

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
111805/FO/2016/C1	7th Apr 2016	30th Jun 2016	City Centre Ward

**Proposal** Demolition of Brazennose House and associated structures and development of a new office building (Use Class B1), with ground floor retail uses (Use Classes A1, A2 and A3), basement car parking, servicing and cycle parking, highways works to Mulberry Street, new public realm and landscaping, and associated works.

**Location** Brazennose House, Brazennose Street, Manchester, M2 5BP

**Applicant** The Prudential Assurance Company Ltd , The Prudential Assurance Company Ltd, C/o Agent

**Agent** Mrs Rachel Brown, Deloitte LLP, 2 Hardmann Street, Spinningfields, Manchester, M3 3HF

## **INTRODUCTION**

Brazennose Street is a key route between Spinningfield and the Civic Quarter. Whilst these areas have seen a considerable level of investment during the past decade, this site and the wider Brazennose Street/Lincoln Square area has seen little investment since the 1980s. As such, the area is underutilised and acts principally as a route for pedestrians. The development of the site could act as a catalyst for regeneration by delivering high quality architecture, attractive uses and increased levels of activity within an improved public realm context.

Planning Permission was granted in 2012 for a 12 storey office building with retail use at the ground floor, (ref. 096929/FO/2011/C1) which has now expired. The previous application reflected prevailing market conditions and it has been necessary to re-evaluate the scheme in response to emerging development constraints and a revised and reduced scheme is now proposed. The cut back element of the previous scheme to reveal St. Mary's Church 'The Hidden Gem' has been retained.

## **SITE LOCATION AND DESCRIPTION OF AREA.**

The site is bounded by Brazennose Street, Mulberry Lane and Mulberry Street. The predominant use in the immediate surroundings is offices with ground floor retail outlets, including cafes and restaurants. The Hidden Gem lies immediately to the north of the site and is directly adjacent to Brazennose House's existing basement car park.

The site is located within the Albert Square Conservation Area and is adjacent to the St. Ann's and Deansgate / Peter Street Conservation Areas. There are a number of Listed Buildings in the immediate vicinity including the Town Hall (Grade I), Albert Memorial (Grade I), Abraham Lincoln Statue (Grade II), St Mary's Church 'The Hidden Gem' (Grade II), statues in Albert Square including Bright's, Fraser's, Gladstone's, and Heywood's (all Grade II).

Brazennose House was constructed in 1964 and comprises 6 storeys of largely vacant offices above shops, with ancillary basement car parking. The few remaining occupiers are on short-term leases. The building is outmoded owing to the level of work required to maintain it and replace outdated mechanical and electrical services. The office space is inflexible with restrictive floor to ceiling heights and poor insulation. The level of investment required to refurbish the building to attract occupiers and secure an acceptable rental return is not economically viable and therefore it is considered that the refurbishment of Brazennose House is not a feasible option. The building does not meet current environmental policy standards, is inefficient and is not attractive to modern day occupiers. The site is easily accessible by a range of means of transport including vehicle, by foot, rail, metrolink and bus.

## **DESCRIPTION OF PROPOSED DEVELOPMENT.**

The redevelopment proposes an office building that would provide six floors of Grade A accommodation (13,252 sq m) with three retail / restaurant units, use class A1/A2/A3 (932 sq m) on the ground floor. 37 car parking spaces (including 2 disabled spaces) and 50 cycle spaces, changing facilities, showers and lockers would be provided in the basement. A roof terrace would be provided at the 6th floor and public realm and landscaping, including the creation of a new piazza, would be provided adjacent to St Mary's Church. Vehicular access to the basement parking area is gained from a ramp off Mulberry Street. Access can then be gained to the remainder of the building via the lifts or stairs. The office entrance foyer would front onto Lincoln Square and would have a double height volume.

The retail units would provide an active frontage along Brazennose Street and would strengthen and animate Lincoln Square and the link between the Town Hall and Deansgate. Further activity would be created to the east and the west elevations, through the use of shopfront glazing and the introduction of the new square. The square would open up views to the 'The Hidden Gem' providing an improved setting to the listed Church.

The building would be 7 storeys in height which is similar to the existing building. The design aims to provide a modern interpretation of the principles used in some of the areas historic buildings. The Town Hall and John Rylands Library both have a strong vertical expression with a strong order of the top, middle and base. The façade of the proposed building has been developed using these strong formal arrangements as a basis.

The main body of the façade along Brazennose Street incorporates strong vertical piers along its length and these elements provide mass and an appearance suited to its civic setting. The piers sit on larger base piers which help to ground the building within Lincoln Square. The building is topped with a lighter pavilion reducing the overall mass of the elevations.

The base is recessed from the main body of the Brazennose Street frontage adding further depth to the elevation. Piers are angled and directional, leading pedestrians to the main office entrance. Each face of the ground floor piers would be pre cast concrete with an acid etched finish. Shop front glazing would provide transparency to the retail provision.

The top would be formed from a light weight metal system with a bronze anodised aluminium finish. Together with the glass between the panels, they would form a reflective crown to the building.

There would be level access at the office entrance and into the retail units. The building would offer high quality facilities for both cyclists and runners that are easy to access and used to help encourage green travels plan.

The elevation to Mulberry Square would retain the crafted quality of the precast concrete with the regular recesses but in a simpler geometric form, flush with the building line. Bronze fins would provide depth to the elevation. Between the fins, sand blasted glazed units with bronze detailing would create a lighting feature to mask the car park ramp behind, whilst providing a unique design feature and night time illumination to the square.

The remainder of the elevation does not contain recesses. The bronze fins module tightens and the depth decreases, forming a screen. Viewed obliquely the screen would be perceived as a solid mass, while more direct views of the elevation would have depth and function. The Mulberry square elevation also contains a vehicular access point to the basement parking area.

Mulberry Square would be reanimated to create a square with public seating. This has resulted in the design of this elevation to be developed in two sections.

The refuse strategy has been developed to have daily collections from the development and is in accordance with MCC Waste Guidance GD04. With this frequency of collections the scheme is required to have the following provision of bins:

2 no. 1100 Lt Euro Bins - General Waste

2 no. 1100 Lt Euro Bins - Recycling

2 no. 140 Lt - Food Waste

All of the above bins are located within the ground floor with direct access to Mulberry Street.

Vehicular access to Brazennose House is from John Dalton Street to the north and then via Ridgeway and Mulberry Street. Mulberry Street is currently used for servicing, loading and unloading by existing tenants of Brazennose House and adjacent occupiers only.

The site is accessed by pedestrians from Brazennose Street. Brazennose House has two pedestrian underpasses located at either end of the building. The underpasses provide a pedestrian connection between Brazennose Street and Mulberry Street.

## **CONSULTATIONS**

The planning application has been advertised as a major development, affecting the setting of listed buildings, affecting a conservation area; and in the public interest. Site notices have been displayed and businesses and residents in the area notified of the application. No comments have been received.

Head of Regulatory and Enforcement Services (Environmental Health) - No objection, subject to conditions relating to external equipment insulation, acoustic insulation, noise in external areas, storage of refuse, construction management, opening hours, delivery times and fume / odour discharge.

Head of Regulatory and Enforcement Services (Contaminated Land) - To be reported

The Head of Neighbourhood Services (Highway Services) - No objection.  
Recommended condition requiring a Travel Plan and Construction Management Plan.

Neighbourhood Services (Trees) - the seven trees proposed to be removed are owned by the City Council, and it is unlikely that permission would be given for their removal because of their quality, attractiveness, and the fact that there are very few large mature trees in the City Centre. It is stated that the trees are in good condition with no obvious defects and possess high visual amenity value. It is recommended that all of these trees are protected by a Tree Preservation Order.

Greater Manchester Ecology Unit - No objection, subject to a commitment to landscaping.

Greater Manchester Archaeological Advisory Service - No archaeological mitigation is required.

Greater Manchester Police (Design for Security) - No objection, subject to the recommendations contained within the Crime Impact Statement being adhered to.

Transport for Greater Manchester - No objection

Historic England - No objection

United Utilities - To be reported

Greater Manchester Pedestrian Society - To be reported

Environment Agency - No objection, subject to conditions relating to contamination remediation.

The Historic Buildings and Conservation Areas Panel - The Panel commented that the ground floor looked uncomfortably low at the Albert Square end.

The Panel felt that the design would be more successful if the top floor was removed from the building.

The Panel felt that the loss of permeability was detrimental to the area and they would like to see more connectivity through the ground floor, such as an arcade. They felt that the removal of this existing link would create the feeling of a less successful and utilitarian back street feel to the rear. The Panel would like to see a much better relationship with the developments to Lincoln House and Mulberry Square to enhance this corner.

The Panel welcomed the reduction in scale from the previous application.

The Panel questioned the need for another public square in front of the Hidden Gem, but observed that the corner to this square was more successful than the corner at the Deansgate end of the building.

The Panel would like to see careful attention to detailing and materials to ensure a quality development.

## **POLICY**

### Relevant National Policy

The National Planning Policy Framework (NPPF) set out the Government's planning policies for England and how these are expected to apply. The proposed development complies with the following policies or parts thereof.

The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).

In order to successfully deliver sustainable development, the NPPF makes it clear that "business should not be overburdened by the combined requirements of planning expectations" and that "planning policies should recognise and address potential barriers to investment".

Paragraphs 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraph 12 states that:

"Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise."

The proposed development is considered to be consistent with sections 1, 2, 4, 7, 8, 11 and 12 of the NPPF for the reasons outlined below.

**Section 1 - Building a strong and competitive economy-** The proposals would develop a currently underutilised previously developed site to provide a high-quality office environment and food and drink uses, This would assist in building a strong economy by creating employment during construction along with permanent employment from the proposed office, restaurant and bar uses.

**Section 2 Ensuring the Vitality of Town Centres,** - the proposal would develop a key site within the heart of the city centre.

**Section 4 Promoting Sustainable Transport** - The proposal is in a highly accessible location in close proximity to Metrolink, rail and buses. Development would facilitate sustainable development and contribute to wider sustainability and health objectives and give people a real choice about how they travel.

Section 7 Requiring Good Design - The proposed scheme has been the subject of significant design consideration. The building and associated public realm would be of a high quality and would significantly contribute to the high quality of design in the area. The development would improve connections with local communities and be integrated into the natural and built environment.

Section 8 Promoting healthy communities - The creation of an active street frontage in this location would help to integrate the site into the locality and increase levels of natural surveillance.

Section 11 Conserving and enhancing the natural environment - Future proposals for the public realm areas around the site are intended to include planting and trees.

Section 12 Conserving and enhancing the historic environment - The degree of harm caused to heritage assets has to be justified in terms of the social and economic benefits of the proposals

Paragraph 128 - advises that local planning authorities should require an applicant to submit sufficient information to describe the significance of any heritage assets affected, including any contribution made by their setting.

Paragraph 131 - Advises that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 - Advises that any harm to or loss of a designated heritage asset should require clear and convincing justification. Substantial harm or loss should be exceptional and substantial harm to or loss of designated heritage assets of the highest significance, including grade I and II\* listed buildings should be wholly exceptional.

Paragraph 134 - Advises that where proposals will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

## Relevant Local Policies

### Core Strategy

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein as follows:

SO1. Spatial Principles - which provide a framework within which the sustainable development of the City can contribute to halting climate change. This development would be in a highly accessible location and reduce the need to travel by private car.

SO2. Economy - which supports a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The scheme would provide new jobs during construction along with permanent employment and facilities in a highly accessible location.

S05. Transport - which seeks to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This development would be in a highly accessible location and reduce the need to travel by private car and make the most effective use of existing public transport facilities.

S06. Environment - The proposed development would be consistent with the aim of seeking to protect and enhance the built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, improve air, water and land quality; improve recreational opportunities, so as to ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) - the development would be highly sustainable and be consistent with the aim of bringing forward economic and commercial development, alongside high quality city living within the Regional Centre. It would provide good access to sustainable transport provision, maximise the potential of the City's transport infrastructure and make a positive contribution to neighbourhoods of choice by enhancing the built and natural environment, creating a well designed place that would both enhance and create character, reuse previously developed land and reduce the need to travel

Policy EC1 - Land for Employment and Economic Development - The proposals would support the City's economic performance by developing this key strategic site, thereby helping to reduce economic, environmental and social disparities creating inclusive sustainable communities. The site is well connected to the City's existing transport infrastructure and as such the development would be well placed to maximise the promotion of walking, cycling and public transport use. The City Centre is a key location for major employment growth and the proposals would create a number of new jobs during the construction phase and operation which would in turn contribute to economic growth. The design of the development would make good use of the site in terms of efficient use of space, enhancement of the sense of place within the wider area, and would consider the needs of users and employees on the site in terms of a range of transport modes and the reduction of opportunities for crime.

Policy CC1 - Primary Economic Development Focus (City Centre and Fringe) - The proposed development would contribute to the creation of a major Grade A office location, and demonstrate confidence in the economic future of Manchester and the region.

Policy CC4 - Visitors, tourist, culture and leisure - The active ground floor uses facing Brazennose Street would help to attract visitors to the Civic Quarter of the city centre.

Policy CC5 - Transport - The proposal would contribute to improving air quality by being accessible by a variety of modes of transport.

Policy CC6 City Centre High Density Development - The proposals would be a high density development and maximise the efficient use of land.

Policy CC7 Mixed Use Development - The proposals will deliver a mix of office and active ground floor uses to support the comprehensive redevelopment of the Civic Quarter. The proposed development would permit active uses to the ground floor which would ensure that the key frontage onto Brazennose Street is an area of activity and animation

Policy CC8 Change and Renewal - the proposed development would create temporary employment during construction along with permanent employment from the proposed uses. The development is a key part of the broader Civic Core Regeneration Strategy which aims to make better use of through the redevelopment of sites where existing property has reached the end of its physical and economic life.

CC9. Design and Heritage - The proposed development would have a high standard of design and materials appropriate to its context and the character of the area. It would be close to the setting of nearby listed buildings and would enhance the character of the Albert Square Conservation Area, within which it is located.

Policy CC10 A Place of Everyone - The proposals would assist in delivering a new area of public realm, as part of wider proposals for the Brazennose Street area.

Policy T1 Sustainable Transport - The proposed development would encourage modal shift away from car travel to more sustainable alternatives and include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

Policy T2 Accessible Areas of Opportunity and Need - The proposed development would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design, and would result in development which would enhance the character of the area and the overall image of Manchester. The design will create a significant landmark building in the centre of Manchester, and will emphasise the importance of the Brazennose Street area, within which it is located.



Policy EN3 Heritage - This policy states that throughout the city, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the city centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas of acknowledged importance.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies - being over 1,000 sqm the development would be expected to comply with the target framework for CO2 reductions from low or zero carbon energy supplies. The application is supported by a Sustainability Statement which sets out how the proposals will meet the requirements of this policy.

Policy EN 8 -Adaptation to Climate Change - The proposed development aspires to reach a BREEAM target rating of "Excellent".

Policy EN11 Quantity of Open Space, Sport and Recreation - The proposals will deliver an area of public realm which will be seen as part of the wider improvements for Brazenose Street and Lincoln Square.

Policy EN14 Flood Risk - Given the location of the site a Flood Risk Assessment was not required

Policy EN 16 - Air Quality The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

Policy EN 18 - Contaminated Land and Ground Stability- A desk study which identifies possible risks arising from ground contamination has been submitted with the application.

Policy EN19 Waste - The development will be consistent with the principles of waste hierarchy. In addition the application is accompanied by a Waste Management Strategy which details the measures that will be undertaken to minimise the production of waste both during construction and operation. The Strategy states that coordination through the onsite management team will ensure the various waste streams throughout the development are appropriately managed.

Policy DM1 - Development Management - sets out the requirements for developments in terms of BREEAM and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- \* appropriate siting, layout, scale, form, massing, materials and detail;
- \* Design for health;
- \* Adequacy of internal accommodation and amenity space.
- \* impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- \* that development should have regard to the character of the surrounding area;
- \* effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- \* accessibility to buildings, neighbourhoods and sustainable transport modes;

\* impact on safety, crime prevention and health; adequacy of internal accommodation , external amenity space, refuse storage and collection, vehicular access and car parking; and

\* impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

These issues are considered in detail later in this report.

Policy SP 1. Spatial Principles - The development would be highly sustainable and be consistent with the aim of bringing forward economic and commercial development, alongside high quality city living within the Regional Centre.

#### Saved UDP Policies

These are considered in detail in below.

Policy DC10.1 Food and Drink Use - The proposals include active ground floor food and drink uses. These facilities will be of a small-scale and are appropriate within this location

Policy 14.1 - 5 Shop Fronts and Signage - This is relevant to the active ground floor uses

Policy 17.1 Telecommunications - restrictions on telecommunications equipment

Policy DC18.1. Conservation Areas. - The development is within the Albert Square Conservation Area, and this policy states that the Council will seek to preserve and enhance the character of its conservation areas. This includes carefully considering the relationship of new structures to neighbouring buildings and spaces and the effect of major changes to the appearance of existing buildings.

Policy DC19.1 Listed Buildings - In determining applications for listed building consent, or development involving buildings of special architectural or historic merit, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings. Whilst the existing building is not listed, the development is also close to and would affect the setting of a number of listed buildings.

Policy DC20.1 Archaeology - Consideration of the application has had regard to the desirability of securing the preservation of sites of archaeological interest.

DC26.1 Development and Noise - details how the development control process will be used to reduce the impact of noise on people living and working in the City and which states that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity.

DC26.5 Development and Noise - which states that the Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development, as well as noise barriers where this is appropriate.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - Part 1 of the SPD sets out the design principles and

standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all.

Manchester City Centre Strategic Plan- The Manchester City Centre Strategic Plan (published in 2009) presents a vision for the City Centre and sets out the strategic action required to work towards achieving this over the period from 2009 - 2012. The Plan considers the contribution to be made towards achieving the overall vision by each of the district components of the City Centre and recognises the key role of Manchester City Centre in providing a positive image and framework for inward investment and explains that its continued strong economic performance within a high quality urban environment will be fundamental to the prosperity of both Manchester and its city region.

The Executive endorsed a Regeneration Framework for the Civic Quarter in February 2010. The Framework provides a basis for the regeneration of an area which is framed by Deansgate to the west; Peter Street, Mount Street and Lower Mosley Street to the north; Portland Street, Oxford Street and Lower Mosley Street to the east; and, Whitworth Street west to the south. It is founded on a number of key public sector projects, transport improvements, and a number of major private sector projects. The aim is to develop a new commercial sector and the redevelopment of the application site has been identified as a key project for the successful delivery of the Framework.

## **CONSERVATION AREA DECLARATION**

Albert Square Conservation Area declaration:

The Albert Square contains many listed buildings, including the Grade I Listed Town Hall, but also contains a number of more recent buildings such as Heron House. There is much variety in the building materials used in Albert Square. Generally buildings on the eastern side of the Square are built of yellow stone whilst those on the west side, opposite the Town Hall, are finished in red brick. This helps to emphasise the civic importance of the Town Hall. The principal characteristic of the conservation area is the view looking east along Brazenose Street which focuses on the dominant tower of the Town Hall, framed by commercial buildings on either side.

A large amount of the Conservation Area in particular around the Town Hall and on Brazenose Street is pedestrianised.

The architectural emphasis of corners is a characteristic of Manchester buildings which contributes to the urban design character of the city centre. It is evident in the Albert Square area and its use in new developments will therefore be encouraged.

Designers should respect the architectural character of the existing historic buildings and create proposals which harmonise with them. This does not mean producing pastiche or a copy of an old building, since each building should have a vitality of its own and reflect the period in which it is built.

## **LEGISLATIVE REQUIREMENTS**

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

Section 66 of the Listed Building Act provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

S149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

## **ISSUES**

### The Schemes Contribution to Regeneration

Regeneration is an important planning consideration. Over the past fifteen years, the City Council has had a considerable amount of success in regenerating the city centre. The work in the city centre renewal area, Piccadilly, Spinningfields, Manchester Central, the Northern Quarter and Castlefield are all good examples of this. However, much remains to be done if the city centre is to remain competitive, and it is important to ensure that investment in Manchester continues.

Brazenose House is considered to be outdated, not economically viable and of poor quality. As such, refurbishment is not a feasible option. The redevelopment proposals would provide a high quality office building with ground floor retail uses animating the street scene, and assisting in the wider regeneration of this area of the city centre. The proposals are in line with national and local policy, and would form part of the regeneration of this area alongside the proposals for the wider public realm improvements.

The redevelopment of Brazennose House would deliver economic, physical, and regeneration benefits. It would provide a high quality building capable of attracting national and international office occupiers, contributing the City's ability to continue to compete with other regional centres in the UK and beyond. The development would enhance Manchester's competitive offer as a principal destination for inward investment and ensure that the City is ideally positioned to capitalise on an improving UK economy. The retail uses would enliven Brazennose Street and support the offices as well as the surrounding commercial uses. The proposal could generate 1,073 full time jobs.

The Civic Quarter has been identified as a regeneration priority by the City Council. It is envisaged that the area around St Peter's Square will become a new commercial destination in the City providing opportunities for new, Grade A, large floorplate commercial offices similar to those developed successfully at Spinningfields, the commercial core and Piccadilly. This is considered to be essential to the ongoing success of the City Centre. The application site offers a major opportunity to provide the type of commercial product identified for the area and therefore its development would be wholly consistent with the City's regeneration objectives.

There is an acknowledged shortage of Grade A office development in Manchester and this will begin to have an adverse effect and undermine economic performance and competitiveness unless new opportunities are identified. Brazennose Street has been identified as one of a limited number of areas where a new high quality business destination can be created that will help to address this shortage. It benefits from exceptional transport links that will be enhanced further by the expansion of the tram system, the introduction of the second city crossing and the creation of a major tram interchange within the Square, and the cross city bus routes.

The current proposal would provide the type of commercial product that meets known market requirements in terms of footplate, layout, flexibility, location and setting. It would strengthen the commercial positioning of the area.

The proposal would make a major contribution towards strengthening the commercial positioning of the area and assist in establishing Brazennose Street as a high quality place. The creation of a new office destination here would help to drive forward the next phase of growth in the city centre economy, and therefore promote regeneration.

#### Impact on the Character and Appearance of the Heritage Assets

Sections 16, 66 and 72 of the Listed Buildings Act requires members to give special consideration to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses and to the desirability of preserving or enhancing the character or appearance of that area. The proposed redevelopment of Brazennose House could impact on the setting of the following Listed Buildings:

Grade I: The Town Hall, Albert Square

The Albert Memorial, Albert Square

Grade II: Abraham Lincoln Statue, Lincoln Square

St Mary's Church, Mulberry Street

Statues in Albert Square; Brights, Frasers, Gladstones and Heywoods statues.

Brazennose House is located within the Albert Square Conservation Area. The Albert Square Conservation Area is bounded on all sides by other Conservation Areas. Due to the nature of existing urban development, it is considered that the proposed redevelopment of the Brazennose House site could only impact on the character and setting of the Albert Square Conservation Area.

A Heritage Statement states that the proposal offers a substantial opportunity to both enhance and sustain the significance of the Albert Square Conservation Area. The proposals would have a beneficial impact on the public realm of this part of the City Centre, without having an adverse impact on the heritage assets within the locality. The height of the proposed building would be of similar scale to the existing building, set roughly within the same footprint. This means that the important framed view of the Town Hall clock tower, when viewed from Brazennose Street towards Albert Square would not be affected and would continue to be experienced as existing. Similarly, the proposals are considered to provide an appropriate response which minimises any impact on the character of the Conservation Area in terms of views of the site from Albert Square.

The proposed development would have a beneficial impact on the setting of the Grade II Listed Abraham Lincoln statue and Grade II Listed St Mary's Church 'The Hidden Gem'. It would also have a beneficial impact on the character and appearance of the Albert Square Conservation Area by enhancing the north side of Brazennose Street and the interface with Lincoln Square.

Public Realm The proposals include stepping back the building footprint at its eastern extent to fully reveal the 'The Hidden Gem' frontage, bringing the church within the street scene. This cut back would accommodate the creation of a square in front of St. Mary's Church further animating the street scene and overall character of the area.

#### Relationship to Public Transport Infrastructure.

The submitted Transport Statement highlights that the site is highly accessible via sustainable modes of transport. An excellent range of bus, Metrolink and train services are available within close proximity to the site. The surrounding pedestrian and cycling infrastructure is extensive and covers a wide range of surrounding areas. All of these facilities would encourage the use of non-car modes of travel to the site. A basement car park would provide 37 spaces, including 2 disabled spaces and 50 cycle spaces.

The Framework Travel Plan explains that bespoke action plans would be formulated and implemented when the development is occupied and the travel needs of the end users for each development use become apparent. This would aim to improve travel choice, deliver a reduction in car use and reduce the need to travel.

#### Architectural Quality

The key factors to evaluate are the architecture, scale, form, massing, proportion and facing materials of the proposed building, and relationship to other structures.

The proposals are designed to integrate with both the immediate surrounding context and the wider city context. The scale of the development would be an appropriate response and reflect the changing function of the area and the surrounding highways and public spaces.

A condition requiring samples of materials, a strategy for quality control, and details of jointing and fixing details and would be attached to any permission granted. It is considered therefore, that the proposals for the new build element are would result in high quality building that would be appropriate to its context.

### Sustainability

An Energy, Sustainability and Environmental Standards Statement has been submitted which states that the building would aspire to achieve Breeam 'Excellent'. A number of sustainable and energy effect measures are included within the design of the proposed building.

The building's envelope would be designed to perform significantly better than the Building Regulation standards for new buildings with low U-values and design air permeability;

Solar control would be provided by the selection of glazing so as to avoid overheating in summer and increase passive gains in winter;

Natural daylighting would improve occupant comfort and reduce the requirement for artificial lighting saving energy;

The development would use low energy lighting together with occupant and daylight linked lighting controls;

The mechanical ventilation systems would be specified with high efficiency fans and a heat recovery efficiency in excess of 70%;

Secure cycling spaces and locker facilities would be provided to encourage the occupants to use this carbon-free mode of transport.

The construction site would be managed in an environmentally sound manner in terms of resource use, storage, waste management, pollution. A Site Waste Management Plan (SWMP) would be required.

Furthermore, the building would replace a highly inefficient, outdated office block which due to its design suffers from poor ventilation. The inherent design faults of the building dictate that there is no viable basis for adaptation.

### Contribution to Public Spaces and Facilities

In addition to the positive public realm benefits of a well-designed office building, the application proposals can act as a catalyst for potential future enhancements of the wider area.

The proposals include stepping back the building footprint at its eastern extent to fully reveal the complete St. Mary's Church 'The Hidden Gem' frontage bringing the church within the street scene. This cut back would accommodate the creation of a high quality new piazza area in front of St. Mary's Church further animating the street scene and overall character of the area.

The existing building on site provide limited ground floor active frontages which, together with an under utilised public realm, combine to create a poor pedestrian experience. The building currently offers little to the vitality of Lincoln Square / Brazennose Street and its role as a major city centre urban space.

The proposed public realm associated with this developmnt, along with the active ground floor uses, would provide strong pedestrian connections and assist in creating a new atmosphere and perception of the area. It would also generate activity and natural surveillance throughout the day and night, leading to a more user-friendly environment.

Following pre-application discussions traffic management issues were raised relating to Mulberry Street, particularly with regard to servicing and deliveries. The proposals have presented the opportunity to review the access and movement of vehicles around the site. Public realm works to Mulberry Street will also include replacement of pavements, street furniture and trees, plus the installation of dropped kerbs where required.

Effect on the Local Environment and Amenity The effect on local environment and amenity is a wide ranging consideration, and examines the impact that the scheme would have on nearby and adjoining occupiers. It includes the consideration of the following issues:

#### Daylight, Sunlight and Overshadowing.

Included in the submitted details is a Daylight, Sunlight and Overshadowing letter which concludes that there is expected to be 'no issue with daylight and sunlight on this development'. And the cutback to the scheme allows for additional daylight and sunlight penetration to St Mary's Church'.

#### Air Quality

There will be no significant impact associated with traffic generated by the proposed development, given the limited provision for car parking that is being made (37 spaces).

Activity on site during the construction phase may cause dust and particulate matter to be emitted into the atmosphere but any adverse impact is likely to be temporary, short term and of minor adverse significance. A condition would be attached to any consent granted which requires that the developers adopt a scheme for the wheels of contractors vehicles leaving the site to be cleaned and the access roads leading to the site swept daily to limit the impact of amount of dust and debris from the site on adjacent occupiers.



### Noise and vibration

Whilst the principle of the proposed office and associated uses are considered to be acceptable, the impact that noise sources might have on occupiers, particularly from the active ground floor uses, needs to be considered in relation to the potential impact that the uses within the development might have on the adjacent occupiers.

A Noise Survey has been undertaken to both determine the acoustic performance requirements of the building envelope, and to set plant noise emission limits necessary and to control plant noise emission in public areas within the site itself. In summary, the Acoustic Report states care will be taken as the design progresses to maintain sufficient noise levels in multiple occupancy office areas. Proposals are made to control plant noise emission to the environment to a level expected to be acceptable, and acoustically absorptive ceilings and carpet are proposed to all occupied office areas.

Louvres would be provided in the facade of the ground floor for air supply and exhaust from the ground floor retail uses, as part of 'Shell and core' fit out. It would be the tenants' responsibility to provide a mechanical supply and extract ventilation system to serve their own demise to meet occupant / type of use requirements. All the ventilation plant would be located at high level / ceiling void within each unit.

### Construction Impacts

A Demolition and Construction Management Plan has been prepared which includes details on programming and phasing; site logistics access and egress; pedestrian routes; ecology and existing trees; demolition and construction; health and safety; environmental considerations; public relations; and waste management strategy. The document highlights that the construction programme is based on normal working hours and where works are required to be completed outside these hours, the contractor will seek approval in advance from MCC and provide a mail shot to local residents.

### TV and Radio reception

A Television Survey has been undertaken which concludes that following the survey two potential impact zones have been highlighted; one for terrestrial television reception and one for satellite television reception.

The potential impact zone for terrestrial television reception covers an area to the southeast of the proposed development. This is due to the existing viewers having their television aerials directed towards the Winter Hill transmitter, located to the northwest. Subsequently, the television aerial beampath (direction) for aerials within the potential impact zone will be either through, or within close proximity to, the proposed development. However, the area within the potential impact zone is primarily commercial, not residential, with very few visible television aerials. As such, only minor requirements for mitigation, including to change of aerial type to one most suited to the type of interference being received, and to increase or decrease of aerial height, are anticipated.

The potential impact zone for satellite television reception covers an area to the north of the proposed development. Satellite antennae require a clear line of sight to the broadcast satellite. Even though the existing building at the proposed development's location is multi storey, the new development would be of a different type of construction and layout which could obstruct any existing satellite antenna installations on buildings within close proximity. As with the buildings within the potential impact zone for terrestrial television reception, the area within the potential impact zone for satellite reception is also primarily commercial. A visual inspection of the area did not reveal any visible satellite television antenna installations. However they cannot be ruled out. Due to this, the survey only anticipates minor requirements for mitigation, and includes the re-siting of the satellite antenna to a position on the property where a clear line of sight to the satellite can be achieved, and to increase in height of the satellite antenna to achieve a clear line of sight to the satellite.

#### Contribution to Permeability of the Wider Area

The proposed building would front an area of Brazenose Street and the active ground floor uses would be located here. This would provide animation in the street scene, and an active frontage to Lincoln Square.

#### The Provision of a Well-Designed Environment

The modern design of the building would contribute positively with its surroundings. The site at ground level has been designed to respond to surrounding civic space, so as to provide a positive urban experience.

#### Sustainable Design & Construction

The Environmental Standards Statement accompanying the application for planning permission provides a detailed assessment of the physical, social, economic and other environmental effects of the proposed development and considers the proposals in relation to sustainability objectives. This document demonstrates the overall credentials of the proposals

#### Highway and Traffic Implications

A Transport Statement considers the existing infrastructure (for car and non-car transport modes) and then comments on the suitability of the site for the proposed uses and how the building is generally serviced.

The report does not identify any significant traffic or transport related issues that would be likely to arise as a result of the development.

In view of the above the proposals are consistent with section 4 of the National Planning Policy Framework, and Core Strategy Policies SP1, DM1 and T2.

#### Green Travel Plan / Cycling

A Framework Travel Plan which aims to reduce unnecessary car journey's and increase the number of people who walk, cycle and use public transport for journeys

as opposed to car based journeys has been submitted with the application. This recognises the need to encourage those employed within the development and visitors to travel to work and business by sustainable transport modes and the applicant has indicated their commitment to the development and implementation of a Travel Plan that would promote car sharing, cycling, walking, and public transport, thereby reducing the demand for on-site parking spaces. Cycle parking facilities for 50 bikes would be provided in the basement of the development. A Green Travel Plan will be required by use of condition.

In view of the above the proposals are consistent with section 4 and 10 of the National Planning Policy Framework and Core Strategy policies DM1 and T2.

### Servicing and Waste Management

It is not anticipated that a large volume of service vehicle movements would be experienced, particularly in the morning and evening peak hours. The ground floor units in particular are of a small scale and are not predicted to generate the significant volume of servicing movements associated with larger units. Details of the number of deliveries are contained within the Waste Management Strategy.

Waste collection for the development would take place on Mulberry Street in front of the bin store. A Waste Management Strategy has been prepared, and in summary concludes that sufficient space within the waste store has been provided to accommodate the required number of bins.

Based on the waste generation metrics, a daily collection frequency and the assumption that there would be A3 restaurant class uses at ground floor level, 2 no. 1,100 litre refuse containers, 1 no. 1,100 litre paper/card container, 1 no. 1,100 litre dry mixed recycling container, 2 no. 140 litre food waste containers and 1 no. 90 litre waste cooking oil drum would be required for the storage of waste at the proposed development once operational.

At regular intervals during the day, facilities management would be responsible for transporting waste from each office floor level down to the waste store. Similarly, the staff of retail units 1, 2 and 3 would also transport waste to the waste store.

Collection operatives would access the waste store at ground floor level directly from Mulberry Street to collect and empty containers; before promptly returning them once emptied. The movement of containers out to the collection vehicle to be emptied and back into the ground floor waste store will be the sole responsibility of the collection operatives.

All commercial waste storage areas will be clearly labelled to ensure cross contamination of refuse and recycling is minimised.

### Full access and Inclusive Design

The proposed building has been designed to ensure that inclusive access is provided throughout, with level access at the external entrances. Internal circulation is available by lifts to upper floors.

### Crime and Disorder

The proposed development and mix of uses would bring significantly more activity into the area, allowing adjacent streets to be overlooked and provide public spaces that would be used throughout the day and night, contributing towards a safe and secure environment. The ground floor areas of the building would contain active uses, together with the entrance to the offices. This would maximise the active frontage to existing Brazennose Street and Mulberry Street.

Greater Manchester Police have provided a Crime Impact Assessment that looks in detail at potential crime and disorder issues, which could affect the proposed development and neighbouring area. A number of minor recommendations are proposed and the detailed design of the building will be in line with the recommendations identified in the Crime Impact Statement.

A condition requiring Secured by Design accreditation is proposed.

In view of the above the proposals are consistent with Core Strategy Policy DM1.

### Contaminated Land

A Geotechnical and Contaminated Land Interpretative Report has been prepared which concludes that no potentially significant contaminating land uses have been identified at the site, and no specific requirement for soil or groundwater remediation has been identified from the ground investigation.

A condition requiring that a full site investigation is carried out and that appropriate remediation measures are submitted and agreed would be attached to any consent granted. Subject to compliance with an appropriate condition the above the proposals are considered to be consistent with policy EN18 of the Core Strategy.

### Archaeological issues

An archaeological study was undertaken ahead of a previous scheme for this site, by the University of Manchester Archaeological Unit which concluded that 'due to the probable destruction of pre-1964 remains during the construction of a basement car park and sub-basement found beneath Brazennose House no further archaeological recording is recommended for this site.' GMAAS agrees with this conclusion and outline that no further archaeological mitigation is required for this development site.

### Ecology

An Ecological Appraisal has been undertaken which concludes there are no internationally designated sites within 10km or statutory / non-statutory sites within 2km of the Proposed Development. Therefore, no ecological effects upon statutory / non-statutory designated sites are anticipated.

An Arboricultural Report assessed trees within the immediate surrounding area and states that a total of 7 low quality trees need to be removed in order to facilitate development. This would provide the necessary degree of working space during the

demolition and construction processes. This would be mitigated by the planting of new trees as part of a post-development landscaping scheme. The use of more suitable tree species would ensure that new trees can be established which are not unduly influenced by the presence of the proposed building and which can be retained without the need for excessive pruning or other maintenance activities. The establishment of replacement trees would ensure that long-term canopy cover is maintained, would provide an opportunity to improve species diversity and would avoid any loss in public amenity or the visual appearance of the local area. All of the retained trees can be sustainably retained through the use of appropriate fencing and ground protection measures. The proposal would not result on any additional pressure being placed upon these trees and will not adversely affect their future growth or development.

However, whilst the Arboricultural report states that seven trees are proposed to be removed, six of these are outside the site edged red, and as such, are not included in this application. It is further noted that Neighbourhood Services consider the trees worthy of a Tree Preservation Order.

Flood Risk The Site falls within Flood Zone 1 and is not at risk from flooding. In view of this, the proposals are consistent with section 10 of the National Planning Policy Framework and Core Strategy policy EN14.

## **RESPONSE TO CONSULTATIONS**

In response to the comments of Neighbourhood Services, whilst seven trees are proposed to be removed, only one is within the site boundary, although others do hang over the site. All of the trees are currently protected by being in the Albert square Conservation Area. As such, six of the seven trees would require a separate consent from the City Council for their removal, and any application for felling would be considered on its merits. Should consent subsequently be granted, replacement trees would be required.

## **CONCLUSION**

The proposed high quality development would provide new office space capable of meeting the next generation of office occupiers and help strengthen the commercial offering of the Civic Quarter, in accordance with the Council's objectives.

The site is ideally placed to link into and complement two of the City's major regeneration initiatives, Spinningfields and the Civic Quarter and build upon the significant amount of public investment already committed to both initiatives.

It would also improve the primary frontage on to Brazenose Street and Lincoln Square, and has the potential to deliver active frontages, thus encouraging permeability and footfall.

It is anticipated that within 1 - 2 years there will be an acute shortage of new large scale Grade A office floor space within Manchester City Centre. This is fully recognised by the City Council in its promotion of the Civic Quarter as a major new commercial destination, capable of delivering the large scale offices which are

required to ensure that the future economic growth of the city centre is not constrained by the lack of office space.

The proposals represent a key project within the wider regeneration agenda and would make a significant contribution towards the Council's ambition to generate further economic growth for the benefit of the City Region.

**Human Rights Act 1998 considerations** – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

**Recommendation      APPROVE**

### **Article 35 Declaration**

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. Officers held extensive pre-application discussions with the applicant to establish the in-principle acceptability of the proposed development. Officers also worked with the applicant during the planning application process to deal with comments raised by consultees.

### **Reason for recommendation**

### **Conditions to be attached to the decision**

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Location Plan showing site edged red 05219\_B1\_00\_0000 Rev C  
Proposed Site Plan 05219\_B1\_00\_0200 Rev C  
Landscape Plan 05219\_B1\_00\_2200 Rev B  
Demolition Plan 05219\_B1\_01\_0100 Rev A  
Roof Plan - General Arrangement Plan 05219\_B1\_02\_2208  
Roof Plant Screen - General Arrangement Plan 05219\_B1\_02\_2207 Rev E  
Sixth Floor - General Arrangement Plan 05219\_B1\_02\_2206 Rev E  
Basement 1 - General Arrangement Plan 05219\_B1\_02\_2199 Rev E  
Ground Floor - General Arrangement Plan 05219\_B1\_02\_2200 Rev E  
First Floor - General Arrangement Plan 05219\_B1\_02\_2201 Rev E  
Second - Fifth Floor (Typical Upper Floor) - General Arrangement Plan  
05219\_B1\_02\_2202 Rev E  
North Elevation- General Arrangement 05219\_B1\_04\_2200 Rev E  
East Elevation - General Arrangement 05219\_B1\_04\_2201 Rev E  
South Elevation - General Arrangement 05219\_B1\_04\_2202 Rev E  
West Elevation - General Arrangement 05219\_B1\_04\_2203 Rev E  
Section AA - General Arrangement Plan 05219\_B1\_05\_2200 Rev D  
Section BB - General Arrangement Plan 05219\_B1\_05\_2201 Rev D  
Section CC - General Arrangement Plan 05219\_B1\_05\_2202 Rev C  
Section DD - General Arrangement Plan 05219\_B1\_05\_2203 Rev C  
Typical Bay Study 01 - South Elevation 05219\_B1\_10\_4200 Rev D  
Typical Bay Study 02 - Entrance 05219\_B1\_10\_4201 Rev D  
Typical Bay Study 03 - Terrace 05219\_B1\_10\_4202 Rev D  
Typical Bay Study 04 - North Elevation 05219\_B1\_10\_4203 Rev D  
Typical Bay Study 05 - Mulberry 05219\_B1\_10\_4204 Rev D

#### Application Form and Certificates

Planning Application Drawings prepared by 5 Plus;  
Design and Access Statement prepared by 5 Plus;  
Planning Statement prepared by Deloitte;  
Ground Conditions and Contamination prepared by Ramboll;  
Ecological Assessment including Tree Survey prepared by WSP;  
Drainage Strategy prepared by Ramboll;  
Transport Statement prepared by WSP;  
Framework Travel Plan prepared by WSP;  
Crime Impact Statement prepared by Greater Manchester Police;  
Waste Management Strategy prepared by 5 Plus;  
Ventilation Strategy prepared by Cundall;  
Environmental Standards Statement prepared by Cundall;  
BREEAM Pre-Assessment prepared by Cundall;  
Energy Statement prepared by Cundall;  
Statement of Consultation prepared by Deloitte;  
Noise Assessment prepared by Ramboll Acoustics;  
Heritage Statement prepared by Heritage Architecture;  
Demolition and Construction Management Plan prepared by Arcadis;  
Archaeological Letter prepared by Norman Redhead;  
Sunlight/Daylight and Overshadowing Statement prepared by JLL;  
Market Information prepared by JLL;  
Television Survey prepared by Taylor Bros.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details and a strategy for quality control management have been submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

4) No development shall take place unless and until a method statement detailing the control of workmanship in the manufacture, transportation to, and handling and erection on site of the external materials so as to maintain their appearance and quality, have been submitted to and approved in writing by the City Council as local planning authority, unless otherwise agreed in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials.

Reason: To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area as specified the Guide to Development supplementary planning document and policies SP1 and DM1 of the Core Strategy.

5) No development shall commence unless and until samples and specifications of all hard landscape materials, together with a layout plan identifying the location of the materials have been submitted to and approved in writing by the City Council as local planning authority.

The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the building is first occupied

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policy DM1 of the Core Strategy and the Guide to Development.

6) Before the development hereby approved is completed, a paving and surfacing strategy for the public footpaths, vehicular crossings, and vehicular carriageways around the site shall be submitted to and approved in writing by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before that relevant phase of the development hereby approved is first occupied.

Reason: In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant to the Guide to Development and policy DM1 of the Core Strategy.



7) Before development commences or within a timescale as otherwise agreed in writing by the City Council details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy.

8) A Construction Management Plan shall be submitted to and approved by the Council. This will contain a Noise & Vibration section (in addition to a dust emission section) that shall base the assessment on British Standard 5228, with reference to other relevant standards. It shall also contain a community consultation strategy which includes how and when local businesses and residents will be consulted on matters such out of hours works. Any proposal for out of hours works (as below) will be submitted to and approved by this section, the details of which shall be submitted at least 4 weeks in advance of such works commencing.

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG)

9) No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:

- \* all previous uses
- \* potential contaminants associated with those uses
- \* a conceptual model of the site indicating sources, pathways and receptors
- \* potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To prevent pollution of controlled waters from potential contamination on site in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

10) No occupation shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To prevent pollution of controlled waters from potential contamination on site in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

11) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To prevent pollution of controlled waters from potential contamination on site in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

12) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'Excellent'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority prior to occupancy of the hotel, or within a timescale to be agreed in writing by the City Council as local planning authority.

Reason: In order to minimise the environmental impact of the development pursuant to the principles contained in the Guide to Development in Manchester 2 and policies SP1, DM1 and EN8 of the Core Strategy

13) Use of the development shall not commence unless and until a servicing strategy, including a schedule of loading and unloading locations and times, has been submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved strategy.

Reason: In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM1 of the Core Strategy

14) The wheels of contractors vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy.

15) The details of an emergency telephone contact number shall be displayed in a publicly accessible location on the site and shall remain so displayed for the duration of the construction and fitting out of the development.

Reason - In the interests of local amenity, pursuant policies SP1 and DM1 of the Core Strategy.

16) This consent does not give consent for any uses within the development to operate, fully or in part, as a hot food take away (use class A5).

Reason: In the interests of amenities of the area, pursuant to policies DC10.1 - 5 of the Unitary Development Plan and policies DM1 and SP1 of the Core Strategy.

17) Use of the development for the ground floor retail (Class A1 and/or A2 and/or A3) uses shall not commence unless and until a servicing strategy, for each unit including a schedule of loading and unloading locations and times, has been submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved strategy.

Reason: In the interests of public and highway safety and the protection of residential amenity, pursuant to policies SP1 and DM1 of the Core Strategy

18) A1 retail use shall only be ancillary to other uses hereby approved by this consent. No single convenience store will be permitted to occupy a single unit, or a sub-unit, of the approved development.

Reason: To ensure that there is sufficient opportunity for restaurant and cafe uses to exist within the development at ground floor level, pursuant to saved policies DC 10.1-5 of the Unitary Development Plan and policies DM1 and SP1 of the Core Strategy.

19) This consent shall only allow use of external areas within the application site in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority, and shall not allow for the use of amplified sound or any music in these external areas at any time.

Reason - To safeguard the amenities of the occupiers of nearby properties in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

20) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, Sunday/Bank Holiday confined to 10:00 to 18:00.

Reason - In interests of nearby occupiers in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy..

21) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, to minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP policies DC26.

22) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, to minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP policies DC26.

23) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences; any works approved shall be implemented before the use commences.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy

24) Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented

Reason: In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

25) Studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority:

a) Measure the existing television signal reception within the potential impact area, as defined in the submitted Radio and TV Reception Impact Assessment, before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above unless otherwise agreed in writing with the City Council as local planning authority.

Reason: To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built will effect TV reception and to ensure that the development at least maintains the existing level and quality of TV signal reception, pursuant policies DM1 and SP1 of the Core Strategy.

26) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs, unless otherwise agreed in writing by the City Council as local planning authority.

Reason: In the interest of visual amenity and pursuant to policy DC18.1 of the Unitary Development Plan for the City of Manchester

27) This consent does not give approval for the removal of any trees within the application site.

Reason: In the interests of amenities of the area, pursuant policies DM1 and SP1 of the Core Strategy.

28) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

Reason - In the interests of amenity and public health, pursuant policies DM1 and SP1 of the Core Strategy.

29) Prior to the occupation of any ground floor A1 retail use or A3 restaurant use, hours of opening shall be submitted to, and approved in writing by the City Council as local planning authority

Reason - To safeguard the amenities of the occupiers of nearby occupiers, pursuant policies DM1 and SP1 of the Core Strategy.

### **Local Government (Access to Information) Act 1985**

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 111805/FO/2016/C1 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

### **The following residents, businesses and other third parties in the area were consulted/notified on the application:**

Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
Environment & Operations (Refuse & Sustainability)  
Travel Change Team  
United Utilities Water PLC  
Greater Manchester Police  
Historic England  
Environment Agency  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service

Greater Manchester Ecology Unit  
Greater Manchester Pedestrians Society  
Conservation Area and Historic Buildings Panel

A map showing the neighbours notified of the application is attached at the end of the report.

**Representations were received from the following third parties:**

Highway Services  
Environmental Health  
Transport For Greater Manchester  
Environment Agency  
Neighbourhood Team Leader (Arboriculture)  
Greater Manchester Police  
Historic England  
Greater Manchester Archaeological Advisory Service  
Conservation Area and Historic Buildings Panel  
Greater Manchester Ecology Unit







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 Application site boundary  Neighbour notification  
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