern skyline towards Manchester City Centre.
Magnitude of Change: Figure 15c	**Low**. The magnitude of change to the view resulting from the proposed development is assessed as low. The proposed development will be located at mid to longer distance, in the context of large scale buildings and townscape, and therefore at relatively small scale in comparison to the larger scale of the Oxygen Tower, forming a noticeable but relatively small change to the view towards the city centre along Store Street. The scale of the proposed development will be readily accommodated in the view since it will be viewed in the context of a varied townscape scale, alongside existing taller buildings, such that it will not increase the height of the roofline and will be successfully integrated within the surrounding townscape context, adding a further element in the emerging city centre townscape and forming a new frontage to part of Store Street. The red brick materiality of the proposed development will be in keeping with the immediate context of this viewpoint, including nearby development at Islington Wharf, as well as the wider context of the view towards Manchester city centre, and will therefore complement the surrounding townscape. Design features including the brick fin detailing on the crown of the proposed development will be apparent from this viewpoint.
Visual Effect:	During operation: **Minor**, direct, long-term, permanent and beneficial. During construction: **Minor**, direct, short-term, temporary and adverse.
Viewpoint 8: Great Ancoats	
Baseline conditions: Figure 16a-b	Representative of views experienced by pedestrians walking along Rochdale Canal Towpath, visitors and local residents on the edges of the Ancoats Conservation area. The Rochdale Canal and grade II listed canal lock form distinctive features in the foreground of the view, with the local character enhanced by the natural stone towpath. The Kitty Bridge spans the canal. In the immediate foreground, a small urban space is demarcated by the surface material and formed of steps, which act as seats and wooden urban furniture. A line of trees border this space. This is terminated by the road bridge for Great Ancoats Street. The vacant development site, Central Retail Park, lies to the south east of the canal, and views towards this area are screened by hoardings. The view towards the proposed development looks over Urban Exchange Retail Park. The background is made up of recent tall development, including the Residence Inn hotel, Portugal Street East and the Oxygen Towers. Mid-rise development at Laystall Street is currently under construction adjacent to the Residence Inn, and is seen above the roofline of the Urban Exchange Retail Park.
Sensitivity to Change:	**Medium-high**. The sensitivity of the viewpoint is considered to be medium-high, reflecting that the view has medium-high value and the receptors experiencing the view have a medium-high susceptibility to change. The value of the view is assessed as medium-high as the view is located on the edge of Ancoats Conservation Area, however the townscape in the main outlook is not designated and is not representative of the core parts of the conservation area to the north where there are no views to the proposed development. The susceptibility to change is assessed as medium-high, as it will mainly be experienced by pedestrians walking along Rochdale Canal Towpath, visitors and local residents in the edges of the Ancoats Conservation area, whose attention and interest are partially likely to be on their surroundings and setting of the canal on the edges of the consevration area, particularly walking along the canal tow path, however the retail park within the foreground is a visual detractor and the townscape backdrop primarly formed by modern, contemporary buildings of large scale.
Magnitude of Change: Figure 16c	**No change**. The proposed development will be screened beyond development at Laystall Street and there will therefore be no change to the view.
Visual Effect:	During construction and operation: **No effect**.

Viewpoint 9: Sheffield Street	
Baseline conditions: Figure 17a-b	Representative of views experienced by Metrolink passengers, pedestrians and traffic along Sheffield Street. The foreground is dominated by an area of long grass, which slopes up towards Baird Street. There are self-seeded Birch trees along this embankment, as well as shrubs, which filter views towards the site. The Metrolink tram lines sit adjacent to this embankment. In the middle ground, off Baird Street, there is a surface level car park enclosed by a brick wall and fencing. There is also a multi storey car park approximately 4 storeys clad in weathered steel. Beyond the surface level car park, modern 5 storey residential buildings appear to have been built to look like restored warehouses. Recent tall development at One Port Street is visible above the roof of one of these buildings. Jutland House, Navigation House and Dakota Hotel are visible in the background. To the west, the grade II listed train shed and under croft at Manchester Piccadilly Station are visible. The Oxygen Towers can be seen heavily filtered by vegetation to the north-east, as well as tall buildings at Portugal Street East in relatively close proximity to the viewpoint.
Sensitivity to Change:	**Medium-low**. The sensitivity of the viewpoint is considered to be medium-low, reflecting that the view has medium-low value and the receptors experiencing the view have a medium susceptibility to change. The value of the view is assessed as medium-low as the view is not formally recognised or afforded protection in planning policy, there are no facilities to aid enjoyment of the view and the viewpoint is not located within, nor does it overlook a designated townscape. The susceptibility to change is assessed as medium, as it will mainly be experienced by Metrolink passengers, pedestrians and traffic along Sheffield Streetand the viewers interests is only likely to be partially on their surroundings, in which there a some existing detractors to the existing visual amenity, however viewers are liable to be influenced by the proposed development in the skyline northwards towards the city centre.
Magnitude of Change: Figure 17c	**Low**. The magnitude of change to the view resulting from the proposed development is assessed as low. The proposed development will be located at mid-range distance and therefore at moderate scale, however it is only partially visible, with the upper stories forming a visible and apparent change above the intervening townscape of 5 storey residential buildings, but the mid and lower storeys screened from view. This will be in keeping with the pattern of tall development at One Port Street which is seen beyond these residential buildings. Although the scale of the proposed development will exend above the lower residential building, its scale will relate to but remain smaller than other tall buildings that are visible in the skyline such as Oxygen Towers and Portugal Street East, such that there is a consistency of image and a relatively low change resultuing from the partial visibility of the upper parts of the proposed development. The red brick materiality of the proposed development will be in keeping with the palette of materials seen in this sector of the view, including the 5 storey residential development beyond which it will be seen, and the weathered steel multi storey car park. Views of the proposed development will be filtered by close-proximity vegetation, particularly during the summer months. Design features including the decorative crown with brick fin detailing and stepped brick window reveals will be apparent from this viewpoint, and will provide articulation in the facade of the proposed development, contributing towards the creation of a high-quality contemporary design.
Visual Effect:	During operation: **Minor**, direct, long-term, permanent and beneficial. During construction: **Minor**, direct, short-term, temporary and adverse.

6 CONCLUSION

6.1 TVA Purpose

6.1.1 This report provides a townscape and visual appraisal (TVA) of proposals to develop a 17 storey residential tower on Store Street, to the north-east of Manchester city centre. It forms an update to the TVA prepared in 2021 for the proposed development, reflecting updated materiality and facade design and changes in the baseline townscape and visual context since the previous TVA was produced.

6.2 Townscape Effects

6.2.1 The TVA has identified moderate effects on the Piccadilly TCA, restricted to the immediate Store Street Area (Viewpoint 1) and Ashton Canal Tow Path near the viaduct (Viewpoint 3) where the proposed development will be viewed at close proximity. The effect of the proposed development on the perceived character of the wider Piccadilly TCA will reduce with distance as the scale, visibility and influence of the proposed development dimishes, such that it will have moderate-minor effects from the north, such as around Ducie Street (Viewpoint 4) and minor effects from the south such as around Sheffield Street (Viewpoint 9).

6.2.2 The TVA also identifies minor effects on the New Islington TCA. (TCA 1) The proposed development will be located at mid to longer distance, in the context of large scale buildings and townscape, and therefore at relatively small scale, forming a noticeable but relatively small change, adding a further element in the emerging city centre townscape and forming a new frontage to part of Store Street. The red brick materiality of the proposed development will help to ground it within the surrounding townscape context.

6.2.3 The proposed development is assessed as having no effect on the perceived townscape character of the Manchester City Urban Core (TCA 2), where there is no visibility of the proposed development; and minor effects on the perceived character of the Ancoats (3), Northern Quarter (5) which have very limited visibility of the proposed development other than on their southern edges near the transition to Piccadilly; and minor effects on the Residental and Transition Zone (TCA6), which is set back at relative distance and will afford only occasional views of the proposed development within the wider city centre skyline.

6.3 Visual Effects

6.3.1 The TVA has identified the following visual effects resulting from the proposed development:

- Moderate effects on Viewpoint 1: Store Street (east);
- Moderate/minor effects on Viewpoint 2: Store Street (west);
- Major/moderate effects on Viewpoint 3: Ashton Canal Tow Path (near Aqueduct);
- Moderate/minor effects on Viewpoint 4: Ducie Street;
- No effect on Viewpoint 5: Dale Street (near Dale Street Warehouse);
- Minor effects on Viewpoint 6: Pollard Street;
- Minor effects on Viewpoint 7: Old Mill Street;
- No effect on Viewpoint 8: Great Ancoats; and
- Minor effects on Viewpoint 9: Sheffield Street (near Piccadilly Station).

6.3.2 In all cases, where visual effects are identified, these are considered to be beneficial. This is in part due to the high quality design of the proposed development, including the red brick materiality which complements the surrounding townscape context; as well as the differentiation in the facade design, which features a patina-effect panelled base, brick middle and brick fin top detail, and decorative detailing including stepped brick window reveals.

6.3.3 The proposed development is considered to result in the creation of a high-quality new building. It will be located within an area close to the centre of Manchester that is currently experiencing changes in the townscape and visual baseline as a result of increasing numbers of tall residential developments, and the proposed development will be in keeping with this pattern and contribute to beneficial changes in visual amenity.

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