Planning and Tall Building Statement

Robert Street, Manchester

Client: Rani Developments Ltd

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This Planning Statement supports a full planning application for a part 10, 11, 14 and 20 storey building within the Great Ducie Street regeneration area. The proposals will deliver 189 homes in a high-quality environment and regenerate an under-utilised brownfield site with excellent access to the City Centre to advance the regeneration proposals per aspirations of the SRF and planning policy. The proposals would deliver a many economic, social and environmental benefits, including:

- Boosting the economy through construction employment, permanent management roles and up to £1.9m annual local spending from residents.
- Delivery of 189 new homes, helping meet housing targets and providing a mix of one- and two-bedroom units.
- Supporting regeneration by transforming a low-density brownfield site into a high-quality, high-density residential development.
- Improving community safety and vibrancy with increased footfall, active frontages, and passive surveillance.
- Promoting sustainable living with car-free design in a highly connected location within walking distance of the City Centre.
- Creation of new landscaping areas including public realm, and energy-efficient building design.

1. Introduction

1.1 This Planning and Tall Building Statement has been prepared by Zerum on behalf of the Applicant, Rani Developments Limited, to support a full planning application for the demolition of existing structures and erection of a residential development proposed at land bound by Robert Street and Dutton Street, M3 1LE, hereafter referred to as 'the Site'. The description of development is as follows:

> *"Demolition of existing structures and erection of a part 10, part 11, part 14 and part 20 storey residential building comprising 189 units with associated residents' amenity space, servicing and public realm."*

1.2 This includes supporting documents which demonstrate how the scheme responds appropriately to best practice submission includes supporting documents which demonstrate how the scheme responds appropriately.

1.3 This statement describes the proposals and examines the planning issues which they raise. It should be read in conjunction with the series of detailed technical reports that accompany the application.

1.4 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, the determination of the planning application must be made in accordance with the development plan, unless material considerations indicate otherwise.

1.5 The general approach to, and content of, the application has been discussed with Planning Officers at Manchester City Council ('the Council') during pre-application. These discussions have influenced the final scheme presented, and the supporting information that accompanies the application.

SUPPORTING APPLICATION DOCUMENTS

1.6 This planning submission includes supporting documents which demonstrate how the scheme responds appropriately to best practice in design and sustainability, as well as planning policy objectives. The documents submitted in respect of the scheme are:

- Application Forms, Certificates and Fees
- Affordable Housing Statement, prepared by Zerum
- Air Quality Impact Assessment, prepared by Redmore
- Archaeology Desk-Based Assessment, prepared by Orion Heritage
- Ecological Survey and Assessment (including bat survey) prepared by Erap
- Blue and Green Infrastructure Statement prepared by Land Studio
- Broadband Connectivity Statement and TV and Radio Reception Survey prepared by GTech
- Circular Economy Statement prepared by Ridge

- Crime Impact Statement prepared by GMP
- Daylight and Sunlight Assessment prepared by GIA
- Design and Access Statement prepared by Tim Groom Architects
- Energy Statement prepared by Ridge
- Completed Energy and Carbon Proforma by Ridge
- Fire Statement prepared by Orion Fire
- Flood Risk Assessment and Drainage Strategy Report prepared by Ridge
- Heritage Statement prepared by Levrants
- Lighting Strategy prepared by Ridge
- Noise Assessment prepared by Jameson Acoustics
- Phase 1 Geo-Technical Assessment prepared by Ridge
- Planning and Tall Building Statement prepared by Zerum (this document)
- Statement of Community Involvement prepared by Counter Context
- Townscape and Visual Impact Assessment prepared by RBMP
- Transport Assessment and Travel Plan prepared by SK Transport
- Viability Appraisal prepared by Tim Claxton Property Limited
- Wind Microclimate Assessment prepared by GIA

1.7 The application is also supported by an Environmental Statement (ES) through which a number of key topic areas are considered. These include the following chapters at Volume 1:

- Chapter 5 Socioeconomics prepared by Buro Happold;
- Chapter 6: Climate Change and Greenhouse Gas Emissions prepared by Buro Happold;
- Chapter 7: Wind Microclimate prepared by GIA;
- Chapter 8: Daylight, Sunlight and Overshadowing prepared by GIA;
- Chapter 9: Built Heritage prepared by Levrants; and
- Chapter 10: Townscape and Visual Impact prepared by RBMP.

1.8 The Chapters are supported by technical appendices in Volume 2 of the ES as well as Non-Technical Summary (NTS).

1.9 Under Regulation 6 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017, advice was requested from MCC during pre-application discussions. Dialogue with Officers confirmed the development is EIA development and an ES was required for the following topics:

- Climate Change and Greenhouse Gas Emissions
- Townscape and Visual Impact
- Built Heritage
- Daylight, Sunlight and Overshadowing
- Wind Microclimate

1.10 The application is also supported by a full set of plans and elevations, prepared by the scheme architects, Tim Groom Architects, and landscaping plans prepared by Land Studio.

DOCUMENT STRUCTURE

1.11 The remainder of this Statement is structured as follows:

- **Section 2:** Provides context and describes the site and its surroundings;
- **Section 3:** Describes the development proposals;
- **Section 4:** Sets out the consultation that has been undertaken prior to the submission of the application
- **Section 5:** Outlines the Development Plan framework and relevant national Policy guidance including policy considerations; a full assessment to best practice submission includes supporting documents which demonstrate how the scheme responds appropriately
- **Section 6:** Provides a detailed analysis of the relevant planning considerations;
- **Section 7:** Provides a detailed Tall Building Assessment.
- **Section 8:** Concludes by summarising the main points raised in this document.

2. Development Context

2.1 This section provides an overview of the Site, its surroundings and local setting, and outlines relevant planning history including of the surrounding area.

SITE DESCRIPTION AND SETTING

2.2 The Site is approximately 0.3 ha and is located to the north of Manchester City Centre, within the City Centre Fringe (as identified by Core Strategy Policy CC1) and is situated in Cheetham Hill Ward. The Site is a rectangular shape which protrudes into a point at the junction of Dutton Street and Robert Street, to the south. The red line boundary also includes a section of Robert Street at the east.

2.3 The existing building on Site is a large industrial warehouse in use as a Padel facility (Use Class E(d) known as Pure Padel. The building is 8m in height to its eaves and 10m to the apex. It accommodates six indoor padel courts and associated amenities including bar/café and meeting rooms at mezzanine level. The building meets the site boundaries to the north, east and west; and there is a car park with 18 no. spaces in the southern triangle.

2.4 The existing building has few windows and is largely blank in character. The Site is edged by metal railings. The combination of the poor quality exterior, fenced-off land and railings make for a hostile pedestrian environment lacking in any usable public realm.

2.5 Plans and images of the Site as existing are shown in the submitted plans and Design and Access Statement.

SURROUNDINGS

2.6 **Figure 2.1** shows the Site's location (indicated by red dot) in the wider context.

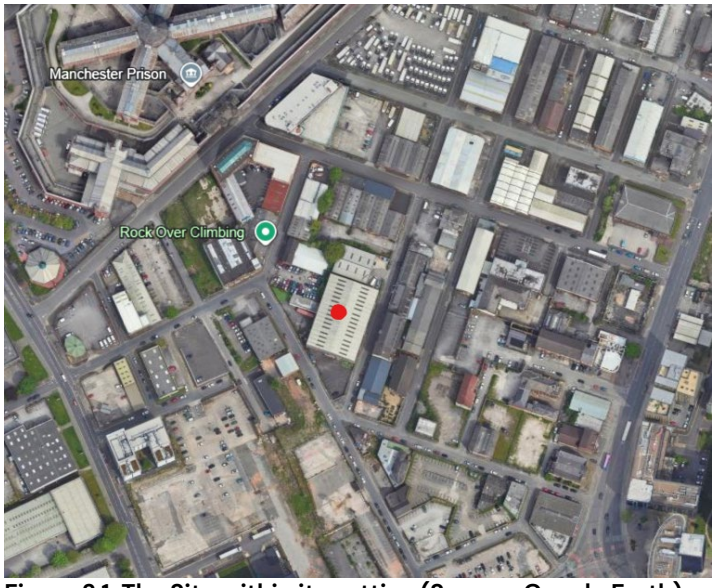


Figure 2.1: The Site within its setting (Source: Google Earth)

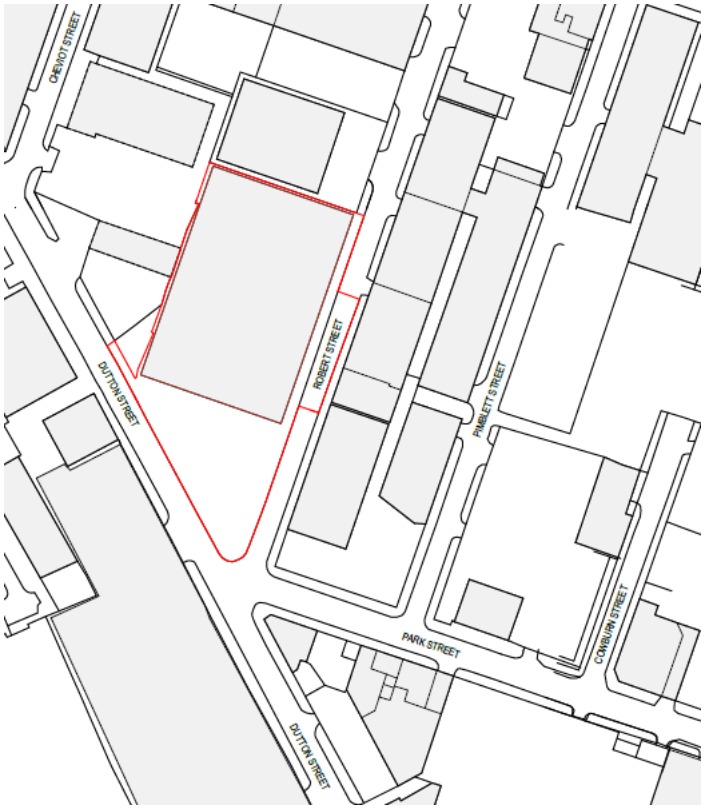


Figure 2.2: Extract from the Site Location Plan (Source: Tim Groom Architects)

2.7 The Site's surroundings are as follows:

- To the north, the Site is bound by a smaller warehouse occupied by a wholesaler.
- Robert Street lies to the east, with light industry/warehouse buildings on the other side.
- The junction of Dutton Street, Robert Street and Park Road is to the south-east, with the new development known as Waterhouse Gardens in construction on the former Boddington Brewery site along Dutton Street.
- To the west the land is occupied by a used car dealer with access from Cheviot Street.

2.8 The Site's surroundings are largely characterised by large industrial buildings and vacant plots, to the north and east. In the immediate vicinity there is a range of uses in addition to light industry and distribution including a supermarket, Travelodge hotel, offices, climbing wall and charities (the Booth Centre). A number of clothing and textile businesses are still in operation on Ducie Street to the west. The wider area includes arts, cultural and educational facilities such as the White Hotel and the Manchester College on Great Ducie Street.

2.9 However, the Site's immediate surroundings are changing with recent residential developments including Waterhouse Gardens on Dutton Street in construction with some phases complete. This is a red brick development which reflects the architectural context of the surroundings, dominated by low rise red brick buildings and metal clad industrial units.

2.10 The Site is approximately 170m from the City Centre boundary to the south. The AO Arena and Manchester Victoria railway station are located approximately a 500m walk to the south-east from the Site. From there, the City Centre offer is close by, including a range of employment, leisure, financial and retail services.

2.11 To the north-east, along Cheetham Hill Road, there are a range of local facilities including restaurants, public houses and takeaways within easy walking distance of the Site. Manchester Fort Retail Park is 1.1km to the north-east and includes a pharmacy. There is a Co-op convenience store within 800m of the Site at the Green Quarter.

SITE ACCESSIBILITY

2.12 The local facilities and services along Cheetham Hill Road are within walking distance of the site. The Site is within a reasonable walking distance of the City Centre where there are many public transport connections, in addition to services, facilities and employment opportunities. Victoria Station is a seven minute / 600m walk from the Site, providing train and tram links. From Victoria Station, the Metrolink runs to Rochdale, East Didsbury, Bury and Piccadilly.

2.13 Bus stops on Great Ducie Street are approximately 300m from the site, with services into the city centre and to Oldham. Cheetham Hill Road, 300m to the east of the Site, offers services south towards Sale and north to Bury, Middleton and Higher Crumpsall.

2.14 The Site is approximately 200m from the junction with the A6042 Ring Road, a main arterial road providing road access northwards away from the City Centre and also direct access on to the outer ring road of Manchester City Centre.

2.15 The Site is considered to be a highly sustainable location with a range of local services and amenities within easy reach.

2.16 The accompanying Design and Access Statement and Transport Statement provide more detail in terms of Site's connections and accessibility.

DESIGNATIONS

2.17 The Site is located within Flood Zone 1.

2.18 The Site is not located within or adjacent to a Conservation Area. There are no nationally listed heritage assets on the Site. The closest listed buildings are 150-200m from the site and are Grade II listed, including the former synagogue on the corner of Cheetham Hill Road and Park Street and the Gatehouse of HMP Manchester on Southall Street. According to heritage assessment undertaken as part of this application, there are 22 designated heritage assets within 500m of the Site boundary. These are fully considered within the supporting Environmental Statement and Heritage Statement.

SITE HISTORY

2.19 Strangeways Hall was the most significant landmark in the area from 1641. By the late 18th Century, the area around Strangeways was considered 'green fields and pastures' on the

outside of the town, there were however signs of encroaching industrialization. By 1794, there were two printing works, three dyeworks, a brewery and a bowling green in the vicinity of the site. The area was home to a brick manufacturer, 'The Fancy Brick Manufacturoy'. In the 1850s, Strangeway Hall was demolished in the 1850s to make way for HM Prison Manchester.

2.20 In 1893, Manchester had expanded into the area and there was a mixture of working tenements and industrial uses, focusing on textile and fabric production for Clarence Hat Works. The Site was occupied by R. Kerley Velvet & Co and by 1915 the vacant plot at the end of Dutton Street had been occupied by the Clarence Hat Works. A public house was on the corner of Dutton and Park Street.

2.21 Further details relating to the Site's history can also be found in the supporting Environmental Statement (Chapter 9: Built Heritage) and standalone Heritage Statement as well as the Phase 1 Geoenvironmental report.

PLANNING HISTORY

2.22 A planning history search undertaken using Manchester City Council's Public Access website reveals the most recent application was for temporary use as a padel tennis facility and supporting facilities for a period of 3 years (ref. 139686/FO/2024). This is therefore a 'meanwhile' use to occupy the building until such a time that a comprehensive redevelopment proposal for the Site in line with the Strategic Regeneration Framework was ready.

2.23 There are historic applications relating to warehouse use (refs 026105, 048949/FO/NORTH1/95) and an application for the change of use from warehouse to telehousing/point of presence (ref. 059204/FU/NORTH1/00).

2.24 The surrounding area has been subject to numerous planning applications for large scale developments in recent years, which illustrates the changing nature of the area. Grants of consent and emerging redevelopment schemes in the surrounding area demonstrate the changing profile. Examples include the following:

- Former Boddingtons Brewery site, Great Ducie Street (ref. 137941/FO/2023) - Erection of two buildings (part 29, 25 and 20 storeys and 12 storeys) to create a mixed-use development comprising 505 residential apartments (Use Class C3a) with commercial uses (Use Class E) provided at the ground floor level, together with public realm including courtyard pocket, cycle parking, accessible parking spaces, access arrangements, and other associated works. This application was approved in March 2023 and is under construction.
- Former Boddingtons Brewery Site, Dutton Street (ref. 118831/FO/2018). Erection of two buildings (a part 17, part 12 storey building and a part 26, part 23 storey building) to form 556 residential units (Use Class C3a) together with the creation of 3490 sqm of commercial floor space (Use Classes A1, A2, A3, B1 and D1) with associated landscaping, access and other associated works. The application was approved 28 February 2019. The development is under construction and is known as Waterhouse Gardens, opening in phases.

- One Park Place (ref 138302/FO/2023) - Erection of a part 25 and part 15 storey residential building comprising 154 apartments (Use Class C3a) with ground floor commercial uses (Use Class E), together with associated residents amenity space, cycle parking, substation, servicing, and associated landscaping works following demolition of existing buildings. Consent was granted in February 2024.
- No.1 Lord Street (113914/FO/2016) - Erection of a 16 storey building to form 192 residential apartments (Use Class C3a) together with ground floor commercial unit (172 sqm) (Use Class A1, A2, A3 or B1) with associated vehicular access from Fernie Street, car parking and hard and soft landscaping following demolition of existing buildings. This application was approved in November 2016. In 2026, it was reported that Linear Living had bought the site and were working up a new planning application, which has not yet been submitted.
- Land At Red Bank, Victoria North (136812/OO/2023) - Outline application for development comprising: Erection of a residential led mixed use development across severable plots comprising residential (Use Class C3a); non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); residents amenity space including within clubhouse buildings; health centre (Use Class E); a primary school (Use Class F); the final surface finish of the highway and footpath consented under HIF permission ref: 133143/VO/2022; creation of new public realm and associated landscaping, car parking provision, cycle storage, and other associated works (with all matters reserved). Outline application for development with all matters considered: Demolition of existing buildings and structures. This application obtained a resolution to grant planning permission at Planning and Highways Committee in August 2023. The application proposes a series of high-density developments ranging from 8 up to 55 storeys high.

2.25 It is clear from the above list of surrounding applications that this area is undergoing significant change and transformation. In addition, the heights of the forthcoming surrounding developments set a precedent for building heights in the area.

WIDER SITE CONTEXT

2.26 As outlined above, there a number of development sites within the immediate context of the site, and these schemes illustrate the level of change in the immediate surrounding area and serve as benchmarks for established building heights. The existing and emerging context has helped identify the scale of development that could be considered appropriate for the site.

2.27 The table below provides an overview of relevant schemes within the vicinity of the site. Full details on these developments can be found in the supporting Environmental Statement.

Scheme	Maximum Height
Existing Context	
The Hallmark Tower	15 storeys
Park Inn by Radisson Hotel	7 storeys
Peninsula Building	16 storeys
Jefferson Place	20 storeys
New Victoria, Corporation Street	26 storeys
Under Construction	
Waterhouse Gardens, Former Boddington Brewery Site, Dutton Street (118831/FO/2018)	26 storeys
Victoria North, Redbank Plots NT02/NT03/NT04 (136814/FO/2023)	55 storeys
Former Boddington Brewery Site, Land off Great Ducie Street (137941/FO/2023)	29 storeys
Planning Application Submitted / Approved	
One Park Place, Cheetham Hill Road (138302/FO/2023)	25 storeys

2.28 The DAS has identified the surrounding schemes approved in the immediate area and compared these to the heights identified in the SRF, confirming the majority of buildings in the Old Brewery Gardens and former Boddington Brewery site introduce greater height and massing than was proposed within the SRF (p. 26).

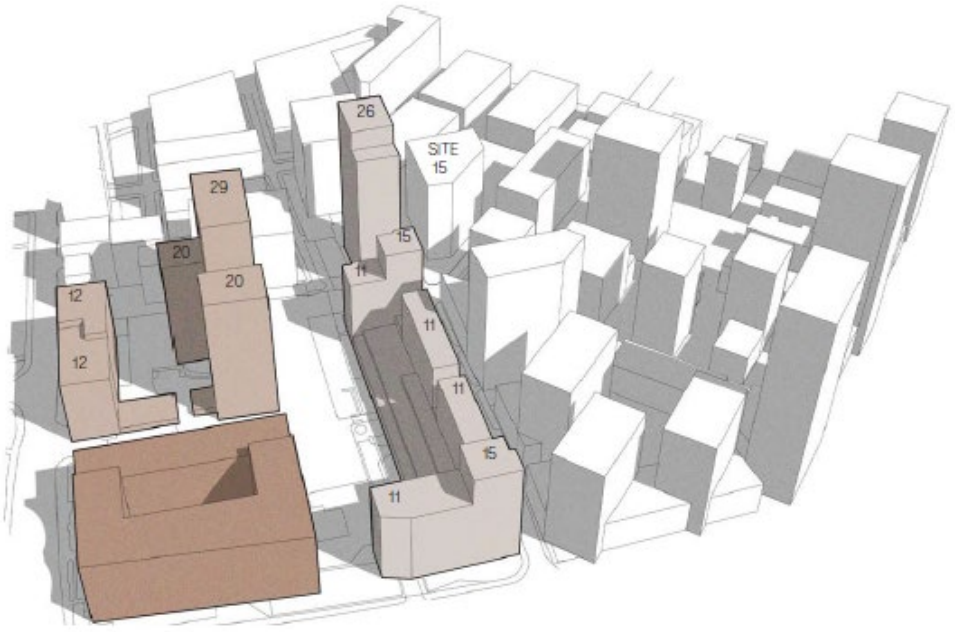


Figure 2.3: Extract from DAS – site is identified by '15' (Source: Tim Groom Architects)

3. Description of Proposed Development

3.1 This Section of the Planning Statement describes the proposed development. The preliminary sections have touched upon the context and content of the application. More detail is provided as part of the submitted Design and Access Statement prepared by Tim Groom Architects.

3.2 The description of development is:

> *"Demolition of existing structures and erection of a part 10, part 11, part 14 and part 20 storey residential building comprising 189 units with associated residents' amenity space, servicing and public realm."*

3.3 The proposals would deliver 189 units in a building ranging from 10 to 20 storeys, creation of public realm within the Site, external landscaped residents areas on roof terraces, servicing and disabled spaces on Robert Street on the Site of 0.3 ha. The housing mix is comprised of 64 no. 1 bedroom units and 125 no. 2-bedroom units. Of the two-bedroom units, four are two-storey townhouses with direct access from Robert Street. Of these, a total of 185 units (97%) would meet M4(2) standards excluding the townhouses, and 7 units (4%) would meet M4(3) requirements.

3.4 The design ethos for the development is described within the DAS and is based on the context set by the Great Ducie Street SRF, and following an in-depth review of the scale and massing of surrounding consented developments on the former Boddington Brewery site and within the neighbourhood. The key design features are:

- Pushing the building away from the junction of Dutton Street and Robert Street and creation of new public realm in the form of a vibrant landscaped square to the front of the building to form a key node within the neighbourhood;
- Creating active frontages with a resident lounge facing onto the public realm, and direct access from Robert Street to the townhouses;
- Stepped building heights with the tallest mass at 20 storeys to anchor the junction and align with consented heights on Dutton Street, and the introduction of chamfering to reduce appearance of massing and create more elegant proportions;
- Delivery of a variety of resident amenity space to cater for different needs, including resident's woodland garden at podium level 01, a communal roof terrace at Level 10 and a productive roof terrace at Level 14.
- Façade rhythm established with building façade compositions split into the base, middle and top, with double height spaces to the ground floor. Emphasis of vertical proportions through the composition of the piers, recesses and windows. The rhythm is reflected by regular window rhythm and placement of complementary materials to reinforce the composition and add depth with secondary elements;

- Contemporary materiality taking inspiration from non-designated and designated heritage assets in the surrounding area, using different types of brickwork and cast stone primarily.

LAYOUT

3.5 The siting of the proposed development has been influenced by a number of constraints and opportunities, including the size of the Site and the adjacent built form as well as the opportunity to create a new building of character, along with public realm, which will together contribute to the ongoing regeneration of the area.

3.6 The main entrance to the building is at the southern elevation adjacent to the corner of Dutton Street, which will ensure passive surveillance to the public realm proposed here. Secondary resident-only entrances are to the north of the townhouses from Robert Street, and around the western side of the building via the landscaped podium. Residents will be able to use these secondary private entrances via fob to gain access to the staircores and bike stores. With respect to circulation in the building, two lifts are proposed within the main staircore near the entrance foyer, and within the second staircore is a third lift.

3.7 The proposed layout has set aside space for useable public realm, and maximised active frontage to Dutton Street and Robert Street. Back-of-house functions (such as plant rooms, substation, switch room, sprinklers and refuse stores) are deliberately located on the north and west elevations. Locating these functions around the courtyard will maximise the street frontage to Robert Street and Dutton Street. Direct access from Robert Street is gained into the substation, switch room and one of the bin stores. The ground floor of the proposed development also incorporates a cycle store, post room and reception facilities.

3.8 The scheme provides public realm at the front of the site, in addition to a private woodland garden on Level 01 to the rear of the site. Further residents' amenity spaces are located on the roof terraces at Level 10 and 11, which provide varied spaces to respond to residents' needs and provide opportunities to increase the Site's biodiversity. The internal layout of the apartments is identified on the submitted floorplans. A mix of one and two bedroom units are proposed on each floor, with a communal resident lounge proposed at ground floor and on Level 10, adjacent to the roof terrace.

SCALE AND MASSING

3.9 The proposed building is part 10, 11, 14 and 20 storeys. Whilst the SRF identifies a maximum height on the Site of 15 storeys, the DAS provides a detailed explanation of the design process to reach the form of the proposed development during the pre-application process. The proposed development responds well to the consented residential buildings on Dutton Street and from a place-making perspective, to improve the setting of the building in the streetscene.

3.10 Firstly, the architects used the heights and massing within the Great Ducie Street SRF as a baseline for the proposals. Once the two volumes shown in the SRF were pulled within the red line boundary of the Site, the volume create was significant at about 80,000sq.m.

3.11 The built form was then pulled back from Dutton Street to create a new area of public realm and create a set-back from the consented 26-storey building opposite. This was considered to provide a better form than the SRF and from a placemaking point of view, to provide significantly more landscaping and public realm on Site. To provide a suitable number of units, an increase in height of up to 19 storeys was proposed to take account of the reduced floorplate on the Site.

3.12 During pre-application discussions with MCC, this taller element was broken down into two volumes to reduce its perceived size, of 19 and 14 storeys. The heights of the different volumes were further refined to create more elegant proportions including chamfering and creation of roof terraces, and stepping down of storey heights away from the Robert Street/Dutton Street junction. The DAS explains the volume of the proposed building is 26% less than a fully maximised development. The total proposed GIA of the building is 16,679sq.m.

3.13 The DAS also finds that the majority of the buildings within Old Brewery Gardens and the former Boddington Brewery Site introduce greater height and massing than was proposed within the Great Ducie Street SRF. The average building height rises by roughly 5 storeys, in comparison to the SRF.

LANDSCAPING

3.14 The proposed development has been maximised with respect to landscaping, and a number of opportunities created including the resident-only garden to the rear of the Site at podium level; public realm to the frontage; and resident amenity spaces. Land Studio's Workbook identifies the design rationale and concept development for the proposed spaces, and their plans identify the proposed hard and soft landscaping details. The planting concept across the different levels of the development would mimic natural mountain biomes with a 'woodland' at podium level 01, an upper forest at Level 10 and an alpine garden at Level 11. The aim is to provide adaptable, productive rooftop terraces with opportunities for sitting, informal play and resident enjoyment through planting, shelter and inclusion of habitats such as beehives.

ACCESS AND PARKING

3.15 The main entrance to the building is provided from the south of the Site. The footways bounding the Site will be resurfaced and redundant accesses closed and reinstated as continuous footway. There are dropped kerbs in place at the junction of Dutton Street/Robert Street, but tactile paving is missing. The Applicant will fund the introduction of tactile paving at this location to be delivered by a Section 278 Agreement.

3.16 The TRO on Robert Street would be amended to create two disabled spaces within existing parking bays, and with respect to servicing, a loading bay for servicing will be located on Robert Street and this will be the primary location used for residential deliveries.

3.17 The proposal is car-free, due to its excellent connectivity and access to public transport as well as proximity to the City Centre. A ratio of 1:1 cycle parking spaces per unit is proposed, with 189 cycle parking spaces within the ground floor secure cycle store. Direct access from the cycle store is taken from both the communal landscaped podium at Level 01 (via a bike ramp) and a short distance through the building to the main entrance. The

Site is also located within the Cycle Hire scheme zone where bikes can be hired for use across the city.

3.18 Further details of the building's accessibility are outlined in the DAS and Transport Assessment. In summary, the Site benefits from excellent accessibility by foot, bicycle and public transport to a range of local services and facilities provided in and around the local area. This will help reduce the need to travel and own a private car.

3.19 The design proposals endeavour to make the building as accessible as possible by:

- Providing step-free access via level thresholds at the building's main entrances;
- Ensuring the main entrance and circulation are AD Part M4(3) compliant;
- Providing refuges in the access stairs of both cores, in line with the requirements of AD Part B; and
- Providing accessible toilets at ground floor level and adjacent to residents' lounges

REFUSE STRATEGY AND SERVICING

3.20 General waste and recycling would be disposed of by the residents in the two designated residents' refuse store at ground floor of the building. The bin stores are located to ensure travel distance is kept to a minimum, with doors providing direct access to Robert Street, and the second bin store with level access to Dutton Street. As such, two refuse collection points are proposed outside each of the refuse stores.

3.21 The general waste and recycling bin containers will be rotated by the on-site team to ensure all bins are fully used, and will be taken to the refuse collection area on collection day. The frequency and timings of collections will be agreed with the local authority.

3.22 All bins will be clearly marked for ease of identification for recycling purposes. The on-site team will present the bins at the due time and return the bins to the stores once emptied.

3.23 On bin collection days, the on-site team will move the bin containers (general waste bins and/or recycle bin units) from the refuse store to the two agreed refuse collection points. Here the bins will be lined up in an orderly manner ready and presented for collection by the local authority. During collection an on-site team member will work with the collection team until all the bin container units have been emptied. The empty bin units will then be returned to the bin store holding areas. Any spillages will be tidied and cleaned up immediately.

3.24 As part of the maintenance regime, all bin containers will be regularly inspected and periodically washed down and disinfected. The refuse store will be kept clean and tidy at all times.

3.25 The MCC Waste Storage and Collection Guidance for New Developments (Version: 7.00) advises that a minimum of 81.27sq.m of bin storage space should be provided for 189 residential units. The two bin stores measure 147sq.m in total which allows for a suitable number of bins. The completed Waste Storage and Collection Proforma confirms that 19

general refuse Eurobins, 10 pulpable recycling, 10 mixed recycling Eurobins and 8 smaller food waste bin are proposed.

SAFETY AND SECURITY

3.26 The DAS includes a section on safety and security describing how the scheme has been designed in accordance with secure by design principles, the application is also supported by a Crime Impact Statement prepared by the Greater Manchester Police Secured by Design team. The proposed development will incorporates the following GMP recommendations which relate to both the future management of the building and ensuring the public realm area is adequately lit:

- Landscaped areas in the public realm must maintain clear sightlines, avoiding concealed spaces and reducing opportunities for criminal or antisocial behaviour, and adequate lighting should ensure safe use after dark.
- External seating areas should be placed in locations visible from inside the building to deter misuse, supported by CCTV coverage of external spaces.
- Roof terraces require access control to limit use to authorised individuals and provide an audit trail in the event of an incident.

3.27 The building will use a fob system to reduce the risk of unauthorised entry from the foyer into all other parts of the building. The reception area will be manned by a concierge during the day and evening, and a post room is proposed to reduce parcel theft. The cycle stores proposed will require fob access too.

FIRE SAFETY

3.28 With respect to fire safety, careful consideration has been given to the design of the building which is at most 20 storeys tall (although the level 20 roof will be accessible for public use only). The height from ground floor to the highest occupied floor is 58.9m.

3.29 A wet riser system and sprinklers are proposed throughout the building. Escape distances have been designed to comply with BS999 (2017), BS 9991 (2024). All floors of the building are served by two cores, each with their own staircore and firefighting lift. Each stair will have a wheelchair refuge at each level. Final exit from each staircore is provided by external doors directly onto the courtyard. The fire service will be able to access the building from Dutton Street and Robert Street. Further information on fire safety is contained within the supporting Fire Statement prepared by Orion Fire.

ENERGY EFFICIENCY

3.30 The Proposed Development has been designed with U-values and air permeability that match or are lower than the minimum Building Regulations U-values. Therefore, the associated CO2 emissions of the building from the outset has been reduced using passive measures, which will result in less energy required to maintain comfortable conditions inside the building. Adopting this approach will also allow the Proposed Development to maximise the use of natural sources of cooling and ventilation which will assist in

maintaining comfortable conditions within the internal spaces and will also allow the heating and cooling system to perform more efficiently.

3.31 High efficiency LED lighting will be used throughout alongside demand operated lighting where appropriate in the form of daylight dimming and absence/presence detection. Mechanical Ventilation with Heat Recovery (MVHR) is the proposed ventilation strategy, and these units will provide fresh air and heat recovery to residential rooms as well as the communal amenity spaces. MVHR reduces the required cooling and heating load which will in turn reduce CO2 emissions. The proposed ventilation units come with a summer bypass which allows them to bypass the heat exchanger during warmer months, helping to maintain thermal comfort.

3.32 Both Air Source Heat Pumps (ASHP) to provide hot water to the residential apartments of the Proposed Development and variable refrigerant flow (VRF) ASHP will provide space heating and cooling to the amenity areas. These systems were chosen to support the phasing out of fossil fuels and targets of net zero carbon.

SCHEME BENEFITS

3.33 The proposed development will deliver 189 dwellings within the boundary of the Great Ducie Street area, one of the key regeneration areas for Manchester. It will deliver a suite of social, environmental and economic benefits.

3.34 The overarching policy objective of the National Planning Policy Framework (NPPF) (2024) is the presumption in favour of sustainable development. These are comprised of economic, social and environmental objectives. The benefits of the proposals are therefore as follows.

Economic

3.35 The proposed development will contribute to building a strong, responsive and competitive economy. The Socioeconomics Chapter 5 of the ES identifies the economic outcomes from the Proposed Development:

- Direct creation of 29 FTE jobs during the construction phase;
- Indirect creation of 22 FTE jobs during construction;
- It is estimated the management of the building would create 3 FTE jobs during the permanent occupation phase; and
- Generating additional local spending of up to £1.9m per annum from 328 new residents.

Social

3.36 The proposed development will support the creation of a strong, vibrant and healthy community. The proposed development will deliver the following social benefits:

- Delivery of 189 new residential units to the neighbourhood, providing a range of homes from one to two-bedroom units. The development will

contribute to the average annual housing target for Manchester set by the PfE DPD.

- Contribution to the ongoing regeneration of the Strangeways / Great Ducie Street area, replacing an existing low-density former light industrial unit currently in a temporary padel use, with a high-density, high-quality residential development, in accordance with the Strategic Regeneration Framework and in line with national planning policy objectives to build on brownfield land and at higher density in sustainable locations.
- Improve safety and security in the immediate Site surroundings by attracting footfall through more local residents, introducing passive surveillance onto the streets and creating active frontages to the street.
- Delivery of 7 accessible apartments to M4(3) standard, with all apartments accessible to M4(2) standard.
- Delivery of car-free apartments in a highly accessible location in the City Centre fringe, reducing reliance on the private car.

Environmental

3.37 The proposed development will support the natural environment by developing the land which is almost entirely hardstanding to deliver biodiversity net gain, and including new soft landscaping at ground floor and within resident terraces. The following environmental benefits are expected:

- Delivery of the regeneration of a prominent site earmarked for redevelopment, greatly improving the area's appearance and streetscape through the creation of a high-quality scheme;
- Inclusion of new trees to the public realm and soft landscaping to deliver biodiversity gain on Site and create habitats for species;
- Delivery of a car free development in a very accessible location, supported by 100% cycle parking, which will contribute to promoting a more active and lower carbon lifestyle; and
- The building has been designed to be energy efficient and is proposed to perform well against Part L Building Regulations 2021, in excess of the requirements.

4. Pre-Application Consultation

4.1 This Section of the Planning Statement sets out the pre-application consultation which has taken place.

4.2 As set out within the NPPF, early engagement with key stakeholders has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.

PRE-APPLICATION WITH MCC

4.3 Consistent with the Council's Statement of Community Involvement (adopted 2018), the Applicant has undertaken pre-application discussions with the Local Planning Authority, Manchester City Council. These discussions commenced in advance of the submission of the application and have informed the proposals.

4.4 As set out in the Design and Access Statement and Chapter 3 of the ES, the Proposed Development has gone through a period of design evolution spanning the pre-application discussions. The feedback from Officers has been fully considered and where appropriate, appropriately addressed as part of the application. The design elevation process has also included a careful consideration of the development principles for the Park Place character area.

4.5 The key changes to the scheme following pre-application dialogue with the Council are as follows:

- Considering the density and heights proposed using the SRF as guidance;
- Breaking up the taller volume into more elements and stepping down of storey heights;
- Reduced appearance of massing through chamfering and creation of double height entrance; and
- Setting the building back and providing an area of public realm at the road junction.

PUBLIC & STAKEHOLDER CONSULTATION

4.6 A public consultation exercise has been carried out prior to application submission, which included engagement with key stakeholders such as Ward Councillors, distribution of a consultation flyer in the locality, directing interested parties to a dedicated project website and providing a summary of the project and signposting to leave feedback. A freephone information line and a feedback email address were made available throughout

the course of the pre-application consultation, for interested parties to receive further information and to enable people to provide their feedback to the project team[1].

4.7 The Ward Councillors were notified about the proposals and invited to meet with the project team.

4.8 To ensure the wider community were aware of the consultation, a detailed press release was issued to several local media publications including the Business Desk, Place North West and The Manchester Evening News.

4.9 A Teams meeting was held with local residents on Monday 13th April to discuss the proposal and to answer any questions.

4.10 In line with the Applicant's commitment to the ongoing stakeholder engagement once the application has been submitted, the stakeholders will be contacted to make them aware of the submission being made and advising them how they can contact the project team if they require any further information.

4.11 The consultation was open from 5 March to 23 March 2026. Following 275 visits from 261 unique visitors over the consultation period, a total of five responses were submitted to the questionnaire. The comments received during the consultation process have been reviewed by the applicant and design team and where appropriate changes have been made to the proposal. A summary of the feedback received as part of the public consultation exercise by theme, including the applicant's responses, are summarised in Table 4.1.

4.12 The majority of respondents were local residents (80%). All respondents either strongly supported (60%) or supported (40%) plans for the Site, and all respondents supported the plans to create a publicly accessible garden within the public realm.

SUMMARY

4.13 In summary, a comprehensive process of pre-application consultation has been undertaken with the Council and other stakeholders. Further details can be found in the supporting Statement of Community Involvement.

4.14 Given the scale of the scheme and its compliance with plan policy, we are satisfied that an appropriately comprehensive process of pre-application consultation has been undertaken.

5. Planning Policy

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that when determining a planning application, the decision maker must make their determination in accordance with the development plan unless material considerations indicate otherwise.

5.2 Given this obligation, the following section considers the development plan, national planning policy guidance relevant to the application, which is a material consideration in the determination of this application, and other material considerations such as supplementary planning documents and guidelines.

5.3 The adopted development plan comprises the Manchester Core Strategy (adopted July 2012), the saved policies of the Manchester UDP (adopted July 1995), the Places for Everyone Joint Development Plan Document (adopted March 2024). Other material considerations including the National Planning Policy Framework, the Great Ducie Street Strategic Regeneration Framework (2018), and the Strangeways and Cambridge Strategic Regeneration Framework (2025) are set out.

SITE DESIGNATIONS

5.4 The Core Strategy Policies Map identifies the Site as a being within the City boundary, Regional Centre (Policy EC3); an Economic Improvement Area (Policy CC10); and within North Manchester (Policies EC4, H3).

MANCHESTER CORE STRATEGY

5.5 The Manchester Core Strategy was adopted on 11 July 2012. The Core Strategy sets out the long-term strategic planning policies for Manchester's future development.

5.6 The relevant Core Strategy policies are:

- Policy SP1: Spatial Principles
- Policy EC3: The Regional Centre
- Policy CC1: Primary Economic Development Focus: City Centre and Fringe
- Policy CC3: Housing
- Policy CC5: Transport
- Policy CC6: City Centre
- Policy CC7: Mixed Use Development
- Policy CC8: Change and Renewal
- Policy CC9: Design and Heritage
- Policy CC10: A Place for Everyone
- Policy H1: Overall Housing Provision
- Policy H3: North Manchester
- Policy H8: Affordable Housing
- Policy T1: Sustainable Transport
- Policy EN1: Design Principles and Strategic Character Areas
- Policy EN2: Tall Buildings
- Policy EN3: Heritage

- Policy EN4: Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Policy EN6: Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies
- Policy EN8: Adaptation to Climate Change
- Policy EN14: Flood Risk
- Policy EN15: Biodiversity and Geological Conservation
- Policy EN16: Air Quality
- Policy EN17: Water Quality
- Policy EN19: Waste
- Policy PA1: Developer Contributions
- Policy DM1: Development Management

5.7 It is noted that the following Core Strategy policies have been partially replaced by the Places for Everyone DPD, and are also considered relevant to this application:

- Policy H1 Overall Housing Provision (partially replaced by Policy PfE Policy JP-S1)
- Policy H2 Strategic Housing Location (partially replaced by Policy PfE Policy JP-H1)
- Policy H8 Affordable Housing (partially replaced by Policy PfE Policy JP-H2)
- Policy T1 Sustainable Transport (partially replaced by Policy PfE Policy JP-C1)
- Policy EN3 Heritage (partially replaced by Policy PfE Policy JP-P2)
- Policy EN6 Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies (partially replaced by Policy PfE Policy JP-S2)
- Policy EN8 Adaption to Climate Change (partially replaced by Policy PfE Policy JP-S2, JP-S4 and JP-G8)
- Policy EN14 Flood Risk (partially replaced by Policy PfE Policy JP-S4)
- Policy EN15 Biodiversity and Geological Conservation (partially replaced by Policy PfE Policy JP-G8)
- Policy EN16 Air Quality (partially replaced by Policy PfE Policy JP-S5)
- Policy EN17 Water Quality (partially replaced by Policy PfE Policy JP-S4)

5.8 These policies are now set out.

5.9 Policy SP1 sets out the key spatial principles which will guide strategic development. The Regional Centre will be the focus for economic and commercial development, retail, leisure along with high quality city living. Core development principles include creating neighbourhoods of choice, using previously developed land where possible and reducing the need to travel.

5.10 Policy EC3 states that housing is an appropriate use within the Regional Centre, and should generally be of higher density, subject to site and location details. Policy CC3 encourages high quality accommodation which is large enough to suit a range of occupants.

5.11 Policy CC1 confirms the Council will encourage a variety of high quality accommodation types, sizes and footplates in the City Centre and fringe to boost investment by local, national and international businesses. The City Centre and fringe will be considered a suitable location for the consideration of high density buildings.

5.12 Policy CC3 states that the City Centre will see the most intensive development of housing, and it is expected that a minimum of 16,500 new units will be provided from 2010-2027. In other parts of the city, development will be appropriate in line with Policy CC7.

5.13 Policy CC5 requires provision of adequate parking provision for cars and bicycles, with reference to the parking standards set out in Appendix B. The Appendix confirms that the standards do not apply in the City Centre, where parking is considered on a site by site basis.

5.14 Policy CC6 relates to development within the City Centre and states that it welcomes high density development here. The policy requires regard to be had to Policy EN2 on tall buildings. Policy CC7 states that other than in locations specifically mentioned in Policy CC3, residential development will be supported as part of schemes which include employment. Active ground floor uses will be appropriate in locations which have an established public function.

5.15 Policy CC8 states that the City Council will welcome large-scale schemes in the City Centre. Developments which make significant contributions to the City Centre's role in terms of improving the accessibility or legibility of the Centre will be supported, subject to a proposals impact on key aspects of the City's heritage and character. Within areas identified for large-scale redevelopment proposals will be expected to be prepared within an approved development framework.

5.16 Policy CC9 sets out a requirement for the highest standard of design in terms of appearance and function. Development should preserve or enhance the heritage assets that have been identified. New development must support the range of uses that the Council expects in the City Centre, and contribute to a coherent, integrated physical environment. Policy CC10 seeks a place for everyone, which is accessible and increases the diversity of activity in the City Centre.

5.17 Policy H1 prioritises residential development on brownfield land. The housing trajectory and housing numbers are now provided in the Places for Everyone DPD. High density development of over 75 units per hectare are appropriate in the city centre and accessible parts of the Regional Centre. Development should contribute to creating mixed communities with a range of dwellings types, catering to varied populations and should contribute to local character. Developments should include useable amenity space; cycle parking; provide privacy; prioritise sites which are close to centres or high frequency public transport routes; and should take account of environmental constraints.

5.18 Policy H3 states that North Manchester will accommodate around 20% of new residential development. High density housing will be permitted within the parts of North Manchester that fall within the Regional Centre. Policy H8 requires affordable housing provision for sites of 0.3ha or where 15 or more units are proposed. They should contribute to the citywide target of 20%. The Policy states that an exemption from providing affordable housing, or a lower proportion of affordable housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%, or where material considerations indicate that intermediate or social rented housing would be inappropriate. Such considerations are noted as including the financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.

5.19 Policy T1 states that the Council will support proposals that improve choice by developing alternatives to the car, improve pedestrian routes and the pedestrian environment and improve and develop further Manchester's cycle network. Policy T2 states that the pattern of development will be managed to ensure that new proposals are located to ensure good access to the City's main economic drivers; and are easily accessible by various transport modes. Within the city centre, car parking provision should reflect the highly accessible nature of the location.

5.20 Policy EN1 expects all development to follow the seven principles of urban design and to have regard to the strategic character area in which the proposal is located. Opportunities for good design to enhance the overall image of the City should be fully realised. Developers will be expected to consider the heritage of the City Centre Character Area and continue its rich pattern of activity. Developments should contribute positively to the experience at street level and the opportunity should be realised to provide new areas of meaningful open space.

5.21 Policy EN2 identifies tall buildings as those which are substantially taller than their neighbourhoods and/or which significantly change the skyline. Proposals will be supported where they are of excellent design quality; are appropriately located; contribute positively to sustainability and place making e.g. as a landmark; and will bring significant regeneration benefits. Suitable locations include those within and immediately adjacent to the city centre with particular encouragement to sites which can easily be served by public transport nodes. It states that the impact of tall buildings on microclimate should be modelled.

5.22 Policy EN3 encourages development that complements and takes advantage of the distinct historic and heritage features of the districts and neighbourhoods. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

5.23 Policy EN4 states that wherever possible, new and retrofit projects should be designed to allow opportunities for low and zero carbon energy supplies; to improve energy efficiency; to enable future connection to decentralised energy schemes; and to use materials with low embodied carbon.

5.24 Policy EN8 requires all new development to be adaptable to climate change in terms of layout, design, siting and function. Development should reduce the urban heat island effect through the use of green infrastructure; passive design should be used to control overheating. Policy EN9 encourages the provision of enhanced green infrastructure where possible. Policy EN14 states that all new development should minimise surface water run-off, including through SuDS and green infrastructure.

5.25 Policy EN15 states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

5.26 Policy EN16 states that the Council will seek to improve the air quality within Manchester and developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development.

5.27 EN17 requires development to avoid adverse impacts on water quality, including during the construction phase, and minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems.

5.28 Policy PA1 states that where needs arise as a result of development, the Council will seek to secure planning obligations in line with the guidance. The nature and scale of any obligations sought will be related to the form of development and its potential impact upon the surrounding area.

5.29 Policy DM1 requires development to have regard to siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas in terms of scale and appearance; effects on amenity including privacy, light, noise, vibration, air quality, odours, litter and road safety; accessibility including sustainable transport; community safety; design for health; refuse storage and collection; vehicular access and parking; effects relating to biodiversity, archaeological or built heritage; flood risk and drainage.

PLACES FOR EVERYONE JOINT DEVELOPMENT PLAN DOCUMENT (DPD)

5.30 The Places for Everyone Joint DPD is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. The Plan identifies the joint approach to the delivery of housing and employment land across Greater Manchester for the period of 2022 to 2039, and was adopted in March 2024. The following policies are the most relevant:

- JP-Strat 1 – Core Growth Area
- JP-Strat 2 – City Centre
- JP-S1 – Sustainable Development
- JP-S2 – Carbon and Energy
- JP-S4 – Flood Risk and The Water Environment
- JP-S5 – Clean Air
- JP-S6 – Resource Efficiency
- JP-H1 – Scale, Distribution and Phasing of New Housing Development
- JP-H3 – Type, Size and Design of New Housing
- JP-H4 – Density of New Housing
- JP-P1 - Sustainable Places
- JP-P2 - Heritage
- JP-P6 – Health
- JP-C1 – An Integrated Network
- JP-C2 – Digital Connectivity
- JP-C6 – Walking and Cycling
- JP-C8 - Transport Requirements of New Development
- JP-D2 - Developer Contributions
- JP-G8 – A Net Enhancement of Biodiversity and Geodiversity

5.31 The Site is located within the Core Growth Area of central Manchester, a key growth area which provides an economic role. Complementary to its economic function, it will see a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities. Supporting text to the policy states that, *"A strong focus of growth in this area is fundamental to the overall strategy… There is an opportunity to significantly grow the residential role of the core area."*

5.32 Policy JP-S1 requires development to aim to maximise its economic, social and environmental benefits simultaneously and utilise sustainable construction techniques. To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. In preparing plans, authorities should make as much use as possible of suitable previously-developed (brownfield) land and vacant buildings to meet development needs. In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively.

5.33 Policy JP-S2 Carbon and Energy states that the aim of delivery a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions will be supported by a range of measures including an expectation that new development will be, unless it can be demonstrated that it is not practically or financially viable, be net zero carbon for operational carbon emissions; from 2028 for all emissions in construction. From 2025, development should calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions. Development proposals should set out how this has been achieved in an Energy Statement in accordance with the energy hierarchy, and from 2025 any residual carbon emission that cannot be fully mitigated should be off-set, through financial contributions to a carbon offset fund. As an interim measure, development should be consistent with 2022 Part L Building Regulations. Residential development should achieve energy demand reductions in terms of space heat demand, hot water energy demand and the delivery of on-site renewable energy generation.

5.34 Policy JP-H1 states that a minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305. New homes will of good quality, design, adaptable, supported by the necessary infrastructure and their distribution will support the Plan's overall strategy to enable people to reduce the need to travel. Manchester will need to deliver 3,533 new homes per year until 2039.

5.35 Policy JP-H2 requires significantly increasing the supply of new housing, in accordance with Policy JP-H1. Policy JP-H3 'Type, Size and Design of New Housing', states that residential development should seek to incorporate a range of dwelling types and sizes. All new dwellings must comply with nationally described space standards and be built to accessible and adaptable standard in Part M4(2) of the Building Regulations. Housing should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site per Policy H4. The minimum density is therefore 120 dwellings per hectare for sites within 400m of a City Centre.

5.36 Policy JP-P1 'Sustainable Places' states that the aim of the Plan is for Greater Manchester to become of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places. It should be socially inclusive by responding to the needs of all parts of society, enabling everyone to participate equally and independently, providing opportunities for social contact and support, and promoting a sense of community. Inclusive design should be incorporated within all spaces, supporting efforts to tackle inequality and poverty as part of creating sustainable places. Development should also be easy to move around for people of all mobility levels, particularly by walking and cycling, with routes that are enjoyable, free from obstacles or disorienting stimuli, and with places to rest.

5.37 JP-P2 'Heritage' states inter alia, the heritage significance of a Site or area should be considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement should be optimised. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer. Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.

5.38 The DPD states that new development will be required as far as practicable, to maximise its positive contribution to health and wellbeing; avoid negative impacts of new development; support healthy lifestyles including through use of active design principles; and be supported by a Health Impact Assessment for all developments which require to be screened for an EIA (Policy JP-P6 – Health).

5.39 JP-C1 aims to deliver a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes, enabling the provision of high quality digital infrastructure; locating and designing development to deliver a significant increase in the proportion of trips that can be made via active travel; ensuring development prioritises the needs of pedestrians first, followed by cyclists and public transport users, people doing business or providing services, and finally people in personal motorised vehicles.

5.40 JP-C2 – Digital Connectivity requires all new development to have full fibre to premises connections.

5.41 Policy JP-C5 'Streets for all' requires development to provide appropriate places and routes for servicing, deliveries and 'drop-off'.

5.42 Policy JP-C8 'Transport Requirements of New Development' states that adequate car parking must be provided, including provision for disabled drivers. Car parking should be well integrated and unobtrusive so that it supports the street scene. Where appropriate, parking provision should also be flexible and capable of adaptation over time to reflect changing demand. This will help create high quality, attractive, liveable and sustainable environments.

5.43 Policy JP-D2 states that applicants must provide clear evidence at the planning application stage if they wish to prove that a development is not viable.

5.44 Policy JP-G8 'A Net Enhancement of Biodiversity and Geodiversity' states that through local planning, a net enhancement of biodiversity resources will be sought. Development will be expected to follow the mitigation hierarchy of avoiding significant harm to biodiversity, particularly where it is irreplaceable, then adequately mitigating any harm to biodiversity and adequately compensating for any remaining harm to biodiversity.

5.45 JP-S4 relates to flood risk and the water environment, and requires development to manage surface water run-off through sustainable drainage systems and as close to the source as possible. SuDS should be designed to provide multi-functional benefits and be delivered in a holistic and integrated manner, and be managed and maintained appropriately.

5.46 The relevant parts of Policy JP-S5 'Clean Air' requires locating and designing development, and focusing transport investment, to reduce reliance on forms of transport that generate air pollution; determining planning applications have regard to the most recent development and planning control guidance published by the Institute of Air Quality Management (IAQM) and the Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate. Applications for development that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided. Developments should be located in areas that maximise the use of sustainable travel modes and be designed to minimize exposure to high levels of air pollution, particularly for vulnerable users.

MANCHESTER UNITARY DEVELOPMENT PLAN (1995)

5.47 The Manchester UDP was adopted in 1995 and some policies remain extant. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy.

5.48 Policy DC7 'New Housing Development' sets out that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

5.49 Policy DC26 'Development and Noise' seeks to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both: a. the effect of new development proposals which are likely to be generators of noise; and b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

5.50 New noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced.

OTHER MATERIAL CONSIDERATIONS

Great Ducie Street Strategic Regeneration Framework (2018)

5.51 The Site lies within the Great Ducie Street Strategic Regeneration Framework (SRF) area, which was endorsed by Cabinet in November 2018. As available land within the traditional City Centre is filled, a significant amount of recent growth and neighbourhood regeneration has been taking place within adjoining areas such as Cheetham Hill. The SRF envisages the regeneration of the area and given the area's existing context, it recognises an opportunity to significantly increase the density of development in this area, to something that is commensurate with the scale of development within the City Centre.

5.52 The Site falls within Park Place character area where the SRF promotes both residential and commercial uses. It introduces new residential uses and higher density development as a way of facilitating improvements in commercial floorspace. Improvements to the public realm are encouraged, aimed at promoting pedestrian through routes and improving footfall.

5.53 Within the SRF, the masterplans identify the Site as accommodating two plots of different heights: plot 43, suitable to deliver 11-15 storey development, and to the rear, a building of 6-10 storeys. The 11-15 storey building was identified at the corner of Robert Street and Dutton Street junction.

Strangeways and Cambridge Strategic Regeneration Framework (2025)

5.54 The Site lies within the Strangeways and Cambridge Strategic Regeneration Framework area, a cross-boundary collaboration of MCC with Salford City Council to transform the Strangways and Cambridge areas. In November 2025, the SRF was endorsed at Cabinet and the SRF now forms a material consideration when future planning applications are received for the area. Where appropriate and relevant, the SRF provides an update to the guidance included within the Great Ducie Street SRF.

5.55 The SRF addresses long-standing challenges such as counterfeit crime, poor-quality buildings, and flood risk, while creating opportunities for new homes, businesses, and green spaces. It estimates the area could accommodate 7,000 new homes across seven neighbourhoods.

5.56 The Site is located within the Dutton Street neighbourhood, which is identified as a natural extension to the city centre and subject to the existing Great Ducie Street SRF, it is identified as a residential-led mixed use area where significant development is already evident. The key design principles for the neighbourhood where relevant:

- Additional investment to build on the development delivered as part of the Great Ducie Street SRF (c. 960 homes onsite and consented).
- The evolution of the Great Ducie Street corridor to be an active city centre mixed use area, including more residents and new workspace within a vibrant quality setting.
- Strong development frontage along Great Ducie Street and Trinity Way and along Cheetham Hill Road creating safe and activated spaces supporting wider street-based interventions to enhance active travel and positive spill-out where appropriate.
- Consolidation of active frontages along Great Ducie Street and Cheetham Hill Road to improve quality of provision and strengthen its position as a 'high street' and amenity corridor for the wider neighbourhood.

5.57 The SRF notes that with respect of the scale and massing, building heights of more than 15 storeys, including moments of significant height, around 30 storeys in line with the guidance established by the Great Ducie Street SRF.

Figure 5.17: Dutton Street Strategy Diagram



Figure 5.1: Dutton Street Strategy Diagram from the Strangeways & Cambridge Street SRF

NATIONAL PLANNING POLICY FRAMEWORK (2025)

5.58 An updated National Planning Policy Framework ('NPPF') was updated in February 2025 following publication in December 2024 and sets out national guidance on various matters that need to be considered when proposing new development. The NPPF is a material consideration when determining planning applications.

5.59 The NPPF is a material consideration in planning decisions. It has a clear presumption in favour of sustainable development at its heart (Paragraph 10). Sustainable development means that the planning system pursues economic, social and environmental objectives (Paragraph 8), although they are not criteria against which every decision can or should be judged (Paragraph 9).

5.60 The following chapters of the NPPF are relevant:

- Chapter 2 – Achieving sustainable development
- Chapter 4 – Decision-making
- Chapter 5 – Delivering a sufficient supply of homes
- Chapter 6 – Building a strong, competitive economy
- Chapter 7 – Ensuring the vitality of town centres
- Chapter 8 – Promoting healthy and safe communities
- Chapter 9 – Promoting sustainable transport

- Chapter 11 – Making effective use of land
- Chapter 12 – Achieving well-designed places
- Chapter 14 – Meeting the challenge of climate change, flooding and coastal change
- Chapter 15 – Conserving and enhancing the natural environment
- Chapter 16 – Conserving and enhancing the historic environment

5.61 The presumption in favour of sustainable development means that local planning authorities should, without delay, approve development plans that accord with an up-to-date development plan, and where the relevant policies are out-of-date, granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a strong reason for refusing the development proposed or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF (Paragraph 11).

5.62 Paragraph 39 states that Local Planning Authorities should approach decisions on proposed development in a positive and creative way.

5.63 Section 5 of the NPPF focuses on delivering a sufficient supply of housing which meets needs in relation to type, size and tenure of housing (paragraph 63). In summary, it is the government's objective to significantly boost the supply of homes by using a sufficient variety of land types which can come forward to meet the needs of various groups with specific needs (paragraph 60).

5.64 Section 6 states that planning decisions should help create conditions in which businesses can invest, expand, and adapt. It emphasises that significant weight should be given to supporting economic growth and productivity, taking into account both local business needs and wider development opportunities.

5.65 Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation (Paragraph 90).

5.66 Paragraph 96 states that planning decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible through the use of well-designed, clear and legible pedestrian and cycle routes, and high quality public space.

5.67 Section 9 of the NPPF seeks sustainable transport, with promotion of walking, cycling and public transport (Paragraph 109). Patterns of growth should support this objective, with significant development being in locations which are or can be made sustainable (Paragraph 110). Local parking standards should take into account the accessibility of the development, availability of public transport and the type of development (Paragraph 112).

5.68 The NPPF states that development should only be prevented on highway grounds if there would be an unacceptable impact on highway safety or severe cumulative highway impacts (Paragraph 116).

5.69 Section 12 of the NPPF identifies good design as 'a key aspect of sustainable development' (Paragraph 131). Developments must function well over their lifetimes; be visually attractive with good architecture and layout; be sympathetic to local character while not

discouraging innovation or change; establish or maintain a strong sense of place; include effective landscaping; and provide a high standard of amenity (Paragraph 135). Development of poor design should be refused (Paragraph 139).

5.70 New development should seek to reduce greenhouse gas emissions through means such as location, orientation and design (Paragraph 164) and to take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (Paragraph 166).

5.71 Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere (Paragraph 170). A sequential risk-based approach should also be taken to individual applications in areas known to be at risk now or in future from any form of flooding (Paragraph 173). The aim of the sequential test is to steer new development to areas with the lowest risk of flooding from any source. Development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The strategic flood risk assessment will provide the basis for applying this test (174). The sequential test should be used in areas known to be at risk now or in the future from any form of flooding, except in situations where a site-specific flood risk assessment demonstrates that no built development within the site boundary, including access or escape routes, land raising or other potentially vulnerable elements, would be located on an area that would be at risk of flooding from any source, now and in the future (having regard to potential changes in flood risk) (Paragraph 175).

5.72 Planning policies and decisions should contribute to and enhance the natural and local environment by (d) minimising impacts on and providing net gains for biodiversity; (e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability (Paragraph 187).

5.73 Planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination (Paragraph 196).

5.74 Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions including mitigating and reducing potential adverse impacts resulting from noise and avoid noise giving rise to significant adverse impacts on health and the quality of life (Paragraph 198).

5.75 Paragraph 199 states that planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

NATIONAL PLANNING POLICY GUIDANCE

5.76 The National Planning Policy Guidance (NPPG) is a material consideration in the determination of planning applications. It states that good design is integral to sustainable development, and requires the creation of places that work well for everyone and are adaptable for the long term. It identifies key design issues including local character, safe efficient streets, crime prevention, access and inclusion, and inclusion and cohesive and vibrant neighbourhoods.

5.77 The section entitled 'Planning for higher density development' states that:

> *"...all developments should maintain acceptable living standards. What this means in practice, in relation to assessing appropriate levels of sunlight and daylight, will depend to some extent on the context for the development as well as its detailed design. For example, in areas of high-density historic buildings, or city centre locations where tall modern buildings predominate, lower daylight and sunlight levels at some windows may be unavoidable if new developments are to be in keeping with the general form of their surroundings."*

EMERGING NATIONAL PLANNING GUIDANCE

5.78 The draft proposed changes to the National Planning Policy Framework (NPPF) were published in December 2025 for consultation until 10th March 2026. The current NPPF continues to be a material consideration for determining planning applications.

OTHER MATERIAL CONSIDERATIONS

5.79 In addition to the NPPF and NPPG, there are a series of other planning policy guidance documents that are relevant to the determination of this application, including:

- Stronger Together: Greater Manchester Strategy 2013;
- Manchester Housing Strategy 2022-32;
- Guide to Development in Manchester Supplementary Planning Document (April 2007) and Technical Guidance (2015);
- Manchester Residential Quality Guidance (MRQG) (December 2017);
- Manchester Climate Change Framework 2020-2025 and Manchester Zero Carbon Framework (2020); and
- Manchester Green and Blue Infrastructure Strategy (2015).

6. Planning Appraisal

6.1 This section of the Planning and Tall Building Statement appraises the development proposals against the planning policy and guidance covered in Section 5, in the following sections:

- Principle of Development
- Landscaping
- Above Ground Heritage
- Highways
- Environmental Considerations
  - Flood Risk and Drainage
  - Ground Conditions
  - Ecology and Biodiversity
  - Archaeology
- Technical Considerations
  - Noise
  - Air Quality
  - Daylight/Sunlight
  - Climate Change and Sustainability
  - TV, Radio and Broadband

PRINCIPLE OF DEVELOPMENT

6.2 The principle of residential development is clearly established within the Great Ducie Street SRF that identifies the site for residential development with active uses on the ground floor. In addition, the adopted Core Strategy also identifies North Manchester as a predominantly residential area that will accommodate 20% of City's new residential development.

6.3 The proposed development replaces an existing low rise warehouse that was previously used for light industry and storage, in temporary leisure use for padel and would have had a low employment density, with a high-density, high-quality residential development with public realm and amenity space, which aligns with the key objectives of SFR outlined in earlier section of this Statement. This position is also supported by the Core Strategy that confirms that high-density housing will be permitted within the parts of North Manchester that fall within the Regional Centre, including the Strangeways area where the Site is located.

6.4 This positive policy position together with the objectives of the strategic framework documents have driven a substantial number of new developments and regeneration within this part of North Manchester/City Centre Fringe area. The application seeks to

build on this, to help drive forward further regeneration of the area and to preserve the progress made to date.

6.5 The proposals comprise 189 apartments (Use Class C3). The proposed development is for a part 10, part 11, part 14 and part 20 storey building with associated resident amenity space including external terraces, servicing and public realm to the front of the Site. Within the SRF, the masterplans identify the Site as accommodating two plots of different heights: plot 43, suitable to deliver 11-15 storey development, and to the rear, a building of 6-10 storeys. The 11-15 storey building was identified at the corner of Robert Street and Dutton Street junction. The proposed development provides an opportunity to redevelop under-utilised land and meet identified needs for housing where land supply could be used more effectively. The minimum density of 120dph from Policy JP-H3 is therefore exceeded.

6.6 The proposed development provides an opportunity to redevelop underutilised previously developed land in a very accessible location in the City Centre Fringe, to meet identified needs for housing in line with Policy H1 and Paragraph 125. Located in a highly sustainable location, the scheme will provide 189 dwellings to go some way to meeting the need to deliver 3,533 new homes a year until 2039, and reduce reliance on the private car (Policy JP-H1 of the PfE DPD).

6.7 The housing mix is comprised of 64 no. 1 bedroom units and 125 no. 2-bedroom units and each unit complies with NDSS per Policy JP-H1. Of these, a total of 185 units (97%) would meet M4(2) standards excluding the townhouses, and 7 units (4%) would meet M4(3) requirements.

6.8 The proposed scheme will integrate with the surrounding proposed and existing developments to add to the emerging vibrant community in this area which will be distinct in both design and character. It will deliver high-quality, high-density residential development on brownfield land within the SRFs area in accordance with Core Strategy Policy H1. The Proposed Development will therefore respond directly to the needs identified by MCC.

6.9 Policy JP-D2 of the PfE DPD requires applicants to provide clear evidence at the planning application stage demonstrating specific issues that have created barriers to delivery of affordable housing. The Affordable Housing Statement submitted in support of the planning application confirms that the application is supported by a Viability Appraisal prepared by Tim Claxton Property Limited, which finds that affordable housing contributions would mean the development would not be financially viable.

6.10 In light of the above, the principle of the proposed development closely aligns with, and helps support the vision for, Manchester's Great Ducie Street SRF. The proposed development accords with the NPPF; the Great Ducie Street and Strangeways and Cambridge SRF; Policy CC3, CC6 of the Core Strategy; and Policy JP-H1, H3, H4 and D2 of the PfE DPD.

LANDSCAPING

6.11 Policy CC10 seeks a place for everyone, which is accessible and increases the diversity of activity in the City Centre. New development must support the range of uses that the

Council expects in the City Centre, and contribute to a coherent, integrated physical environment.

6.12 The land available has been maximised with respect to external areas created, creating a number of different high-quality private amenity spaces and public realm. As set out in Section 3, these consist of a resident-only garden to the rear of the Site at podium level; enhanced public realm at the front of the Site; and further resident-only rooftop terraces.

6.13 Land Studio's Workbook identifies the design rationale and concept development for the proposed spaces, and their plans identify the proposed hard and soft landscaping details. The planting concept across the different levels of the development would mimic natural mountain biomes with a 'woodland' at podium level 01, an upper forest at Level 10 and an alpine garden at Level 11. The aim is to provide adaptable, productive rooftop terraces with opportunities for sitting, informal play and resident enjoyment through planting, shelter and inclusion of habitats such as beehives. The proposed landscaping design will considerably improve the biodiversity of the brownfield site, which at present, is entirely dominated by hard surfaces.

6.14 Therefore, the landscaping proposals are in accordance with the principles of the SRF, Policies CC9 and CC10 of the Core Strategy and Section 12 of the NPPF.

ABOVE GROUND HERITAGE

6.15 JP-P2 'Heritage' of the PfE DPD states that the heritage significance of a Site or area should be considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement should be optimised. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer. Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.

6.16 Policy EN3 of the Core Strategy encourages development that complements and takes advantage of the distinct historic and heritage features of the districts and neighbourhoods. Policy CC9 sets out a requirement for the highest standard of design in terms of appearance and function. Development should preserve or enhance the heritage assets that have been identified.

6.17 The Site does not fall within a Conservation Area nor does it contain any Listed buildings. However, it is located within the setting of numerous designated and non-designated heritage assets. Of those, 22 designated heritage assets within a 500m study area have the potential to be indirectly impacted by the Proposed Development, these include the Gatehouse of HMP Manchester and other assets associated with the prison; the former Synagogue; and the Cheetham Town Hall. Also, the Cathedral Conservation Area and non-designated heritage assets including the Dutton Hotel and Clarence Hatworks, are within 500m of the Site.

6.18 A full assessment of the impact of the proposed development is therefore contained within Chapter 9 of the ES and the Heritage Statement prepared by Levrants. An

assessment of the impact of the scheme on the townscape is also provided in Chapter 10 of the ES, prepared by rbmp, and standalone TVIA.

6.19 A Zone of Theoretical Visibility ('ZTV') prepared by rbmp helped to identify those assets where it is unlikely the proposed development will result in a significant effect. The Visual Impact Assessment discussed in the Heritage Statement assessed seven viewpoints which were prepared for the TVIA to understand the impact on heritage assets. The Heritage Statement and ES Chapter finds are three instances of minor adverse impact: on the settings of the Main Prison Block; the Tower; and the Former Boys Prison Block associated with HMP Manchester (all Grade II Listed). There is one instance of negligible adverse impact on the setting of Dutton Hotel, a NDHA. There are seven instances of neutral impacts to:

- the Gatehouse of HMP Manchester (Grade II)
- Former Synagogue (Grade II)
- St Chad's Cheetham Hill First World War Memorial Cross (Grade II)
- Roman Catholic Church of St Chad and attached Presbytery, and boundary walls (Grade II)
- Cathedral Conservation Area
- 3,12 Park Place (NDHA)
- 45-55 Julia Street (Clarence Hatworks) (NDHA)

6.20 The assessment does acknowledge that the proposed development would introduce a significant additional element and in some cases, does obscure local views of designated heritage assets. It is recognised that the architecture of the building and the proposed public realm would significantly enhance the approach to the Dutton Hotel and encourage a positive streetscape and pedestrian environment during day and night. The proposed development appears as a complimentary continuation of the emerging tall buildings context in the area from some views, sitting against the Waterhouse Gardens scheme, with the materiality sitting comfortably alongside the redbrick material palette established by this development.

6.21 Overall, the effects on the assets are considered less than substantial effects per Paragraph 215 of the NPPF; and the proposed development would not impact on the ability to appreciate the architectural and historical significance of the identified heritage assets. This may be due to separating distance or interposing built form, which means the proposed development does not form a noticeable or clearly visible element of the asset's setting, or it may be the nature of the asset itself means that the contribution its setting makes to an appreciation of its significance is limited.

6.22 Therefore, it is considered that the proposed development fully aligns with the relevant national heritage legislation and policies in the NPPF, and Core Strategy policies CC9 and EN3.

HIGHWAYS

6.23 The NPPF states that development should only be prevented on highway grounds if there would be an unacceptable impact on highway safety or severe cumulative highway impacts (Paragraph 116).

6.24 SK Transport have prepared a Transport Statement which has assessed the implications of the development on the surrounding highways network. The TS confirms there have been no collisions at the Dutton Street/Robert Street junction, or on the streets themselves in the last five years, indicating no unsafe features in the vicinity. The TS has also assessed trip generation as a result of the proposed development and confirms that the proposal will not result in a significant increase in traffic flows during the critical peak hours, with a maximum traffic flow of six vehicles generated in the AM peak hour.

6.25 Policy JP-C5 'Streets for all' of the PfE DPD requires development to provide appropriate places and routes for servicing, deliveries and 'drop-off'. As Section 3 confirms, the application provides two loading bays for servicing on Robert Street and this will be the location used for residential deliveries.

Car Parking

6.26 Policy JP-C8 'Transport Requirements of New Development' states that adequate car parking must be provided, including provision for disabled drivers. Car parking should be well integrated and unobtrusive so that it supports the street scene. Where appropriate, parking provision should also be flexible and capable of adaptation over time to reflect changing demand. The SRF notes that parking requirements for development in the area will be assessed on a plot-by-plot basis and should be assessed against the public transport accessibility of the Site.

6.27 The proposal is car-free, due to its excellent connectivity and access to public transport as well as proximity to the City Centre. A ratio of 1:1 cycle parking spaces per unit is proposed, with 189 cycle parking spaces within the ground floor secure cycle store. Direct access from the cycle store is taken from both the communal landscaped podium at Level 01 (via a bike ramp) and a short distance through the building to the main entrance. The Site is also located within the Cycle Hire scheme zone where bikes can be hired for use across the city.

6.28 The TS also confirms that the TRO modifications to Dutton Street as part of the former Boddington's brewery involve the creation of four car club bays which the future residents of this development would also be able to use.

6.29 Two disabled spaces are proposed to be created on the eastern side of Robert Street via the amendment of the TRO. There are also disabled spaces being created on Dutton Street via the modification of the TRO by the aforementioned Boddington's site.

6.30 The Site will be supported by a Travel Plan that includes measures to promotes and supports active and sustainable resident travel. An Interim Travel Plan has been prepared for the planning application and is provided in an Appendix to the TS. It is expected a Travel Plan would be conditioned to implement and improve sustainable transport outcomes for the Site.

6.31 In conclusion, the proposals are considered to be in accordance with the relevant polices of the Core Strategy, PfE DPD and NPPF in respect of parking provision and suitability for a car-free development given accessibility, the servicing bays provided and 1:1 cycle parking.

ENVIRONMENTAL CONSIDERATIONS

Flood Risk and Drainage

6.32 Policy EN14 of the Core Strategy states that all new development should minimise surface water run-off, including through SuDS and green infrastructure. JP-S4 of the PfE DPD relates to flood risk and the water environment, and requires development to manage surface water run-off through sustainable drainage systems and as close to the source as possible. SuDS should be designed to provide multi-functional benefits and be delivered in a holistic and integrated manner, and be managed and maintained appropriately.

6.33 A Flood Risk Assessment and Drainage Strategy prepared by Ridge has been submitted in support of the application. The report identifies that the site is located within Flood Zone 1 and therefore at low risk of fluvial, tidal, groundwater and overland flow flooding.

6.34 The Drainage Strategy has provided additional information to avoid pre-commencement drainage related planning conditions. It has assessed the options for the surface water drainage on the Site. Infiltration is not yet discounted, dependent on the outcome of tests when the Phase 2 site investigation takes place. The report assesses options for discharge using the surface water hierarchy. Discharge to the watercourse is discounted due to distance from the River Irwell; discharge to a surface water sewer not feasible due to no adopted surface water sewers being present nearby; yet discharge to a combined water sewer is feasible, due to connections to nearby United Utilities sewer.

6.35 A proposed Drainage General Arrangement is appended to the report. Due to the difference in levels between the north and south of the Site, surface water is proposed to drain in two parts. It is proposed that a geocellular tank will be used to store water within the northern drainage system, and a geocellular tank and three areas of porous paving to attenuate the southern network. The tanks will be located in the private resident garden and the public realm. To achieve suitable runoff rates, a hydrobrake is proposed. The surface water discharge rate to the public sewer will be restricted to a maximum of 5l/s.

6.36 The report confirms that the use of SuDS in the form of source control and site control measures, with controlled (restricted) outflow to minimise flood risk impact to the downstream network. Surface water runoff would not increase from the pre-development regime, and the proposed development would also not increase flood risk in the area. The proposals are therefore compliant with the relevant national and local policies.

Ground Conditions

6.37 A Phase 1 Geo-Technical Assessment prepared by Ridge has been prepared in support of the planning application. The report is based on a review of a review of historical and current information, a site walkover survey, geological and hydrogeological mapping and information from an environmental database search. The report identified that the Site's history included a brick field, part of a hat and cap works, a seed warehouse and engineering and carriage works.

6.38 There is one record of a historical waste site within 250m of the Site which relates to a scrap yard 118m south-east and five records of waste exemptions with several iterations relating to HMP Manchester.

6.39 The preliminary conceptual site model in the report considers the likelihood of a pollutant linkage to receptors, e.g. residential end users, maintenance workers, and groundwater. There are potentially heavy metals, PAHs and asbestos from the development and demolition of on-site structures in the past, and potentially heavy metals, hydrocarbons from the hat and cap works, as well as the onsite tank. The potential contaminative sources from historical uses on the Site are considered to pose a moderate risk at most. Based on this, a contaminative specific ground investigation is considered to be necessary and a geotechnical ground investigation in order to determine the nature of Made Ground beneath the Site as well as ground gas risk. A detailed Phase 2 ground investigation is recommended by the Phase 1 report, to ensure these potential risks are mitigated.

Ecology and Biodiversity

6.40 Policy JP-G8 'A Net Enhancement of Biodiversity and Geodiversity' states that through local planning, a net enhancement of biodiversity resources will be sought. Development will be expected to follow the mitigation hierarchy of avoiding significant harm to biodiversity, particularly where it is irreplaceable, then adequately mitigating any harm to biodiversity and adequately compensating for any remaining harm to biodiversity.

6.41 Erap have prepared an ecological survey and assessment for the Site, which presents the results of a desktop study, data search, extended Phase 1 Habitat Survey and a licensed daytime bat walkover survey carried out in January 2024 and updated in March 2026.

6.42 The report summarises that the proposals will have no adverse direct or indirect effect on statutory or non-statutory designated sites for nature conservation; no priority habitat, semi-natural or irreplaceable habitat is present on the Site or will be affected by the proposals. No invasive plant species as listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) is present.

6.43 The existing building on Site has been surveyed by a licensed ecologist to determine whether bats were using it for roosting. It was found that the building had no suitability for roosting bats and therefore no further surveys for roosting bats are required to inform the planning application. The report considers that the use of the Site by nesting birds is considered unlikely, and no further surveys for other protected species are necessary to inform the planning application.

6.44 The recommendations in the report include providing bird boxes on the new building or on new trees or structures within the Site; ensuring lighting follows guidance on how to avoid impacts on bats; and that a Construction Environment Management Plan (CEMP) is prepared and implemented. This will include precautionary measures to mitigate any impacts on nesting birds or bats.

6.45 In conclusion, the proposals are in accordance with the relevant policies of the development plan and other material considerations.

6.46 Whilst the Site is exempt from statutory biodiversity net gain (BNG) on account of the de minimis exemption, because there is less than 25sq.m of on-site habitat and 5m of on-site linear habitats as demonstrated by Erap's report, the extensive areas of landscape

planting proposed by the scheme aim to secure measurable gains for biodiversity within the urban environment and will satisfy the policies of the NPPF and PfE DPD, and best practice.

Archaeology

6.47 The PfE DPD states at JP-P2 'Heritage' that the heritage significance of a Site should be considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement should be optimised. Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.

6.48 Orion Heritage provided an archaeological desk-based assessment in support of the application. Based on the information within the Greater Manchester Historic Environment Record, supplemented by historic mapping and documentary research, the Site is considered to have a low potential for archaeological remains of prehistoric to medieval date and a high potential for archaeological remains of post-medieval to modern date. It also advises that any previously unrecorded archaeological remains would be of up to low/local significance.

6.49 The assessment also advises that the groundworks associated with the construction of the proposed development have the potential to have below ground impacts upon any archaeological deposits which may survive within the site. However, consultation undertaken with the Greater Manchester Archaeological Advisory Service (GMAAS) has confirmed that no further archaeological work will be required.

6.50 Having regard to the above, it is considered that the proposals are in accordance with the NPPF and Core Strategy Policy EN3 and JP-P2 of the PfE DPD.

TECHNICAL CONSIDERATIONS

Noise

6.51 Policy DM1 requires development to have regard on effects on amenity such as noise. Policy DC26 'Development and Noise' requires Jameson Acoustics have prepared a Noise Impact Assessment report which finds that the noise impacts from the adjacent roads and entertainment noise from the Manchester AO Arena can be sufficiently mitigated to achieve acoustic conditions within new dwellings, and noise generated from the operation of the development (plant and amenity uses) can be mitigated to prevent adverse noise impacts on the locality and structurally connected dwellings.

6.52 Acceptable internal noise levels within new dwellings can be achieved through the appropriate specification of façade elements and appropriate ventilation and overheating mitigation solutions. Preliminary guidance on specifications for external windows and doors to be rated at 30dB, and windows to habitable rooms on the south and east facing elevations will also need to achieve low frequency sound reduction requirements to deal with music noise from the Arena. This should be achieved with double glazing in standard aluminium frames. In-house MVHR is proposed for ventilation, and recommendations are made for the overheating strategy.

6.53 The assessment also finds that acceptable outdoor living spaces in the form of shared roof terraces and the communal garden can be provided. Plant noise emission limits have been proposed so that future plant installations do not adversely impact on the locality.

6.54 Noise impacts from the operation of the residential amenity spaces (lounges) have been considered and suitable noise criteria have been proposed to mitigate the risk of adverse noise impacts. Provisions exist to enhance internal building fabric constructions as required to mitigate noise impact risks to adjoining dwellings and the locality should the lounges be used for private functions (parties).

Air Quality

6.55 Policy EN16 Air Quality states the Council will seek to improve the air quality within Manchester and developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development.

6.56 The relevant parts of Policy JP-S5 'Clean Air' requires locating and designing development to reduce reliance on forms of transport that generate air pollution; determining planning applications have regard to the most recent development and planning control guidance. including the requirement for developers to submit construction management plans as appropriate. Developments should be located in areas that maximise the use of sustainable travel modes and be designed to minimize exposure to high levels of air pollution, particularly for vulnerable users.

6.57 Redmore Environmental have completed an Air Quality Assessment in support of the scheme. The AQA confirms the Site is located 40m north of the Greater Manchester AQMA. The survey assessed potential impacts associated with impacts from road transport emissions during the operational phase and risk of future resident exposure to any existing air quality issues. The assessment did not consider that any air quality factors were considered a constraint to the development. No residual impacts were considered to be significant.

6.58 The AQA also provides a construction phase assessment which provides dust mitigation measures. An Outline Construction Management Plan has been prepared by Zerum to support the application which will be updated. The purpose was to provide a framework for managing and minimising potential adverse environmental effects during the construction of the Proposed Development. It also outlines how the commitments made in the planning application will be implemented, controlled, and monitored during the construction phase. Once appointed, the Principal Contractor will prepare a detailed CMP in line with the Outline CMP which will be specific to the enabling, demolition and construction works for the redevelopment of the Site.

Daylight, Sunlight and Overshadowing

6.59 Paragraph 135 of the NPPF requires developments to provide a high standard of amenity, inter alia.

6.60 Policy DM1 of the Core Strategy requires development to have regard to siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas in terms of scale and appearance; effects on amenity including privacy, light, noise, vibration, air quality, odours, litter and road safety; accessibility including sustainable transport; community safety; design for health; refuse storage and collection; vehicular access and

parking; effects relating to biodiversity, archaeological or built heritage; flood risk and drainage.

6.61 The NPPG entitled 'Planning for higher density development' states that:

"...all developments should maintain acceptable living standards. What this means in practice, in relation to assessing appropriate levels of sunlight and daylight, will depend to some extent on the context for the development as well as its detailed design. For example, in areas of high-density historic buildings, or city centre locations where tall modern buildings predominate, lower daylight and sunlight levels at some windows may be unavoidable if new developments are to be in keeping with the general form of their surroundings."

6.62 A Daylight, Sunlight and Overshadowing Assessment by GIA is included in the supporting Environmental Statement at Chapter 8. The assessment concludes that the effect of the proposed development upon the daylight, sunlight and overshadowing. The residual effects during operation on Old Brewery Gardens Block 1 and 2 would have a reduction in daylight levels which would have a minor adverse effect, but this would not be significant in EIA terms. There would also be an impact on Old Brewery Gardens Block 1 and 2 in terms of reduction in sunlight levels, which would be negligible.

6.63 The following consented developments were identified as having the potential to result in cumulative impacts:

- 1 Park Place (138302/FO/2023)
- 1 Lord Street (113914/FO/2016)

6.64 If the proposed development and these two schemes were constructed simultaneously, there would be no change in the magnitudes of no sky line (NSL) daylight, and annual probable sunlight hours (APSH) change. The daylight effect on both sensitive receptors would remain as minor adverse if these were constructed simultaneously. The sunlight effect on sensitive receptors would remain as negligible if the proposed development and the committed developments.

6.65 The potential daylight and sunlight effects relating to construction works will vary throughout the construction programme from negligible in the baseline position to gradually increasing to the potential effects identified for the completed proposed development.

Climate Change and Sustainability

Resilience and Adaptability

6.66 Policy EN8 of the Core Strategy requires all new development to be adaptable to climate change in terms of layout, design, siting and function. Development should reduce the urban heat island effect through the use of green infrastructure; passive design should be used to control overheating. Policy EN9 encourages the provision of enhanced green infrastructure where possible. The proposals as described in Section 3 will provide new green infrastructure through the creation of new landscaped gardens, and maximise biodiversity on the Site. The Climate Change Risk Assessment appended to the ES

confirms the residual risks related to climate change are in line with typical expectations for urban developments of this nature in the UK.

6.67 The Environmental Standards Statement (ESS) prepared by Ridge identifies the potential relevant impacts of climate change as increased temperatures; flood risk; increased weather volatility; impacts on water resources; and changes in ground conditions. An Overheating Assessment has been produced to analyse the performance of the proposed development against a future climate change environment. The mechanical heat ventilation recovery ventilation units proposed come with a summer bypass which allows them to bypass the heat exchanger during warmer months, helping to maintain thermal comfort. In respect of the other impacts, the Drainage Statement has considered the impact of climate change on surface water drainage rates, ensuring higher rates are accounted for within the system design.

Energy

6.68 Policy JP-S2 Carbon and Energy states that the aim of delivery a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions will be supported by a range of measures including an expectation that new development will be, unless it can be demonstrated that it is not practically or financially viable, be net zero carbon for operational carbon emissions; from 2028 for all emissions in construction. From 2025, development should calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions. Development proposals should set out how this has been achieved in an Energy Statement in accordance with the energy hierarchy, and from 2025 any residual carbon emission that cannot be fully mitigated should be off-set, through financial contributions to a carbon offset fund. As an interim measure, development should be consistent with 2022 Part L Building Regulations. Residential development should achieve energy demand reductions in terms of space heat demand, hot water energy demand and the delivery of on-site renewable energy generation.

6.69 Policy EN4 states that wherever possible, new projects should be designed to allow opportunities for low and zero carbon energy supplies; to improve energy efficiency; to enable future connection to decentralised energy schemes; and to use materials with low embodied carbon.

6.70 In terms of operational carbon emissions, the proposed development will adhere to the requirements in Policy EN4 as demonstrated by the Energy Strategy report prepared by Ridge. The Energy Strategy confirms that the proposals will be constructed in accordance with the principle of the energy hierarchy, focusing on reducing energy demand through passive measures first. The proposals would incorporate passive design measures to optimise the performance of the building fabric, maximising daylighting, reducing air permeability and using electricity only.

6.71 This will be achieved through improved energy efficient fabric design in excess of the thermal properties set out within the Building Regulations, as confirmed by Section 3 of this Statement. The Energy Strategy confirms the CO2 reduction resulting from the passive design measures has been calculated to be 61.49% beyond current Building Regulations Part L 2021 and 36% improvement on the target primary energy rate.

6.72 The Energy Strategy assessed potential renewable and low carbon technologies for their suitability within the scheme. Photovoltaic panels were considered possible, yet due to the building passing Part L without, they are not needed. Both Air Source Heat Pumps (ASHP) to provide hot water to apartments and variable refrigerant flow (VRF) ASHP will provide space heating and cooling to the amenity areas. These systems were chosen to support the phasing out of fossil fuels and targets of net zero carbon. The District Heating system in Manchester is too far to the south to be economically viable and is therefore discounted.

6.73 High efficiency LED lighting will be used throughout alongside demand operated lighting where appropriate in the form of daylight dimming and absence/presence detection. Mechanical Ventilation with Heat Recovery (MVHR) is the proposed ventilation strategy, and units will provide fresh air and heat recovery to residential rooms as well as the communal amenity spaces. MVHR reduces the required cooling and heating load which will in turn reduce CO2 emissions.

Circular Economy

6.74 Policy JP-S6 confirms that the achievement of a circular economy and zero-waste economy is important to the city region, and design of new development should incorporate storage space to facilitate efficient recycling and where appropriate, processing of waste on site; and using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof the impact of climate change, reduce and recycle waste and minimise water use.

6.75 Ridge have prepared a CE Statement to demonstrate that the proposed development has considered and will incorporate circular economy principles into all aspects of the design, construction and operation process. The CE Statement supports the Climate Change and GHG ES Chapter, which assessed the embodied carbon associated with the proposed development based on floor areas and building use. A total of 14,088 tonnes of carbon dioxide would be associated with the construction stage; this is considered consistent by Ridge with emerging net zero policy requirements. Whilst this is a minor adverse effect, it is not significant in EIA terms. The report also confirms total GHG emissions for the operational phase and it's end of life, at c. 31,213 tonnes.

6.76 The ESS also confirms that the development will seek to use efficient use of materials and minimise waste during construction as well as operation, to be managed by the Construction Method Statement.

6.77 In conclusion, the proposals are in accordance with the Building Regulations targets, relevant policies of the Core Strategy and PfE DPD and NPPF.

TV, Radio and Broadband

6.78 Policy JP-C2 of the PfE DPD requires all new development to have full fibre to premises connections.

6.79 GTech Surveys have prepared a Broadband Connectivity Assessment, the findings of this assessment indicate that existing broadband infrastructure and good connectivity is already available in the study area, with existing fibre installed along streets adjacent to the Site and to the Site itself. Fast download speeds are likely to be experienced.

6.80 A Television and Radio Reception Impact Assessment has been carried out by GTech Surveys. Overall, the Television and Radio Reception Assessment concludes that the proposed development is not expected to cause any interference to the reception of DTT (freeview) services and is unlikely to adversely impact the reception of VHF(FM) radio broadcasts. The proposed development may cause interference to the reception of digital satellite television, such as Freesat and Sky. The Proposed Development has the ability to cause interference to the reception of digital satellite television services (such as Freesat and Sky) in areas to the immediate northwest of the Site, up to 143m from the base of the proposed structure. However, as there are no satellite dishes / receptors located in this area, no interference effects will be realised.

7. Tall Building Statement

7.1 The application is for a part 10, 11, 14 and 20 storey building, which in the context of its surroundings could be identified as a tall building. This section of the Planning and Tall Building Statement appraises the proposals against the adopted development plan and the most recent Historic England Advice Note on tall buildings. The following sections consider the proposals against the structure of assessment set out in the Historic England Advice Note 4.

RELEVANT POLICY AND GUIDANCE

Adopted Development Plan

7.2 Policy EN2 'Tall Buildings' of the Core Strategy 2012-2027, confirms the definition of tall buildings are those buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline. The Policy goes on to state that,

"Proposals for tall buildings will be supported where it can be demonstrated that they:

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

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

Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes…

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

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

Manchester Development SPD

7.3 The Manchester Development SPD sets out that building height should be carefully considered. It is important that new developments are of an appropriate height having

regard to location, character of the area and specific site circumstances and local effects, such as microclimate.

7.4 It continues, identifying that:

"Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations. In established residential areas, significant variation in height may not be appropriate. Where higher structures are more appropriate, notably in and around the City Centre, they must be informed by all of the principles described in the Guide."

Historic England Advice Note 4: Tall Buildings

7.5 English Heritage produced an advice note on Tall Buildings (Historic England Advice Note 4: Tall Buildings) published in March 2022. This edition updates Historic England's advice in light of changes to national planning policy and guidance, and recent experience of planning for tall buildings in the historic environment. It also reflects research from 'Assessing the Impact of Tall Buildings on the Historic Environment' report (Node, 2021). This Advice Note supersedes 'Historic England Advice Note 4: Tall Buildings, first edition (2015)'.

7.6 The document seeks to guide people involved in planning for and designing tall buildings, so that they may be delivered in a sustainable and successful way through the development management process. It recognises the contribution that tall buildings can make to the skylines, image, character and identity of places.

7.7 The Advice Note identifies that a high-quality scheme will have a positive relationship with:

- Topography
- unique character of place
- heritage assets and their settings
- height and scale of development (immediate, intermediate, and town- or city-wide)
- urban grain and streetscape
- skyline and existing prominent or tall buildings of importance or merit
- green and blue spaces; and
- important views.

7.8 In terms of detailed design criteria, the Guidance advises that delivering architectural quality involves a consideration, amongst other things, of the building's:

- Scale
- Form and massing
- Proportion and silhouette
- Facing materials
- Detailed surface design
- Relationship to other structures
- Impact on streetscape and near views
- Impact on cityscape and distant views
- Impact on the skyline

7.9 Given the likely impact of a tall building on the wider area, the guidance identifies the importance of assessing social and environmental effects (e.g. influence on local microclimates and overshadowing). Consideration needs to be given to a tall building's contribution to public space and facilities, both internally and externally, including the provision of a mix of uses (especially on the ground floor of towers), as part of a well-designed public realm.

7.10 The following mitigation measures to reduce impact on heritage impacts are described within the Historic England Advice Note:

- Locating taller elements of a development on less sensitive parts of a site, by carefully considering layout;
- Creating a human scale experience by setting tall buildings back from the street and/or ensuring that the base of the tall building enhances or better reveals heritage assets, historic street patterns and spaces;
- Designing the tall building to be sympathetic within the local context using materials, massing, and discrete or subtle architectural and functional features; and
- Minimising the bulk of tall buildings, especially at their tops, to help reduce the overall perception of mass; and
- Designing the tall building to take account of the profile and silhouette of a cluster, and prominence of the cluster within the historic town or cityscape.

APPRAISAL

7.11 This section summarises the assessment of the development against the key considerations for evaluating the acceptability of tall buildings as set out in the Historic England Advice Note.

Application Requirements

7.12 The Historic England Advice Note sets out the supporting information required to support a tall building application in order that its impact can be properly considered. This includes:

- Statement of Heritage Significance
- Heritage Statement
- Heritage Impact Assessment
- Townscape and Visual Impact Assessment
- Planning and Tall Building Statement
- Design and Access Statement
- Environmental Impact Assessment
- Accurate technical drawings

7.13 The submitted application documents wholly satisfy the above requirements. Notably, the Design and Access Statement, Environmental Statement including the chapters on Townscape and Visual Impact, Wind Microclimate, Daylight, Sunlight and Overshadowing, and Built Heritage provide appropriate details on the proposed building. Together, these documents demonstrate how the proposals satisfy the assessment criteria for tall buildings, as required by the Guidance; a summary response is provided in the next sub-section.

Assessment of Context

7.14 This criterion of the Advice Note requires applicants to consider the relationship of the building to its surrounding context, including natural topography, scale, height, urban grain, and streetscape and built form, open spaces, rivers and waterways, important views, prospects and panoramas and the effect upon the skyline.

7.15 The project team in developing the scheme, have taken account of the physical attributes of the site and its surroundings (including topography); neighbouring uses and character; heritage assets; scale and form; urban grain; accessibility, and other statutory designations of relevance.

7.16 The Design and Access Statement describes how the scale, mass and form of the proposed development has been designed to present a respectful response to its context including the nearby Listed and non-designated heritage assets. As outlined in Section 3, the proposed development responds well to the consented residential buildings on Dutton Street and from a place-making perspective, to improve the setting of the building in the streetscene.

7.17 The built form has been pulled back from Dutton Street to create a new area of public realm and create a set-back from the consented 26-storey building opposite. This was considered to provide a better form than the SRF and from a placemaking point of view, to provide significantly more landscaping and public realm on Site. Stepped massing was introduced by the design team to provide a taller element to anchor the corner and align with the emerging Boddingtons context across Dutton Street. The DAS finds that the majority of the buildings within Old Brewery Gardens and the former Boddington Brewery Site introduce greater height and massing than was proposed within the Great Ducie Street SRF. The average building height rises by roughly 5 storeys, in comparison to the SRF.

7.18 During pre-application discussions with MCC, the taller element of the proposals was broken down into two volumes to reduce its perceived size, of 19 and 14 storeys. The heights of the different volumes were further refined to create more elegant proportions including chamfering and creation of roof terraces. The DAS explains the volume of the proposed building is 26% less than a fully maximised development.

7.19 The main entrance is located on the corner, demarcated by a double-height entrance bay with brick columns and cast stone plinths. Residents' amenity zone at ground floor animates the space adjacent to the new public square, creating an active frontage at this prominent junction.

7.20 The material palette references the predominant materials and tones of neighbouring historic buildings. The main facade is composed of red brickwork and cast stone elements, with the tones of red referencing the historic fabric of the area. The use of brick as the

primary material continues the Site's association with masonry, reflecting the historic Fancy Brick Manufactory formerly sited nearby. The facade is articulated through a stepped composition, with deep recesses and overhangs providing depth and interest. Secondary elements include recessed brickwork, aluminium panels, architectural metalwork and fluted ceramic panels.

Heritage Assessment

7.21 The Advice Note requires consideration of the effect of the proposals in relation to the effect on the historic context including the need to ensure that the proposal will preserve and/or enhance historic buildings, sites, landscapes and skylines. Tall building proposals must address their effect on the setting of, and views to and from historic buildings, sites and landscapes over a wide area including designated heritage assets such as Conservation Areas and Listed buildings.

7.22 To appreciate the impact that the proposals will have on the surrounding historic context, an assessment has been included within Chapter 9 of the Environmental Statement and a standalone Heritage Statement has also been submitted.

7.23 The proposal will not result in any direct physical heritage impacts, given the Site is not located within a Conservation Area and contains no Listed buildings. However, the Site is located within the setting of numerous designated and non-designated heritage assets . Of those, 22 designated heritage assets within a 500m study area have the potential to be indirectly impacted by the Proposed Development, these include the Gatehouse of HMP Manchester and other assets associated with the prison; the former Synagogue and the Cheetham Town Hall. Also, the Cathedral Conservation Area and non-designated heritage assets including the Dutton Hotel and Clarence Hatworks are within 500m of the Site.

7.24 The Heritage Statement has assessed seven viewpoints which were prepared by rbmp for the TVIA to understand the proposed developments' impact on these assets. Heritage and conservation matters are fully considered in the supporting ES and Heritage Statemnet. Overall, the assessment has identified that in most cases, the proposed development would not would not impact on the ability to appreciate the architectural and historical significance of identified heritage assets. The Heritage Statement identifies that the proposed development would result in three instances of minor adverse impact; one instance of negligible adverse/beneficial impact; and seven neutral impacts.

7.25 The assessment does acknowledge that the proposed development would introduce a significant additional element and in some cases, does obscure local views of designated heritage assets. It is recognised that the architecture of the building and the proposed public realm would significantly enhance the approach to the Dutton Hotel and encourage a positive streetscape and pedestrian environment during day and night. The proposed development appears as a complimentary continuation of the emerging tall buildings context in the area from some views, sitting against the Waterhouse Gardens scheme, with the materiality sitting comfortably alongside the redbrick material palette established by this development.

7.26 Therefore, it is considered that the proposed development positively addresses the core planning principles set out in Paragraph 8 of the NPPF and meets with the requirements of Core Strategy Policies CC9 and EN3.

Townscape Assessment

7.27 A full Townscape and Visual Impact Assessment (TVIA) is included within Chapter 10 of the Environmental Statement. The TVIA assesses the likely townscape and visual impacts of the proposals upon the Site and surrounding area. Given the nature of the area surrounding the Site, the assessment takes into account the potential cumulative impacts of the emerging developments.

7.28 As set out within the TVIA and ES chapter, a series of verified views (AVRs) were agreed with MCC during pre-application discussions. A summary of the findings of the TVIA for the operational phase of the development is set out below.

7.29 The following consented cumulative schemes were included within the assessment, and modelled within the AVRs:

- 1 Lord Street, ref. 113914/FO/2016
- Land bound by Great Ducie Street, ref. 132416/FO/2021
- Former Boddingtons Brewery site, Dutton Street, ref. 118831/FO/2018
- One Park Place, Cheetham Hill Road, ref. 138302/FO/2023
- Victoria North, Redbank Plots NT02/NT03/NT04, ref. 136814/FO/2023
- 87 Rochdale Road, ref. 136574/NMC/2023
- 25 Rochdale Road, ref. 127537/FO/2020

Views from elevated ground to the north-east (Sandhills Park) (VP01)

7.30 The Site is fully screened by the existing intervening vegetation and developments along Cheetham Hill Road. The Grade II listed ventilation tower at HMP Manchester is visible but there is clear separation between the Site and tower. The cumulative AVR indicates that towers at elevated positions, particularly One Park Place and Lord Street, would be more prominent additions to the skyline from this location. Future development within the Red Bank Neighbourhood will further increase screening of the site.

7.31 In conclusion, these receptors will receive no change on their visual amenity as a result of the proposed development.

Views from Barney's Steps (VP02)

7.32 The AVR indicates that the proposed development nestles in with the currently under-construction Boddingtons site, reading as part of the emerging cluster of development in this area. The taller surrounding buildings are more prominent and there is limited change to the skyline as a result of The Proposed Development. Further development in and around the Great Ducie Street SRF area will contribute to additional screening over time. The cumulative AVR shows that towers at elevated positions, particularly One Park Place and Lord Street, would be prominent additions to the skyline. Future development within the Red Bank Neighbourhood will further increase screening. The Grade II listed ventilation tower at HMP Manchester is visible but there is clear separation between the Site and tower.

7.33 These receptors will receive a negligible level of neutral effect on their visual amenity as a result of the proposed development.

Views from Cheetham Hill Road looking south and west (VP03 & VP04)

7.34 The AVR indicates that the proposed development is absorbed within the existing and emerging massing of the Boddingtons development. Only part of the taller element is visible above the intervening roofline, sitting in front of the taller Boddingtons tower. The proximity of the two areas means the development is perceived in the context of the adjacent Boddingtons massing. There is no material change to the skyline as experienced from this viewpoint. Further development in and around the Great Ducie Street SRF area will contribute to additional massing in this sightline over time.

7.35 These receptors will receive a low level of effect level of effect on their visual amenity as a result of the proposed development, which is neutral.

Views from the immediate local context of the site (Robert Street, Dutton Street, Julia Street) (VP05, VP06 & VP13)

7.36 The AVRs show the proposed development will appear as a substantial brick-clad building rising behind the Boddingtons tower. The warm brick tone and regular fenestration pattern read as a continuation of the emerging residential scale established by the Boddingtons development rather than an isolated new element. As the low rise industrial buildings in the foreground remain unchanged, the contract between the existing foreground and the taller development backdrop becomes more pronounced. From Dutton Street looking north, the buildings would terminate the vista looking north and blocking the view of HMP Manchester. The Boddingtons building provides scale context, as the proposed development sits comfortably alongside it in terms of material palette but is set back further from the street.

7.37 Receptors looking south along Robert Street from the junction with Carnarvon Street and receptors along Dutton Street will receive a medium level of effect on their visual amenity, yet is acknowledged that the building would provide a landmark building to contribute to the definition of the streetscape and delivery of the SRF vision.

7.38 Views from Julia Steet in the local proximity of the site at the corner of Briddon Street, shows the proposed development as a prominent new element in the sightline of the view. From the lower topography, the height of the building is accentuated, and the contrast between the retained low rise foreground is pronounced. However, this contrast is already a defined characteristic of the view following the construction of the first phase of the Boddingtons development.

7.39 These receptors will receive a medium to high level of effect on their visual amenity as a result of The Proposed Development. The development is highly prominent, occupies a significant portion of the view, and transforms the skyline above the existing low-rise buildings. This effect is significant.

Views from the road interchange at Cheetham Hill Road, Trinity Way and Ring Road (VP07)

7.40 The AVR shows the proposed development appearing as a brick-clad building rising above and behind the snooker hall, filling what was previously open sky in the gap between the

Boddingtons buildings on the left and the stone-fronted building on the right. The stepped profile is visible, with the taller element to the left stepping down to the right. At street level the snooker hall screens the lower portions, but the upper storeys are prominently visible above the roofline. The building reads as a natural extension of the brick residential massing already established by the Boddingtons development, closing the gap in the skyline and creating a more continuous built edge when viewed from this junction. The material tone complements the Boddingtons palette.

7.41 These receptors will receive a low level of effect on their visual amenity as a result of the proposed development. The development is visible and adds to the skyline, but it is perceived as part of the wider emerging massing rather than an isolated new element, and the primary visual experience at this junction remains dominated by the traffic infrastructure and the immediate built form.

Views from the city centre looking north (Dantzic Street, Cathedral Gardens, Victoria Street/Cathedral) (VP08, VP09 & VP10)

7.42 From the pedestrianised Dantzic Street walkway, there is some visibility of the proposed development through the gap between the Angel Square and New Victoria buildings, which increases as the user walks west along the Ring Road. At this location, at the road-crossing into the pedestrianised area around New Century Hall, the low-level distance view is mostly compromised by the Boddingtons site, but the skyline is clearly visible through between the buildings. The proposed development reads as a distant element within this framed view, partially screened by the intervening Boddingtons massing.

7.43 These receptors will receive a negligible level of effect on their visual amenity as a result of the proposed development.

7.44 From Cathedral Gardens, a sensitive viewpoint given the heritage setting of the view north taking in Chetham's Library (Grade I Listed), and Manchester Cathedral (Grade I Listed). The AVR indicates the proposed development nestles in with the Boddingtons site at a lower level, reading as part of the larger development cluster and the material palette reflects the Boddingtons brick tones. Although the viewpoint is adjacent to the Cathedral, the new glass frontages of the Embankment building is the predominant contemporary visual materials in the view. The skyline is already affected by the AO Arena building in the middle distance. The cumulative AVR shows that One Park Place and Lord Street would be much taller elements in the view at the higher elevation on Cheetham Hill Road, having a greater effect on the skyline than the proposed development.

7.45 These receptors will receive a low level of effect on their visual amenity as a result of the proposed development. The development reads as part of the Boddingtons cluster and the cumulative schemes have a greater skyline effect.

Views from the River Irwell corridor and bridges (Trinity Way road bridge, Irwell footbridge, Broughton Bridge) (VP11, VP12 & VP15)

7.46 The AVR indicates that the proposed development is only slightly visible behind the built Boddingtons tower, with the majority of the building screened by the intervening massing. The cumulative schemes have the greater level of visibility and have a greater effect on the skyline, with the proposed massing blocks occupying a substantial portion of the view above the road bridge. This is a busy four-lane dual carriageway where receptors are

primarily focused on navigating the road environment. The Grade II listed ventilation tower at HMP Manchester is visible but there is clear separation between the site and the tower.

7.47 These receptors will receive a negligible level of effect on their visual amenity as a result of the proposed development. The development is almost entirely screened by the Boddingtons tower and the cumulative schemes are far more prominent.

1.12 From the footbridge over the River Irwell, the AVR indicates that The Proposed Development is visible within the skyline to the left of the existing Boddingtons tower, appearing as an addition partially screened by the intervening riverbank trees in their winter condition. The cumulative schemes dominate the change in this view, with the Boddingtons (not yet built) and Ducie Street blocks occupying a substantial portion of the skyline behind the river corridor. Lord Street and One Park Place are also visible further to the left. The overall cumulative effect is a significant intensification of the skyline above the river corridor, of which The Proposed Development is a contributor. The scenic quality of the river corridor in the foreground and middle ground remains unchanged.

7.48 The receptors will receive a low level of effect on their visual amenity. The cumulative effect is more notable, but The Proposed Development itself is a contributor rather than stand-out addition within the collective change.

7.49 From the footpath on Broughton Bridge looking east along the River Irwell, the proposed development would be discernible along the river corridor, with One Park Place just visible behind. Due to the distance from the Site, the proposed development reads as one component within a broader emerging cluster of tall buildings along the City Centre fringe, and does not dominate within this group. The cumulative schemes collectively has a substantial effect on the skyline, but the scenic quality of the river corridor remains the primary visual experience in the foreground and middle ground.

7.50 These receptors will receive a low level of effect on their visual amenity as a result of the proposed development. The cumulative effect is more notable, but The Proposed Development is a contributor to the collective change.

Views from Sherborne Street looking south over the top of HMP Manchester (VP14)

7.51 The proposed development is visible over the prison roofline, clearly discernible as an addition to the view and introducing a taller element into the backdrop. The Boddington development not yet built and Lord Street would further increase the city centre development encroaching into the view behind the prison.

7.52 The development is visible as a new element in the skyline but is read behind and secondary to the listed prison buildings, which continue to dominate the middle ground.

Summary

7.53 In conclusion, the majority of views from the surrounding area are demonstrated by the TVIA would not have a significant impact. A medium level of effect was assessed to receptors at VP05 (Robert Street/Carnarvon Street junction) and at VP06 (Dutton Street/Trinity Way junction) which would both be a neutral to beneficial impact.

7.54 Only the views from Julia Street / Bridden Street to the west of the Site (VP13) was assessed by the TVIA to have a significant impact on receptors, where receptors would received a medium to high level of effect. Where effects are assessed as having more than a negligible effect, they are either neutral or beneficial in nature, on the basis that the development contributes to the SRF's vision for the area; replace views of underutilised land with high quality built form; and reads as part of the emerging cluster of tall buildings associated with the former Boddington's Brewery, rather than an isolated new element.

7.55 During construction, the surrounding area is subject to a number of ongoing and future developments, most immediately the adjacent Boddington Brewery development. The townscape is actively developing and regenerating in line with the SRF objectives, and there are sites in construction across this area. This represents positive regeneration in line with the SRFs and PfE policies. Whilst the proposed development will impact the townscape and visual receptors during construction, it is part of a broader programme of regeneration. Residents and visitors are already accustomed to ongoing construction activity. While there will be inevitable impacts from construction traffic, pedestrian diversions, potential road closures, and construction noise, particularly affecting nearby receptors, these impacts are considered low within the wider context of urban regeneration.

RELATIONSHIP TO TRANSPORT INFRASTRUCTURE

7.56 Policy EN2 of the Core Strategy requires that tall buildings are appropriately located and contribute positively to sustainability.

7.57 Transport is important in relation to tall buildings because of the intensity of use, as well as density, that they represent. The relationship to transport infrastructure, aviation constraints, and the capacity of public transport, the quality of links between transport and the site, and the feasibility of making improvements, should be considered where appropriate.

7.58 This section of the report should be read in conjunction with the Transport Statement, prepared by SK Transport, which fully considers the transport implication of the proposals.

7.59 The Transport Statement identifies that the development is compliant with policy as it will promote the use of sustainable modes of travel. It has been demonstrated that the development has very good accessibility for those travelling by foot and bicycle, and is served by excellent existing bus, rail and Metrolink Services.

7.60 The Transport Statement considers the transport and highway implications of the proposed development, in relation to public transport accessibility, access and provision for pedestrians and pedal cyclists; and implications on vehicular movements.

7.61 The TS confirms that the Site has a Greater Manchester Accessibility Level of 8 (the highest), and the Site is within easy walking distance of the City Centre where there are many public transport connections. Both Victoria Station and Shudehill Interchange are approximately 10 minutes walking distance, providing train, tram and bus links. From Victoria Station, the Metrolink runs to Rochdale, East Didsbury, Bury and Piccadilly. Bus stops are located on Cheetham Hill Road.

7.62 A cycle route is provided on Great Ducie Street, to the west of the Site, and routes to the south of the Site in the city centre are all subject to 20mph. Access to the traffic free cycle

route along the River Irwell is also possible. A new cycle route is also proposed by the Bee Network from the Cheetham Hill Road junction with Lord Street west to New Islington.

7.63 Furthermore, the Site is located within the cycle hire scheme zone, operated by Starling Bank, with the zone extending into Salford and Trafford.

7.64 As outline in Section 3, the proposed development would be car-free, which will help meet the objectives of the supporting Travel Plan. In addition, the building will include a secure cycle store for resident bikes as well as visitor parking in the public realm where it will be overlooked.

7.65 The Site is very well-located, within suitable walking distance of the City Centre where there are many public transport connections as detailed above, and the shops and services of Manchester City Centre are within a 10-minute walk.

7.66 A development of height is appropriate when regard is had to the Site's highly sustainable location as evidence by the highest GMAL rating. Achieving a dense scheme makes efficient and effective use of the Site in this regard, in line with planning policy objectives.

ARCHITECTURAL QUALITY

7.67 As sought by Policy EN2, tall buildings are required to be of excellent design quality. The architectural quality of the building includes its scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The design of the top of a tall building will be of particular importance when considering the effect on the skyline. The design of the base of a tall building will also have a significant effect on the streetscape and near views.

7.68 The Site's location in context of the City Centre Fringe requires a carefully considered design approach. These considerations have been a key driver of the development as presented and the architectural designs are outlined fully within the Design and Access Statement. The proposed building will also be located on an area of brownfield land with a large industrial warehouse which detracts from the visual appearance of the local area. In terms of scale, the proposed development positively contributes to the surrounding area. As summarised in Section 3 of this Statement and thoroughly explained within the supporting DAS, the building is considered appropriate for the Site's location.

SUSTAINABLE DESIGN AND CONSTRUCTION

7.69 The proposed development sets high design standards, set out within the Design and Access Statement, the Energy Strategy Report and Circular Economy Statement. The proposals will be constructed in accordance with the principle of the energy hierarchy, per the PfE DPD focusing on reducing energy demand through passive measures first. The proposals would incorporate passive design measures to optimise the performance of the building fabric, maximising daylighting, reducing air permeability and using electricity.

7.70 As outlined in Section 6, the proposals incorporate passive design measures to reduce the ongoing requirement to consume energy to heat, ventilate and light the building. This will be achieved through improved energy efficient fabric design in excess of the thermal properties set out within the Building Regulations.

7.71 The CO2 reduction resulting from the passive design measures has been calculated to be 61.49% beyond current Building Regulations Part L 2021 and 36% improvement on the target primary energy rate. The proposals are therefore in accordance with the policy requirement in the PfE DPD at Policy JP-S2.

7.72 In conclusion, the proposals will deliver an efficient and sustainable scheme, providing a quality development that accords with the guidance provided within the PfE DPD.

CREDIBILITY OF THE DESIGN

7.73 The project team are very experienced in delivering high quality developments through the development process. Tim Groom Architects are an experienced architecture studio, having worked on numerous other high quality developments in Manchester and nearby Trafford. The project team are familiar with the issues associated with developing high quality tall buildings, in Manchester. The team are set out in the table below.

Table 7.1: Project Team

Role	Company
Architect	Tim Groom Architects
Planning Consultant	Zerum
M&E Engineer	Ridge
Landscape Architect	Land Studio
Fire Engineer	Orion Fire Engineering
Acoustic Consultant	Jameson Acoustics
Highways Engineer	SK Transport
Ecologist	ERAP
Heritage Advisers	Levrants
Daylight, Sunlight and Overshadowing	GIA
Wind Microclimate	
EIA Co-ordinators	Buro Happold
Socio-Economics and Human Health	
Townscape and Visual Impact	RBMP

7.75 The scheme has also fundamentally evolved (with respect to massing, architectural expression and materiality) in a positive manner to the feedback received from Manchester City Council Officers and the local community during pre-application consultation.

HERITAGE ASSESSMENT

7.76 The guidance requires consideration of the effect of the proposals on the historic context, including the need to ensure that the proposal will preserve and/or enhance historic buildings, sites, landscapes and skylines. Tall building proposals must address their effect on the setting of, and views to and from historic buildings, sites and landscapes over a wide area. This has been fully addressed in the submitted Environmental Statement and Heritage Assessment prepared by Levrants.

CONTRIBUTION TO PUBLIC SPACES AND FACILITIES

7.77 This criterion requires developments to interact with and contribute positively to the surroundings at street level, particularly in relation to public realm. The proposed development requires will create street level public realm at the junction of Dutton Street and Robert Street.

CONSIDERATION OF THE IMPACT ON THE LOCAL ENVIRONMENT

7.78 It is important to consider the effect the proposed development will have on the local environment, including microclimate, overshadowing, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

Wind

7.79 As Section 6 of this Statement confirms, a Wind Microclimate Assessment has been prepared by GIA included at Chapter 7 of the supporting Environmental Statement. The assessment evaluates the likely wind conditions at pedestrian level resulting from the proposed development, both during construction and operation.

7.80 The assessment was undertaken using Computational Fluid Dynamics (CFD) modelling, based on a 400m radius 3D model of the site and its surroundings. Wind speed data was drawn from 30 years of meteorological records from Manchester International Airport, corrected for local terrain. Effects were assessed against the Lawson Comfort Criteria (LDDC variant), which is the recognised industry standard for evaluating pedestrian-level wind conditions in the UK. Three scenarios were tested: the existing baseline; the proposed development within existing surroundings; and the proposed development within cumulative surroundings accounting for consented schemes. The following scheme was considered sufficiently advanced to be included within the baseline surrounds:

- Former Boddingtons Brewery site, Dutton Street (118831/FO/2018).

7.81 The following schemes were included as part of the cumulative surrounds:

- 1 Lord Street (113914/FO/2016); and
- 1 Park Place (138302/FO/2023).

7.82 Existing wind conditions across thoroughfares, roadways and entrances in and around the site are generally suitable for their intended pedestrian use. One pre-existing instance of strong winds was identified within the grounds of the adjacent Old Brewery Gardens development.

7.83 The assessment concludes that all wind effects arising from the proposed development, during both construction and operation, are negligible and not significant. Thoroughfares, roadways and building entrances would remain within suitable comfort categories for their intended use in all seasons. Proposed amenity spaces, including the public realm, private courtyard, roof terraces and balconies, would all achieve suitable wind comfort conditions. The proposed development would not introduce any new instances of strong winds. The pre-existing strong wind instance within the Old Brewery Gardens is reduced in extent with the proposed development in place. Cumulative wind effects, accounting for the Former Boddingtons Brewery site, 1 Lord Street and 1 Park Place, are likewise negligible and not significant.

7.84 No mitigation measures are required in respect of wind microclimate, during construction or operation.

Daylight & Sunlight

7.85 As set out in Section 6, a Daylight & Sunlight Assessment is included in the supporting Environmental Statement at Chapter 8. The assessment concludes that the effect of the proposed development upon the daylight, sunlight and overshadowing.

7.86 The residual effects during operation on Old Brewery Gardens Block 1 and 2 would have a reduction in daylight levels which would have a minor adverse effect, but this would not be significant in EIA terms. There would also be an impact on Old Brewery Gardens Block 1 and 2 in terms of reduction in sunlight levels, which would be negligible.

7.87 The following consented developments were identified as having the potential to result in cumulative impacts:

- 1 Park Place (138302/FO/2023)
- 1 Lord Street (113914/FO/2016)

7.88 If the proposed development and these two schemes were constructed simultaneously, there would be no change in the magnitudes of no sky line (NSL) daylight, and annual probable sunlight hours (APSH) change. The daylight effect on both sensitive receptors would remain as minor adverse if these were constructed simultaneously. The sunlight effect on sensitive receptors would remain as negligible if the proposed development and the committed developments.

7.89 The potential daylight and sunlight effects relating to construction works will vary throughout the construction programme from negligible in the baseline position to gradually increasing to the potential effects identified for the completed proposed development.

Air Quality

7.90 Redmore Environmental have completed an Air Quality Assessment in support of the scheme, as Section 6 confirms. The survey assessed potential impacts associated with construction, potential impacts from road transport emissions during the operational phase and risk of future resident exposure to any existing air quality issues. The assessment did not consider that any air quality factors were considered a constraint to the development. No residual impacts were considered to be significant.

Noise & Vibration

7.91 Jameson Acoustics have prepared a Noise Impact Assessment report. The assessment finds that the noise impacts from the adjacent roads and entertainment noise from the Manchester AO Arena can be sufficiently mitigated to achieve acoustic conditions within new dwellings, and noise generated from the operation of the development (plant and amenity uses) can be mitigated to prevent adverse noise impacts on the locality and structurally connected dwellings.

7.92 Acceptable internal noise levels within new dwellings can be achieved through the appropriate specification of façade elements and appropriate ventilation and overheating mitigation solutions. Preliminary guidance on specifications for external windows and doors to be rated at 30dB, and windows to habitable rooms on the south and east facing elevations will also need to achieve low frequency sound reduction requirements to deal with music noise from the Arena. This should be achieved with double glazing in standard aluminium frames. In-house MVHR is proposed for ventilation, which may need to be sized to assist in the overheating design strategy to help mitigate reliance on openable windows.

TV, Radio & Broadband

7.93 A Television and Radio Reception Impact Assessment has been carried out by GTech Surveys. Overall, the Television and Radio Reception Assessment concludes that the proposed development is not expected to cause any interference to the reception of DTT (freeview) services and is unlikely to adversely impact the reception of VHF(FM) radio broadcasts. The proposed development may cause interference to the reception of digital satellite television, such as Freesat and Sky. The Proposed Development has the ability to cause interference to the reception of digital satellite television services (such as Freesat and Sky) in areas to the immediate northwest of the Site, up to 143m from the base of the proposed structure. However, as there are no satellite dishes / receptors located in this area, no interference effects will be realised.

7.94 GTech Surveys have prepared a Broadband Connectivity Assessment, the findings of this assessment indicate that existing broadband infrastructure and good connectivity is already available in the study area, with existing fibre installed along streets adjacent to the Site and to the Site itself. Fast download speeds are likely to be experienced.

PROVISION OF A WELL-DESIGNED INCLUSIVE ENVIRONMENT

7.95 This criterion requires an assessment of environmental factors such as microclimate, overshadowing, vehicle movements and the environment and amenity of those in the vicinity of the building.

7.96 As set out in Section 6, assessments have been undertaken in respect of ecology, TV reception, daylight/sunlight, noise and vibration and air quality to establish the impact the proposed development would have. There will be some minor adverse effects as described above, which are commonplace in any major redevelopment proposal in a dense urban setting and in many respects, are unavoidable. The effects fall well within the parameters of acceptability and are largely not significant. These include the construction of a high-quality development that will enhance the area.

CONSIDERATION OF TALL BUILDINGS PROPOSALS

7.97 The Historic England Advice Note advises that it is important that the required high standard of architectural quality is maintained throughout the process of procurement, detailed design, and construction. In the case of the proposals, the quality of the design will be continued into construction. The applicant's priority is to ensure that the aspirational vision for the area is brought forward though genuine high-quality development.

7.98 The proposals positively contribute and support the aims of the Core Strategy policy on tall buildings by creating a building of exceptional design quality appropriately located in the City Centre Fringe, on a Site which has excellent accessibility to sustainable public transport, contributing positively to sustainability, and contributing positively to place making and improving the streetscene by creating an area of public realm; will bring significant regeneration benefits as set out in Section 3 and the Socioeconomic Chapter 6 of the ES.

7.99 Overall, the proposed development will deliver a high-quality addition to Manchester and achieves full compliance with the LPA's policies for the development of tall buildings.

8. Summary and Conclusions

8.1 This Planning & Tall Building Statement has been prepared by Zerum on behalf of the Applicant, Rani Developments Ltd, to address key policy elements of the proposals and provide an overview of the relevant policies against which the proposals will be assessed. The proposed description of development is:

"Demolition of existing structures and erection of a part 10, part 11, part 14 and part 20 storey residential building comprising 189 units with associated residents' amenity space, servicing and public realm."

8.2 The application has been appraised against the policies of the current development plan and national planning policy as well as other material considerations. This Statement clearly demonstrates that the proposed development has local and national policy support.

8.3 The proposals will bring forward the following social, economic and environmental benefits:

Economic

8.4 The proposed development will contribute to building a strong, responsive and competitive economy through the:

- Direct creation of 29 FTE jobs during the construction phase;
- Indirect creation of 22 FTE jobs during construction;
- It is estimated the management of the building would create 3 FTE jobs during the permanent occupation phase; and
- Generating additional local spending of up to £1.9m per annum from 328 new residents.

Social

8.5 The proposed development will support the creation of a strong, vibrant and healthy community through the following benefits:

- Delivery of 189 new residential units to the neighbourhood, providing a range of homes from one to two-bedroom units. The development will contribute to the average annual housing target for Manchester set by the PfE DPD.
- Contribution to the ongoing regeneration of the Strangeways / Great Ducie Street area, replacing an existing low-density former light industrial unit currently in a temporary padel use, with a high-density, high-quality residential development, in accordance with the Strategic Regeneration Framework and in line with national planning policy objectives to build on brownfield land and at higher density in sustainable locations.

- Improve safety and security in the immediate Site surroundings by attracting footfall through more local residents, introducing passive surveillance onto the streets and creating active frontages to the street.
- Delivery of seven accessible apartments to M4(3) standard, with all apartments accessible to M4(2) standard.
- Delivery of car-free apartments in a highly accessible location in the City Centre fringe, reducing reliance on the private car.

Environmental

8.6 The proposed development will support the natural environment by developing the land which is almost entirely hardstanding to deliver biodiversity net gain, and including new soft landscaping at ground floor and within resident terraces. The following environmental benefits are expected:

- Delivery of the regeneration of a prominent site earmarked for redevelopment, greatly improving the area's appearance and streetscape through the creation of a high-quality scheme;
- Inclusion of new trees to the public realm and soft landscaping to deliver biodiversity gain on Site and create habitats for species;
- Delivery of a car free development in a very accessible location, supported by 100% cycle parking, which will contribute to promoting a more active and lower carbon lifestyle; and
- The building has been designed to be energy efficient and is proposed to perform well against Part L Building Regulations 2021, in excess of the requirements.

8.7 The NPPF makes it clear that there is a 'presumption in favour of sustainable development' running through the decision-taking process. Having regard to the above, it is clear that the proposals represent a sustainable form of development and therefore are consistent with the NPPF's core principles.

8.8 This report clearly demonstrates that the proposed development has the support of local policy and is aligned with national policy. The principle of development is acceptable.

8.9 In conclusion, the proposed development satisfies all relevant national and local policy considerations. In these circumstances, this application should be welcomed by the Local Planning Authority and approval should be granted.