

| Application Numbers | Date of Appln | Committee Date | Ward |
|--|----------------------|----------------------------|------------------|
| 111026/FO/2016/C1 111027/FO/2016/C1 | 29th Mar 2016 | 30 th June 2016 | City Centre Ward |

Proposals 111026 - Blocks 5 and 6 - Erection of part 17, part 36 storey building to comprise 411 residential apartments (Class C3) (14 studios, 136 x 1 bed, 228 x 2 bed and 33 x 3 bed) with mid and top roof level private dining / media room/ gardens, ground and mezzanine floor residential amenity uses including a gym,, plus lower ground, ground and mezzanine level commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions Creche only) and D2 (Assembly and Leisure - Gym only)) and associated junction improvements to Oxford Road / Charles Street, access, servicing, and landscaping.

111027 - Blocks 7 and 8 - Erection of 17 storey building to comprise 266 residential apartments (Class C3) (14 studios, 56 x 1 bed, 168 x 2 bed and 28 x 3 bed) with top roof level private dining / media room / gardens, ground and mezzanine floor residential amenity uses including a gym and home working lounge, plus ground and mezzanine level commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions - creche only) and D2 (Assembly and Leisure - gym only)) and associated access, servicing, and landscaping

Location Former BBC Site, New Broadcasting House, Oxford Road, Manchester, M60 7HB

Applicant Oxford Property Trading Limited, C/o Agent

Agent Niall Alcock, Deloitte LLP, 2 Hardman Street, Spinningfields, Manchester, M3 3HF

INTRODUCTION

Members will recall that at the Planning and Highways Committee on 2 June 2016, a number of items were considered in relation to proposals for Phase 1B at the former BBC site on Oxford Road:

There was an administrative error on the published agenda in relation to the order in which items would be considered by the Committee. The running order at the start of the agenda indicated that ITEM 9 would deal with application number **111025/FO/2016/C1**. However, on the printed committee papers, ITEM 9 related to applications with the reference number **111026/FO/2016/C1** and **11027/FO/2016/C1**. Whilst members discussed and considered the applications as published, it would appear that the error at the start of the agenda caused some confusion which meant

that an objector who addressed the meeting did not present her concerns to the committee on applications with the reference number **111026/FO/2016/C1** and **11027/FO/2016/C1**, and members were not therefore made aware of her verbal comments. However, her written views in relation to the application were fully and clearly set out in the report.

As there was an administrative error in the published information, and whilst the Committee did properly consider the matter, in the interest of transparency the application is referred back to committee to allow the objector to present her views on this matter prior to determination.

BACKGROUND (BBC STRATEGIC REGENERATION FRAMEWORK (SRF) AND FORMER BBC SITE MASTERPLAN

The application represents the second phase of the development of the former BBC site now known as Circle Square. The wider site (known as the Masterplan Site) measures 4.68 hectares and is bounded by Oxford Road, Charles Street, Brancaster Road, Sorton Street, Cloak Street, Upper Brook Street and the River Medlock. The site was cleared in 2012 when vacated by the BBC and was subsequently used until July 2015 as a surface level car park.

The site is located within part of the City Centre known as The Corridor which contains a high concentration of commercial, cultural and education facilities and is considered to be the geographical heart of Manchester's 'knowledge economy'. The Corridor is a key focus of investment within the City and represents a major opportunity to secure added-value economic growth. The sites primary frontage is to Oxford Road a major radial route stretching from the heart of the City Centre to South Manchester and beyond

The buildings adjacent to the site vary in height. Buildings on Charles Street range from 2 / 3 storeys up to 9 storeys, and on Princess Street from 2 storeys at the junction of Princess Street and Charles Street to Montana House which ranges in height from 8 to 12 storeys Princess House at 12 storeys, the Ibis Hotel at 9 storeys and Salisbury House at 10 storeys. Montana House and Princess House, which together comprise 130 apartments, are located on the opposite side of the River Medlock to the proposed development. Consent was granted in 2014 for an additional 2 floors on Montana House (application ref no 103013).

There are a number of residential developments adjacent to the site, in addition to those mentioned above, including the Quadrangle (Chester Street), 7 Oxford Place (Charles Street) and Princess and Montana Houses (Princess Street). Bracken House is being refurbished for residential use (under permitted development rights (application ref no 108071/FO/2015/C1) Commercial buildings are mainly located to the south of the site, including the Manchester Technology Centre (Oxford House) and Armstrong House, which are included in the wider Masterplan in addition to the cleared site. There are a number of hotels within the immediate vicinity of the Site on Oxford Road. The North Campus (formerly UMIST) lies to the North East of the site and the campuses of MMU and the University of Manchester to the south and south east respectively. A number of bars, cafes, restaurants, clubs and shops are located on Princess Street, Charles Street and Oxford Road.

The Whitworth Street Conservation Area is to the north-west beyond the railway viaduct. The Lass O'Gowrie on Charles Street is Grade II listed and further Grade II and Grade II* Listed buildings are located further north on Princess Street and Whitworth Street West. The Palace Hotel on Oxford Road is Grade II* listed and the Dancehouse Theatre on Oxford Road is Grade II Listed.

A Strategic Regeneration Framework (SRF) was endorsed by the City Council in July 2013. This encompassed the former BBC site along with Armstrong House, the Manchester Technology Centre and City Council land at the junction of Upper Brook Street / Mancunian Way. The former BBC site was acquired by Bruntwood in March 2015, who developed a revised Masterplan which reflected the commercially-led vision of the SRF. This was endorsed by the Council's Executive Committee in April 2015 and identified early interventions that would provide the basis for the long term redevelopment of the Site. The Council's Executive endorsed a Delivery Strategy and Phasing Plan for the Site on 29 July 2015.

The SRF seeks to promote employment-led regeneration that would contribute to sustained economic growth and the competitiveness of the City. It promotes the expansion of the city core, providing opportunities to maximise local employment with improved links into adjacent communities. It acknowledges that opportunities to provide the type of accommodation required by the next generation of occupiers are limited in the city centre. Development principles are identified to deliver a high quality, vibrant and sustainable urban neighbourhood with a distinctive sense of place that is integrated functionally and physically with the wider area. This includes: the development of high quality, contemporary commercial buildings, complemented by residential, hotel, leisure or institutional space; the creation of vibrancy and vitality across the site to create a sense of place; and, the creation of a critical mass of economic activity to promote and encourage investment and growth opportunities.

The Masterplan comprises two distinct development zones:

Zone 1: A knowledge based, office core along the prime Oxford Road frontage occupying 75% of the total site area and comprising around 1.2m sq ft of new commercial office/research buildings and a 1,000 space multi storey car park adjacent to Princess Street/Upper Brook Street.

Zone 2: A residential neighbourhood positioned along the Charles Street frontage and around the River Medlock. This envisages four new apartment buildings accommodating around 650 studio, one, two and three bedroom apartments, with two further serviced apartment buildings predominantly for international students

Around 100,000 sq ft of commercial space would be delivered at ground floor throughout the Masterplan area to create street level vitality and vibrancy.

Key initial site interventions, including the cessation the car parking use and site remediation (including demolition of existing structures on site, removal of below ground structures and re-grading is ongoing (application ref no 109647).

A three-part strategy is being progressed for the next phase of works at the site that would deliver approximately 1.42m sq. ft. of floorspace, over 60% of the total

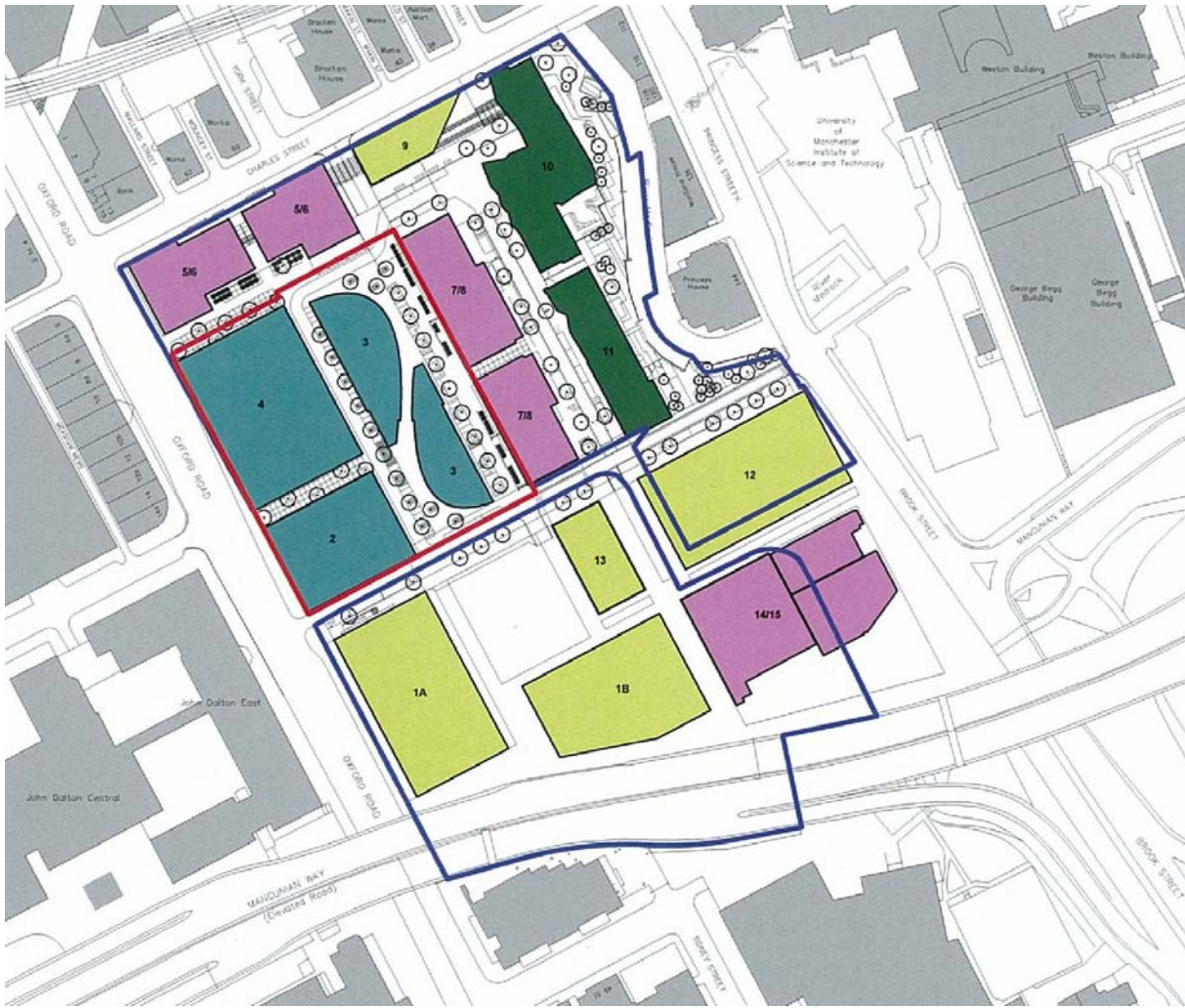
development quantum. It is envisaged that overall Phase 1 would deliver around 2 thirds of the entire Masterplan with the intention that this would be achieved within less than four and a half years from the date of acquisition as follows:

- Phase 1A – 280,000 sq. ft. of serviced apartments plus a substantive first phase of the site-wide public realm. An application for these works was approved on 8 January 2016 (reference 110055/FO/2015/C1).
- Phase 1B – Approximately 305,630sq. ft. commercial office floorspace, a multi-storey car park, 447,921 sq. ft. of new residential accommodation, 105,000 sq ft of active ground floor commercial uses, and almost total completion of the site-wide public realm to include the creation of new public open spaces, including a centre-piece square. This would represent a significant addition to public realm provision in the city.
- Phase 1C – Approximately 115,000 sq. ft. serviced apartment floorspace and a hotel.

This would be accompanied by a public spaces and routes which would considerably improve permeability and movement within the area.

Two further phases would be delivered subsequently that would produce a further 500,000 sq. ft. of commercial office floorspace.

Phase 1B



Phase 1B covers the central, north western and the south eastern fringe of the Masterplan Site and covers approximately 3.2 hectares.

4 applications are under consideration as follows:

Blocks 2,3 and 4 (application ref no 111025/FO/2016/C2) - Erection of two office buildings of 18 and 14 storeys (2 and 3) including ground and mezzanine floor commercial uses (Class A1(shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions) and D2 (Assembly and Leisure) and a rooftop restaurant (Class A3) with an associated external terrace. It would also include the creation of public green space with a pavilion building (4) for events / uses within Class A1, A2 , A3, A4, B1 D1(Non-residential Institutions) and D2 (Assembly and Leisure (Sui Generis) within a basement level below and, the creation of areas of public realm including tree planting and all associated access and servicing;

Blocks 5 and 6 - (application ref no 111026/FO/2016/C2) Erection of a part 17, part 36 storey building to comprise 411 apartments (Class C3) with roof level private dining / media room/ gardens. The ground and mezzanine floor would accommodate

residential amenity uses including a gym, with the lower ground, ground and mezzanine level incorporating commercial uses (Class A1(shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions Creche only) and D2 (Assembly and Leisure - Gym only). Junction improvements are proposed to Oxford Road / Charles Street.

Blocks 7 and 8 - (application ref no 111027/FO/2016/C2) Erection of 17storey building to comprise 266 apartments (Class C3) with roof top level private dining / media room / gardens, with residential amenity uses including a gym and home working lounge at ground and mezzanine floor. There would also be commercial uses (Class A1(shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions Creche only) and D2 (Assembly and Leisure - Gym only) at ground and mezzanine level with associated access, servicing, and landscaping.

Blocks 14 and 15- Demolition of any existing structures and erection of multi-storey car park (1028 spaces including 50 disabled) in 10 storey building, with ground and mezzanine commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions Creche only) and D2 (Assembly and Leisure Gym only)) and associated access, servicing, landscaping and cycle parking facilities.

All of the above developments are being considered as part of this agenda and this report relates to the residential components (111026 and 111027). This comprises two residential buildings to be managed by Affinity Living, part of Select Property Group's build-to-rent brand. The rental model is focused on creating a place which encourages a community to flourish with spaces inside and out of the development being designed to encourage social interaction.



The 2 residential buildings would comprise:

Blocks 5 and 6

The application site is located at the junction of Charles Street and Oxford Road adjacent and is 0.804 ha in extent. A junction improvement scheme will take place at Charles Street/ Oxford Road.

This component of the development would comprise:

- The erection of a part 36, part 17 storey building of 411 apartments comprising 14 studios, 136 x 1 bed, 228 x 2 bed and 33 x 3 bed units;
- Provision of mid and top roof level private dining / media room framed on 3 sides by a roof garden. The media room could be used for watching films, sports events, gaming or for a private function use by for residents. The studio would be bookable for yoga practice, music recitals or other flexible uses. A unifying roof would cover the mid-roof amenities, with apertures punched in to open up the gardens to the sky.
- Ground and mezzanine floor residential amenity uses including a gym and tables and chairs along with a refreshment station and bookable meeting rooms;
- A reception desk allows residents to access building management services if required.
- Creation of lower ground, ground and mezzanine level commercial space (Class A1, A2, A3, A4, B1, D1, D2). The ground floor commercial spaces would face into the site onto the new central public space to be known as 'The Green' which could incorporate outdoor seating. Some commercial units on lower ground level would face onto Charles Street:
- Associated junction improvements to Oxford Road / Charles Street;
- Public realm infrastructure including a new connection from Charles Street and The Green, hard landscaping and tree planting, seating with integral lighting and feature lighting columns;

Pedestrian access would be from Charles Street to the north, Oxford Road to the west and 'The Green' from the south.

The building would feature a cantilevered frontage to Oxford Road. An arcade would provide a link between Charles Street and The Green. The buildings would be constructed in glazing and dark red bespoke extruded terracotta panels of different textures which would allow subtle façade variations to be introduced at different heights through the use of matt and gloss glazes, smooth and ribbed textures etc. The facade would incorporate louvred panels associated with the ventilation system. The ground floor would feature a dark metal framework around large panels of

frameless glazing and incorporate a metal feature panel at fascia level to take signage.

Some areas of the lower roof (levels 14 and 15) would be planted with sedum creating environmental and aesthetic benefits.

Cycle parking facilities including 206 cycle parking spaces (50% provision (1 per 2 apartments) would be provided at lower ground floor level, accessible from Charles Street with controlled access from the cycle store into the main circulation core.

The development would incorporate energy saving strategies to limit the use of energy, and would achieve an equivalent of Code level-4 for the energy efficiency and Code Level-3 standard for water.

Blocks 7 and 8

This site measures 0.39 ha and is located on Brancaster Road and adjacent to the recently approved Vita Serviced Apartment site (application ref no 110055) at the junction of Charles Street and the River Medlock. It would comprise:

- A 17storey building comprising 266 apartments, 14 studios, 56 x 1 bed, 168 x 2 bed and 28 x 3 bed units;
- Top roof level private dining / media room / gardens. The media room could be used for watching films, sports events, gaming or for a private function for residents only. A unifying roof would cover the mid-roof amenities, with apertures punched in to open up the gardens to the sky.
- Ground and mezzanine floor residential amenity uses including a gym and tables and chairs for working along with a refreshment station and bookable meeting rooms;
- A reception desk would allow residents to access building management services if required.
- Creation of lower ground, ground and mezzanine level commercial space (Class A1, A2, A3, A4, B1, D1, D2) . The ground floor commercial spaces would facing into the site onto the new central public space to be known as 'The Green'.
- Some areas of mezzanine level would be provided for commercial tenants with the larger units featuring double height spaces
- Public realm infrastructure including hard landscaping, rain gardens to Medlock Places, tree and low level planting, seating and feature lighting columns;

It is envisaged that the primary entrance for residents will be off Medlock Place, on the east side of the building.

The building would be constructed in a mixture of glazing and bespoke extruded glazed terracotta panels. The terracotta would comprise a series of ribbed and smooth ivory panels. The texture and relief at the lower levels would add richness and a finer grain to the buildings composition. Variations in the texture of the cladding across the building would allow subtle variation to be introduced at different heights. The most dense grain of ribs would be at the lowest levels, where they would be most noticeable and the panels would gradually simplify up the building and become smooth, flat panels at the top. Louvered panels associated with the building ventilation would be incorporated into the design. The ground floor would feature a dark metal framework around large panels of frameless glazing,

Some areas of the lower roof (levels 14 and 15) would be planted with sedum creating environmental and aesthetic benefits.

Cycle parking facilities including 266 parking spaces (per apartment)) would be provided at lower ground floor level, accessible from Medlock Place with controlled access from the cycle store into the main circulation core.

There is a level changes across the site of in excess of 4m. The lowest point is at Charles Street with the highest point to the west at the Brancaster Road/Oxford Road junction. As a consequence there are varying flood risk allocations across the Site with the western side of Brancaster Road located within Flood Zone 1 (low risk) and the remainder of the site in Flood Zones 2 (medium risk) and 3a (high risk).

The proposed landscaping and public realm associated with the buildings would be part of the site-wide Place-Making Strategy, submitted in support of these proposals.

The primary servicing routes would be via Brancaster Road and from Princess Street. A second, route is also proposed forming a loop around the Masterplan, along Medlock Place and around the west side of 'The Green'. This route would also be a key area of the public realm so would only be available to service vehicles at restricted times. The time restriction would also be limited to avoid conflict with business hours of the commercial premises. Service loading bays are located to the east of Blocks 5&6 as well as along Medlock Place.

No car parking spaces are included within these applications. However, 20% of the 1023 car parking within the proposed MSCP (204 spaces) would be available for use by residents on a lease basis. It is envisaged that any residents who own a car would utilise the proposed MSCP.

Both developments would meet the CO2 reduction standards set out in the Core Strategy. It is proposed that a district heating scheme with combined heat and power (CHP) generation be provided, separately from this application, to service the entire Masterplan development. This would allow blocks 5, 6, 7 and 8 to connect to this system for heating and power generation.

The public realm works associated with all 4 of the Phase 1B applications would be delivered concurrently as part of single contract and whilst it is not anticipated that any long term temporary works would be required for any of the Phase 1B applications the red line associated with each application is larger than the intended

scope of works to facilitate the construction of a temporary landscape / access road to allow servicing and access to the buildings.

In support of the applications the applicants have stated the following:

The Applicant and project team are committed to delivering a sustainable development of the highest quality, which has the following important benefits:

- Retail, commercial and ancillary uses at the lower floors which will encourage activity and vitality to the area and provide natural surveillance to the wider area.
- The unique mix and exceptional quality of the development proposed is intended to transform the character of the area, creating a new community based within a new neighbourhood, which becomes a magnet for future developments.
- The development will meet an identified need for high quality residential accommodation within the City Centre.
- Direct job creation and supply chain job creation during and post construction phase

The applicant engaged in pre-application consultation with adjoining owners and occupiers based around a public exhibition of the proposals. The applicant has also undertaken pre-application consultations with council officers, local members and statutory and amenity bodies.

A statement of Community Consultation has been submitted in support of the application and whilst this process has not led to any changes to the scheme the Statement sets out the development team's response to the comments made at pre-application stage.

Land Interest - The City Council has a land ownership interest in the site and Members are reminded that in determining these applications they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land ownership interest.

CONSULTATIONS

Publicity – The occupiers of adjacent premises were notified of the application. The development was advertised in the local press as a major development, accompanied by an Environmental Statement and affecting the setting of listed buildings. Site notices were placed adjacent to the site.

8 Letters of objection have been submitted including letters from the Princess House Management Ltd and Chester Street Management Company, representing the interests of residents at The Quadrangle.

The objections relate to design in relation to built form and public realm, impacts on the River Medlock and biodiversity, impacts on amenity and impacts on regeneration / viability Issues/ relationship to SRF and Masterplan

Design

- The height of the buildings would be ridiculous and does not fit in with other building types in the area.
- The public space between the buildings would be hardly more than the bare minimum to get light and air between.
- There are no wider pavements to the perimeter proposed.
- It is a huge and dull bulk of a development – especially given the random towering 36 storey tower that will literally stick up like a sore thumb. At least in the 1960s and 1970s Manchester got wider roads and open spaces between the towers as the ‘quid pro quo’ for developers going high.
- The developer’s hype and justification for the scale of the development is completely unfounded,
- The 36 storey tower will dominate the area and adversely impact upon the listed buildings and the conservation area to the north.
- Tall buildings cast long shadows and the pavements and paths will almost constantly be in shade and in reality it will be too cold to sit outside.
- The apartments will be very gloomy.
- The plans offer little on the way of opening up the River Medlock, instead, the detailed plans show it sealed off with narrow and poorly-lit spaces compressed between tall buildings;
- Much of the greenspace within ‘Circle Square’ will be concreted over, leaving a couple of quite narrow green crescents. The Committee must surely be aware of the current concerns being voiced over the appalling lack of greenspace in the city centre. Even a modest increase in genuine *green* space would be welcome – and it would indicate that the Council are aware of the widely-expressed concern.
- The proposed buildings would not be placed in the most appropriate layout to achieve the overall ambience and attractiveness for those living or working there, or to encourage people and businesses to relocate;
- The scale and height of the proposed structures, markedly bigger than the previous BBC building, cannot fail to have a deleterious effect on many of the lower residential units at Montana House, Princess House, and Oxford Place. Loss of natural light and sunlight threatens to reduce the quality of life for residents, and in the long term, also threatens the prospect of attracting newcomers into these buildings.

- The proposed pavements would be very narrow given the level of footfall that would be anticipated given the level of development proposed. What assessments have there been about the adequacy of these to cope with the increased volumes.
- The internal sub-division of the apartments seems unnecessarily poor in terms of security as there would be no natural surveillance on the landings and there are no hallways in the apartments.

Impact on Regeneration / Viability Issues/ Relationship to SRF and Masterplan

- The plans need to be radically improved – or this great opportunity on the BBC site will become a developer's dream but a lost opportunity and major eye-sore and disappointment for the City.
- The new development will do nothing to deliver the "knowledge economy" as envisaged by the SRF and would be merely a commercial development.
- The redevelopment of the ex-BBC site on Oxford Road constitutes an excellent opportunity to further and significantly enhance the city's encouragement of science-based businesses, turning the creative energy of our universities into novel and desirable products and services. However major objections to details of the implementation of the project were rejected by the Planning Committee in approving the Phase 1A proposals (111055) and now much of the potential damage which was foreseen to the environment, the local amenity and, indeed, to the overall objectives of the project is now inevitable
- The proposals ignore the presence and potential of the present residents, who wish to play their part in making the redevelopment a success in terms of generating and growing a creative community.
- Encouraging the dense influx of a spiralling transient population in such a small area so close to the centre of the city runs the risk of developing a population profile that has precious little stake in and care for the immediate area and its surroundings that would lead to a distorting and unwelcome change in the neighbourhood demographic.
- The council should be promoting less the endless rush towards buy for let properties and place more emphasis on policies that attract professionals who wish to make the area a long term financial and lifestyle investment.

Amenity / Impact on Biodiversity

- The 36-storey will be a blight on current long term residents of the area having a serious negative impact on daylight etc.
- The building would have an adverse impact on the privacy of residents within the Quadrangle. The new car-park will cause further additional negative impacts on daylight, sunlight and overshadowing to the residents of Princess

House following the Council's decision to grant permission for the phase 1 development with the resultant impacts on energy consumption, environment, health etc.

- The erection of huge storey blocks so close to Princess House and Montana House will have a deleterious effect on light in the majority of those dwellings and the rights to light of existing residents who are owners and occupiers should take precedence over future short term student occupants who are there essentially to fulfill the need for short term profit in the buy to let market.
- Charles Street will become a wind tunnel as this tower will cause problems for pedestrians in high winds..
- The proposals ignore the serious deleterious impact on sunlight, daylight and overshadowing of Princess House and other buildings such as Montana House and the consequent implications in terms of privacy, solar gain/energy consumption and health.
- Less sunlight means colder living space and higher energy bills, not exactly consistent with council's long term environmental goals of reducing carbon emissions and that some of the residents that would be affected within the may be reduced to receiving less than two hours of direct sunlight per day.
- New 'Agent of Change' Planning recommendations have recently introduced to protect established use such as our music venue business (trading as such since 1993 (23yrs)) the new policy asks that developers of new sensitive sites consider a designed solution to ensure noise is not an onward problem for residents and that people moving into such residential are 'Advised' of the surrounding uses in advance of moving in and this is accepted in sales & letting contracts. These considerations need to be confirmed.
- the Noise Impact Study needs to reference Peak Term Time background levels on operationally trading night (say Monday Night (tues 02am) and Thursday night (Friday 02am) to calibrate a realistic term time level
- the impacts need to be considered over a 52wk period not just student shutdown
- the buildings need to be designed to cope with current higher background noise and a protective condition is added to any conditional consent to ensure the building is capable of withstanding the high existing background noises of this area. Whilst the first granted application will 'shield' these new applications it remains vital that construction (particular weak parts like window and door connections are designed and perfectly to protect future residents from noise issues from not only us but all busy bars / clubs / late night footfall / taxis / 24hrs convenience stores.

Affordable Housing

- Legislation requires developers to provide affordable housing yet the City planners allow developers to squirm out of the statutory requirements for affordable homes. This BBC site will have a large number of residential dwelling – but not one affordable home. It is appalling for a Labour Council to allow this here and on all other sites across the City. The Council administration and Executive should be ashamed.

Other

- Three weeks is precious little time to study the immense number of documents that this Phase Two proposal is comprised of and future consultations should be at least twice as long.
- An extreme bias towards developer's interests prevails – and to hell with the legitimate concerns of residents and the people of Manchester who see their City being swamped and taken over by mediocre dense and tall development that is waved through by the Council without due scrutiny.
- The Oxford Road development is only one of a number of large, controversial developments being approved by the Council at the moment and it is an affront to democracy that no members of the planning committee represent city centre wards, and are therefore largely immune to the electoral effects of their political vanity and hubris.
- City Centre Councillors have taken the trouble to acquaint themselves with this project and its various impacts and have a good understanding of the concerns of those living and working here. Without their proper and detailed input, there is surely a democratic deficit to the planning process.
- Decisions are being made by the Planning and Highways Committee that will alter the skyline of this historically important city are being made by a tiny oligarchy in a council that has one hundred per cent representation by the same political party. There can be no other conclusion that this amounts to a serious democratic deficit.
- Even if objections are ignored, as seems to be the case in 99% of those submitted to the Planning Committee, would it be too much to suggest that representatives of the said committee take up the initiative and invite concerned local residents to meet with them informally to explain the rationale and logic behind their decision-making? Might that, at least in part, address some of the very serious democracy concerns raised above?
- Considering the applications as completely standalone allows the "salami-slicing" of various undesirable elements and it is deeply contrary to the interests of council tax payers and electors for these two applications to be considered entirely separately.

Places Matter –Commented on the application pre-submission as follows: Have stated that they are supportive of the ambitious masterplan and the two phases of the BBC site that they have reviewed. There was some concern about the quantity of development that is being proposed across the site and it was questioned how this quantum of residential and commercial development would fully integrate into the wider Oxford Road corridor.

The following key comments were also made in relation to these applications:

- As with schemes of this size in central Manchester they welcomed the inclusion of a substantial public space but noted that visual links into 'The Green' need to be strong and that detailed sunlight studies at different times of the year are essential to ensuring the public realm is designed for the optimum times of the day for sitting out.
- The commercial buildings should be welcoming and transparent at ground level in order to entice pedestrians through and into the site and the deep floorplan might hinder light penetration.
- In the residential blocks, the use of the ground floor for amenity areas and retail was a welcome addition for residents.
- The approach to amenity not only at grade but on the tops of some of the blocks was welcomed.
- The rich palette that is being suggested for the outer elevations and the lighter palette within the park setting was supported and it was noted that this will give this development a unique place within the many projects being brought forward in Manchester
- It was noted that the spaces in between the buildings are being kept narrow to create a strong sense of enclosure of the new park but at the same time these must act as the invitation into that park. This should be done through signalling that something special is happening using trees stretching out to Oxford Road. It is only through drawing pedestrians into the heart of the site that there will be enough footfall to sustain the planned activity.
- The proposed pavement width along Oxford Road was considered to be far too narrow and particularly to the north on Charles Street given the scale of the density being proposed on site.
- The pedestrian passage that is the primary visual connection across Oxford Road from Chester Street feels pinched and might be more successful if it were wider.
- In terms of blocks 5, 6, 7 & 8 it was questioned whether it had ever been considered keeping them separate and creating more generosity in the plan with some daylight in what has become a very long double loaded corridor approach to apartments.

- In terms of Block 6 they were not convinced about the way in which this tower linked to Block 5 particularly as seen from further up Oxford Road looking south towards Charles Street and noted that this may be in part due to the way the roof is being expressed on the lower block in relation to the tower. It was felt that the connection between the two blocks should be explored further.
- It was noted that the tower elevations are being expressed as more of a frame and they questioned how this would be differentiated from that of the commercial blocks. A suggestion of the gradation of more solid at the base to an ever increasingly glazed expression at the top was made to help to give this a unique look.

Manchester Conservation Areas and Historic Buildings Panel (commenting on all 4 applications) - The Panel agreed that the former BBC site presented an opportunity to enhance the whole Oxford Road corridor experience, but were unconvinced by the current proposals.

The Panel welcomed the comprehensive approach to the city block that allowed the site to be considered in a holistic way.

The Panel felt that the tower at the North end of the site was too tall and crude and had a damaging effect on the setting of the grade II* Palace Hotel as it competes with it on the skyline and from some views obscured or diminishes views of the landmark tower. The Panel would like to see a more considerate proposal that respected the current views and magnificent roofline which is characteristic of this part of Manchester.

The Panel commented that the central space and routes to it are very tight and will be overshadowed. The Panel felt that the design lacked legibility in that it appeared difficult to find an obvious entrance into the site and buildings. They commented that the entrance from Charles Street was very poor and more consideration was needed to provide a more obvious and coherent routes into the site. They thought that there was an opportunity to open up the Oxford Road frontage to provide a more meaningful connection with Oxford Road and allow greater access and more of a focal point along the street. The Panel suggested either opening up the North West corner of the site as the main entrance in or creating more of an opening onto Oxford Road.

The Panel felt that more should be done to make the site less fortress like and more permeable and that the current design and scale of the development didn't allow for this and the site should be opened up a lot more. The Panel suggested that it was also important to create a sense of arrival with direct access from Oxford Road and felt that the tower would be lost behind the impermeable wall of development. They also felt that any tower should face the principle street.

The Panel felt that the substantial facade to Oxford Road could end up being more damaging than the tower and, that the development lacked any richness and substance at ground floor level. They also felt that the single storey tunnel entrance from Charles Street was very poor.

Historic England - Have no objection to the principle of re-developing the site given that it offers the potential to significantly improve movement and connectivity in the area and to provide much needed amenity open space. However they do have significant concerns about the impact of the proposed development on the setting of the grade II* Palace Hotel and recommend that the applications should not be granted as currently proposed but amended to avoid and mitigate this harm

The concerns relate largely to the impact on views of the Hotel clock tower and decorative skyline, and the impact of proposed materials. They state that the location of the clock tower is not fortuitous but an intentional and inspired piece of Victorian civic design, with the elegant tower and adjacent cupola visible in views along the street from a great distance. The framed vista and progressive views of the clock tower are of considerable importance to the setting, character and sense of place, and a key element of the significance of the listed building.

They note that given the urban context, some increase in massing would not be inappropriate on the site. However the height of the proposed development on Oxford Road would be considerably higher than the surrounding context and that this height, as well as the bulk and scale of the proposals (which would result in an overdeveloped and congested appearance and a scale greater than many blocks within the city centre) would impact upon the setting and views of the Hotel causing a high level of harm to its significance.

As a consequence of the above they consider that the development would have a significant impact on the setting of the Hotel and its clock tower, and the important views along Oxford Street/Road. From the north, the location and height of the proposed residential tower would cause unwelcome conflict and intervisibility with the clock tower in views along Oxford Street. From the south, the bulk of the proposed Oxford Road blocks would significantly impinge upon or block the superb framed views northward along the street. They consider this would affect the setting and cause a high level harm to the significance of the listed building which could be avoided or mitigated by re-considering the layout, height and massing of the development, to retain the important framed views of the clock tower along Oxford Street/Road. In they note that such changes in addition to heritage benefits, other benefits, such as a less shaded open space area, might also be achieved.

The use of terracotta materials is welcome in the proposals generally, however they feel that the dark red colour and its extent and broad repetition in detail across the northern elevation of Buildings 5 & 6 results in a heavy and dominant appearance in the visuals and that consequently the development would form an intrusive backdrop, particularly in Views 6, 7 & 14 of the EIA Townscape and Visual Assessment, with too little contrast to the red brick, terracotta and decoration of the listed building.

By way of mitigation of the harm that would be caused, it is recommended that the layout, height and massing of the scheme be reconsidered as should the proposed building line and note that as buildings become taller, more surrounding space is required.

The Head of Neighbourhood Services (Highway Services) – Has no objections in terms of the potential impacts of the developments on adjacent highways but has

concerns about how specific levels of dedicated parking might be allocated to each land use within the Masterplan site (ie via contract parking or reduced charges) and about the proposed 10% provision for the residential uses which is considered low for development of this size. They recommended that the above detail is incorporated into a site wide car park management strategy and is conditioned as part of any planning approval.

Head of Regulatory and Enforcement Services (Environmental Health)- Has no objections but has recommended conditions relating to the storage and disposal of refuse, acoustic insulation of the accommodation, acoustic insulation of associated plant and equipment, fume extraction and the hours during which deliveries can take place. Advice has also been given about appropriate working hours during construction.

Head of Regulatory and Enforcement Services (Contaminated Land) - Some issues of remediation of potential contaminated land was dealt with under the application for the site remedial works (app no 109647). However it has been confirmed that there are still some pre-commencement requirements that need to be dealt with before development could commence on site.

Greater Manchester Ecology Unit – Have no objections stating that the net ecological impact is negligible and more than mitigated for by landscape masterplan for the wider site. The inclusion of protection for the River Medlock has been requested within any condition requiring the submission of a Construction Management Plan.

Tree Officer – Has commented that the works proposed to this stretch of Oxford Road are such that it is unlikely that any trees would survive. They have suggested that replacement should be provided on Oxford Road as this is a main arterial route into the City Centre. Trees should be considered an important aspect of development particularly on such an important location which is devoid of trees.

The overhanging section to the front of the building is limiting this possibility of this being feasible and should be considered. Another concern is the shading effect on the public space in the middle of the development. This will affect the space and potential tree growth and this could result in uneven and poor tree development similar to the Piccadilly open space following the construction of the office block.

Head of Growth and Neighbourhood Services (Travel Change Team City Policy) - No comments received.

Greater Manchester Archaeological Unit - Have no objections and have confirmed that archaeological mitigation has been addressed through the previous application for the remediation of the site as detailed above.

Environment Agency - Have no objections but have recommended conditions to mitigate the risks to adjacent ground and controlled waters from piling and foundation design, and that the development should only be carried out in accordance with the submitted Flood Risk Assessment.

Greater Manchester Police (Design for Security) - Have no objections subject to the recommendations of the submitted Crime Impact Assessment being fully implemented and the inclusion of a conditions which require requirement for the development to achieve Secured by Design accreditation.

Transport for Greater Manchester - Have no objection but have recommended that a condition is attached to any consent granted that requires the submission and approval of a full Residential Travel Plan.

United Utilities -Have no objection but have made comments in relation to drainage and water supply (which have been passed to the applicant) and have recommended that specific conditions are included in any planning permission granted to ensure that no surface water is discharged either directly or indirectly to the combined sewer network and that the site must be drained on a separate system, with only foul drainage connected into the foul sewer.

Flood Risk Management Team - Note that the applicant has prepared a drainage statement in support of their planning application. They state that further consideration should be given to how the drainage systems at the site would work in order to prevent surface water run off along with examination of the implementation of sustainable urban drainage principles at the site and their future management. They recommend that conditions to agree and verify the achievement of these objectives should be attached to any consent granted.

Manchester Airport , Civil Aviation Authority and NATS Safeguarding - Have no safeguarding objections on 111025, 111027 or 111028 but on 111026 have identified an unacceptable technical impact on the radar known as Manchester. Following a further technical assessment NATS confirm that it is content that the impact can be mitigated through a modification to the radar system and have recommended that a condition requiring the submission of a Radar Mitigation Scheme be submitted to and approved in writing prior to commencement of building works.

Network Rail – Have no objections but have recommended that if any vibro-impact equipment is to be used on site that a risk assessment and method statement is submitted for approval prior to commencement of development.

ISSUES

Local Development Framework

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

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC3, H1, H8, CC2, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC8, DM1 and PA1 for the reasons set out below.

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC19.1, DC20 and DC26 for the reasons set out below.

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 its policies:

S01. Spatial Principles - provides 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.

S02. Economy - supports further significant improvement of the City's economic performance and seeks to spread the benefits of the 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 and would provide housing near to employment opportunities.

S03 Housing - supports a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth. Manchester's population grew by 20% between 2001 and 2011 which demonstrates the draw of the city and the power of its economy within the region. The growth of economy requires the provision of well located housing to provide an attractive place for prospective workers to live in so that they can contribute positively to the economy.

S05. Transport - 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, close to all modes of public transport and would reduce the need to travel by private car and make the most effective use of existing public transport facilities.

S06. Environment - the development would be consistent with the aim of seeking to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources in order to:

- mitigate and adapt to climate change;
- support biodiversity and wildlife;
- improve air, water and land quality; and
- improve recreational opportunities;
- and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 6 & 7). 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, 6, 7, 10, 11 and 12 of the NPPF for the reasons outlined below.

NPPF Section 1 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus - City Centre and Fringe), CC8 (Change and Renewal)– The SRF site is specifically identified as a potential employment area within The Corridor. Whilst no large scale office use is proposed as part of this application the proposal does form the basis of future planning applications that would deliver the type of activity described in this Policy.

The proposal would develop an underutilised, previously developed site and provide a high-quality development. The development would be highly sustainable and consistent with the aim of bringing forward economic and commercial development, alongside high quality city living within the Regional Centre, in a location which would reduce the need to travel. This would create employment during construction and permanent employment in the commercial units and the building management on completion and therefore assist in building a strong economy. It would complement the well established community within this part of the City Centre and contribute to the local economy through residents using local facilities and services.

The development would make a positive contribution to neighbourhoods of choice by enhancing the built and natural environment and creating a well designed place that would enhance and create character and provide good access to sustainable transport provision and maximise the potential of the City's transport infrastructure.

The development is a key part of the broader delivery of the SRF.

NPPF Section 2 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) - One of the spatial principles is that the Regional Centre will be the focus for economic and commercial development, leisure and cultural activity, alongside high quality city living. The proposal fully accords with the aims of this Policy. It would contribute to the creation of a neighbourhood which would help to attract and retain a diverse labour market. This would support GM's growth objectives by delivering appropriate housing to meet the demands of a growing economy and population, adjacent to a major employment centre in a well-

connected location and therefore would assist in the promotion of sustained economic growth.

Policy EC1 – (Land for Employment and Economic Development) – The proposal would support the City’s economic performance and by developing a site on the fringe of the City Centre, spread the benefits of growth across the City thereby helping to reduce economic, environmental and social disparities and creating inclusive sustainable communities. The application 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 and operational phases which would in turn contribute to economic growth. The design of the development would make good use of the site in terms of the 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 EC 8 (Central Manchester)- identifies The Corridor area as being capable of providing the majority of the 14ha of employment land expected to be delivered in Central Manchester over the plan period. The policy notes that the Council will promote development that has regard to: opportunities offered by key transport routes; ensuring employment complements the wider uses within the city centre; improving connectivity; and creating a positive sense of place. Large scale employment use is the fundamental plank of the Masterplan proposals. The delivery of the apartments and a significant amount of public realm would help to create a sense of place. The proposal also promotes better connectivity between the site, Oxford Road and the wider city centre and university campuses.

NPPF Section 4 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The proposals are in a highly accessible location close to Oxford Rd and Piccadilly Stations, St Peters Sq tram-stop, Oxford Road bus priority corridor and Metroshuttle routes and therefore should exploit opportunities for the use of sustainable transport modes. A Travel Plan would facilitate sustainable patterns of transport use and the City Centre location would minimise journey lengths for employment, shopping, leisure, education and other activities. The proposal would contribute to wider sustainability and health objectives and give people a real choice about how they travel and help to connect residents to jobs, local facilities and open space. It would help to improve air quality and should encourage modal shift away from car travel to more sustainable alternatives. The development would also include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

NPPF Section 6 (Delivering a wide choice of high quality homes), Core Strategy Policies CC3 Housing, CC7 (Mixed Use Development), Policy H1 (Overall Housing Provision), Policy H8 (Affordable Housing) and Policy CC10 A Place of Everyone, Saved UDP Policy DC10.1 (Food and Drink Use) - The proposal would provide an efficient, high-density development in a sustainable location within the heart of the

City Centre. The apartments would appeal to a wide range of people from single professionals and young families to older singles and couples. The scheme would provide a range of accommodation sizes and types and help to create sustainable, inclusive and mixed communities within this part of the City Centre.

Manchester's economy is growing post-recession and significant investment in housing is required in locations that would support and sustain this growth. The City Centre is the biggest source of jobs in the region and this proposal would provide suitable accommodation to support the growing economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant community.

It is expected that a minimum of 16,500 new homes will be provided within the City Centre from 2010-2027 and this scheme would contribute to meeting the overall housing targets identified for the City Centre within the Core Strategy.

The development would contribute towards an ambition that 90% of new housing would be built on brownfield sites and have a positive impact on the built environment of the surrounding area. The proposed development has been designed to seek to minimise potential for loss of privacy.

A Viability Appraisal has been submitted to consider the potential for the proposed development to contribute towards affordable housing within the city. The appraisal demonstrates that the proposed scheme is viable and capable of being delivered; however, the appraisal concludes that the development cannot support affordable housing. This issue is discussed in more detail below.

The ground floor commercial uses would, along with the other uses proposed within the Masterplan site, be an appropriate mix of uses and would provide additional facilities for local residents and businesses; subject to appropriate control of in terms of the hours of operation and the need to deal satisfactorily with noise, fumes, smells and storage and disposal of refuse.

NPPF Sections 7 (Requiring Good Design), and 12 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) - The proposed developments have been the subject of significant design consideration and consultation. They would be a high density developments which would maximise the use of land and are considered to be appropriate to the City Centre context. The buildings within the development would be classified as tall buildings within their local context but would be of a high quality and would help to raise the standard of design more generally in the area. The proposed development would be appropriately located within the site, contribute positively to sustainability and place making and would bring significant regeneration benefits. The integration into the natural and built environment would improve connections with local communities.

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 responds positively at street level and would result in improvements to the

City's permeability creating a 'place' within the area and providing a visual linkage between the City Centre, The Corridor and the HEP.

The positive aspects of the design of the proposals are discussed in more detail below.

A Tall Building Statement submitted with the application identifies key views and assesses its impact on these. It also evaluates the tall building in terms of its relationship to its site context / transport infrastructure and its effect on the local environment and amenity. This is discussed in more detail below.

The application submission includes a Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement, which demonstrates that the overall the proposed development would have a beneficial impact on the visual appearance of the surrounding area.

The site is close to the grade II* listed Place Hotel and the grade II listed Lass O'Gowrie Public House and the Dancehouse Theatre and is adjacent to the Whitworth Street Conservation Area. The present condition of the site makes no contribution to the townscape and has a negative impact on the setting of the above designated heritage assets.

The Heritage Statement and NPPF Justification Statement demonstrate that the proposals would not result in any significant harm to the setting of surrounding listed buildings and that the quality and design of the proposed building would sustain the heritage value of the identified heritage assets. This is discussed in more detail below.

In terms of the NPPF the following should also be noted :

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 putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; 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 133 - Advises that local planning authorities should refuse consent for proposals that will lead to substantial harm to or total loss of significance of a designated heritage asset, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. This is essentially a matter of judgement and will depend on the weight that is attached by decision makers and consultees to the various issues.

Paragraph 134 – Advises that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

The proposal would introduce high quality, distinctive buildings of an urban scale and would make a positive contribution to the townscape. The proposal would have a beneficial impact on the setting of the Dancehouse Theatre and the Lass O'Gowie but would have a moderate adverse impact on the setting of the Palace Hotel viewed from Oxford Road. It is noted however that the existing modern developments around the site have a negative impact on the setting of the heritage assets, as does the vacant car park site, and as such, the proposed changes to the setting of the Conservation Area and listed building are considered to be acceptable when balanced by the beneficial aspects of removing the negative influence the present site has on the heritage assets around the site.

The proposals (and those within application ref no 111025) do not have the support of Historic England in terms of its impact on the heritage value and setting of adjacent listed buildings.

The compliance of the proposals with the above sections of the NPPF and consideration of the comments made by Historic England is fully addressed in the report below.

Saved UDP Policy DC20 (Archaeology) - Consideration of the application has had regard to the desirability of securing the preservation of sites of archaeological interest.

Section 10 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management- Breeam requirements) -The application site is in a highly sustainable location. The Environmental Standards Statement submitted with the application demonstrates that the development would accord with a wide range of principles intended to promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation. The proposed development would follow the principles of the Energy Hierarchy to reduce CO2 emissions. The application is supported by an Energy Statement, which sets out how the proposals would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

The buildings are in a highly sustainable location and the residential element of the development will achieve the Code level-4 for the energy efficiency and Code Level-3 standard for water.

The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. In addition the NPPF indicates that development should not increase flood risk elsewhere. The

phase 1B application site is approximately 3.2 hectares in size and includes areas classified as Flood Zones 1, 2 and 3a indicating that the risk of flooding from rivers and sea ranges from low to high across the site. A Flood Risk and Drainage Statement accompanies the application (as a technical appendix to Chapter 11 of the Environmental Statement), this also includes a sequential test as defined in the NPPF. The EIA includes a chapter on Flood Risk, Water Resources and Drainage, and a Flood Risk Assessment has been submitted with the application. These documents demonstrate that the development would have no significant adverse impact on flood risk.

The report sets out how the development complies with the requirements for new development to minimise surface water run-off including through Sustainable Urban Drainage Systems (SUDS) and appropriate use of green infrastructure.

Core Strategy Policy EN11 Quantity of Open Space, Sport and Recreation - The proposals would realise an opportunity to provide a new area of public realm which is considered appropriate to a development of this scale and density of accommodation.

NPPF Section 11 (Conserving and enhancing the natural environment), Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information submitted with the application has considered the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration, waste, biodiversity and lighting and has demonstrated that the application proposals would not have any significant adverse impacts in respect of pollution. Surface water run-off and ground water contamination would be minimised

The Ecology Report submitted with the application concluded that there was no conclusive evidence of any specifically protected species regularly occurring on the site or the surrounding areas which would be negatively affected by site development following the mitigation proposed. The development would be highly accessible by all forms of public transport and would reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

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

Policy DM 1- Development Management - Outlines a range of general issues that all development should have regard to and of these, the following issues are of 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.

The above issues are considered in detail in below.

Policy PA1 Developer Contributions - This is discussed in the section on Viability and Affordable Housing Provision below

Space Standards - The adoption of Space Standards to raise the standard of housing within The City was approved by Executive Committee in March 2015 as a basis for assessing new residential developments pending the preparation of specific guidance for Manchester. All of the apartments in the proposed development would meet with these space standards.

Other Relevant City Council Policy Documents

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. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones. For the reasons set out later in this report the proposals would be consistent with these principles and standards.

Manchester City Centre Strategic Plan- The Strategic Plan 2015-2018 updates the 2009-2012 plan and seeks to shape the activity that will ensure the city centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the North of England. It sets out the strategic action required to work towards achieving this over period of the plan, updates the vision for the city centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describe the partnerships in place to deliver those priorities

The site of the current planning applications fall within the area designated as the Corridor. It states that the successful development of Corridor Manchester is fundamental to driving future economic growth and investment in the Manchester City Region and describes the former 4 hectare BBC as a major strategic development opportunity, and therefore a regeneration priority for the city which it is

intended will provide a high-quality, vibrant, mixed-use development that will create a new and distinctive neighbourhood, taking advantage of the location's unique attributes.

The Former BBC Strategic Development Framework (BBC SRF) and Masterplan –

The aims of the SRF are set out in the Background section above. The SRF recognises that non-employment generating uses would to be required, and would therefore be accepted, where they support the delivery of investment e.g. in public realm, which supports the key objective of establishing the wider site as a strategic employment location. One such use acknowledged in the SRF was residential accommodation.

A high quality residential neighbourhood is proposed in the Masterplan to be created on the remaining land. This was designed to respond to a need for significant growth in residential accommodation as a result of Manchester's growing population and economy. Significant constraint will be placed on Manchester's economic growth ambitions if new housing is not provided. The 530,000 sq. ft. of residential accommodation proposed in the Masterplan will make a substantial contribution to the city's ambitions in this regard.

All uses proposed in the Masterplan are to be supported by significant investment in the public realm, including the creation of new public spaces and enhanced permeability, particularly eastwest connections

The importance and public benefit of realising the wider vision for this site is unambiguously set out in the Executive Report seeking endorsement of the SRF:

“An inability to maximise the enormous potential offered by the site fundamentally damage ongoing efforts to improve the wider competitiveness and functionality of the city centre as a whole. Only by maximising these strategic opportunities when they present themselves is the City able to drive forward its growth agenda for years to come.” (paragraph 2.8)

Central Manchester Strategic Regeneration Framework - This Strategic Regeneration Framework sets a spatial framework for Central Manchester within which investment can be planned and guided in order to make the greatest possible contribution to the City's social, economic and other objectives and identifies the Southern Gateway area, within which the Site sits, as one of the main opportunities that will underpin the Framework, which is extremely important for Central Manchester, the city as a whole and the surrounding area.

The application proposals will contribute significantly to achieving several of the key objectives that are set out in the Framework, as follows:

“A renewed urban environment”

- the developments would be a key component of part of the first phase of development, marks a key stage in the broader regeneration of the BBC site, which will comprise new buildings and public realm of exceptional design quality, which will in turn transform the character of the site and have a

positive impact on Central Manchester as a whole relationship between Central Manchester, the City Centre and other key employment areas”

- the development will significantly enhance connectivity between the wider Masterplan site, the City Centre and other surrounding areas particularly through the resultant increase in footfall, thus assisting in the future growth and regeneration of these areas.

“Making Central Manchester an attractive place for employer investment”

- in providing residential accommodation, the development will

“Changing the image of Central Manchester”

- in addition to the high aesthetic design quality of the proposed buildings and the public realm, the development will help create the “sense of place” on the Masterplan site so that it becomes a recognisable heart of a distinctive new neighbourhood that has a positive impact on the image of Central Manchester as a whole.

The Corridor Manchester Strategic Vision to 2025 - The Corridor Manchester Partnership brings together Manchester City Council, the University of Manchester, Manchester Metropolitan University and the Central Manchester University Hospitals NHS Foundation Trust with the aim of generating further economic growth and investment in the knowledge economy for the benefit of the City Region.

The Former BBC Site is at the heart of the Corridor considered to be one of the City Region’s principal assets and opportunities to grow and diversify its economic basis. It is home to an exceptional group of knowledge intensive organisations and businesses, 70,000 students and a workforce of 60,000 people. The area provides an estimated contribution of £3 billion GVA per annum, consistently accounting for 20% of Manchester’s economic output over the last 5 years. The area’s economic base is strongly focused on high value added and high growth sectors and as such it accounts for a large proportion of highly skilled jobs within the City Centre. Over the next ten years, committed and planned investment in Corridor Manchester will further reinforce its status as one of the most distinctive and remarkable innovation districts in Europe. Between 2015 and 2025, committed and planned investment of the major institutions alone is estimated at £2.6 billion.

Corridor Manchester’s Strategic Vision to 2025 is for this area to be:

“Manchester’s cosmopolitan hub and world-class innovation district, where talented people from the city and across the world learn, create, work, socialise, live and do business; contributing to the economic and social dynamism of one of Europe’s leading cities”

At the same time, Corridor Manchester is on course to become one of the top five innovation districts in Europe. To do so, it will continue to compete at a global level and it will act as the epicentre of the Northern Powerhouse. It must set its standards by the world’s most effective innovation districts and knowledge-leading institutions, the continued growth of the private sector and the strengthening of Corridor

Manchester as a place to live, visit and work for students and knowledge workers across the world.

The 2025 Vision for Corridor Manchester is for there will be an additional 14,000 jobs in the area, potentially rising to 20,000 new jobs should investment opportunities be realised. There will also be an average of 400 new homes completed each year, in addition to new or refurbished student accommodation.

The Manchester Corridor Strategic Vision to 2025 identifies the site as the largest development site with The Corridor and as a significant opportunity for the ongoing regeneration and development of the area for a commercially-led mixed use development that brings business together with the traditional University and Hospital focus on the Corridor.

In overall terms the Former BBC SRF area is regarded as being ideally placed to capture the new business opportunities that will emerge as the reputation of the Corridor, and the City, in the knowledge economy grows.

Conservation Area Declarations

Princess Street / Whitworth Street Conservation Area Declaration

The Princess Street / Whitworth Street Conservation Area which lies adjacent to the site has been designated as a Conservation Area as it lies at the heart of Manchester's business and commercial district and to preserve and enhance the impressive grandeur of this part of the City historically associated with major banking, insurance and other financial institutions for the North of England. The area today is remarkable for buildings which whilst of a variety of architectural styles stand well together. The area was designated in November 1970 and extended in June 1986.

Other National Planning Legislation

Legislative requirements

Section 66 of the Listed Building Act 1990 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.

S72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard 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.

Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations (as amended 2011) and Circular 2/99 ('The Regulations'). This has been submitted in respect of all 4 Phase 1B applications.

The Proposed Developments are "Infrastructure Projects" (Schedule 2, 10 (b)) as described in the EIA Regulations. The combined site for these 2 applications covers an area of approximately 1.189 hectares, but is above the indicative applicable threshold of 150 residential units. It has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the Development.

A formal EIA scoping request was submitted to Manchester City Council on 22nd December 2015

The EIA has been carried out on the basis that the Proposed Development has the potential to give rise to significant effects on the environment.

In accordance with the EIA Regulations, this ES sets out the following information:
A description of the Proposed Development comprising information about its nature, size and scale;

- The data necessary to identify and assess the main effects that the Proposed Development is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the Proposed Development's possible impact on human beings, flora, fauna, soil, water, air, climate, cultural heritage, landscape and the interaction between any of the foregoing material assets;
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

ISSUES

The Schemes Contribution to Regeneration

Regeneration is an important consideration in terms of evaluating the merits of this application. The City Centre is the primary economic driver in the Region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and the provision of new residential development. The national economy has entered a new growth cycle and the provision of new housing is critical to this.

Manchester has reached a pivotal moment in its evolution, which is reflected in its recent and projected economic and population growth. Between 2001 and 2011, Manchester's population grew by 19%, making it the fastest growing city in the UK outside London. The latest release of the Greater Manchester Forecasting Model (GMFM) January 2015, prepared by Oxford Economics, provides a summary outlook for Greater Manchester between 2014 and 2024 of growth in the order of: 128,300 more people; 109,500 net new jobs; and £17.3 billion more GVA.

Manchester's economic success has historically been driven by its growing role as the leading professional and business service centre outside of London, global connectivity through Manchester International Airport and business and leisure visitors, with Manchester the third most visited city in the UK. Indeed, Manchester's economy grew faster than London in 2015.

Manchester's population is expected to increase by 100,000 by 2030, and together with trends and changes in household formation this will result in an increase in demand for residential accommodation. The City Council's draft Residential Growth Strategy identifies a need to deliver a minimum of 25,000 new homes over the next 10 years in order to sustain the positive economic and population growth that is forecast in Manchester over this period. The proposed development would contribute to meeting that need within part of the City Centre which has been identified as being a suitable location for new residential development. The quality and mix of the product and the size of the apartments have been designed to appeal to a range of potential occupiers.

The development would be consistent with a number of the GM Strategy's key growth priorities by delivering appropriate housing to meet the demands of a growing economy and population, adjacent to a major employment centre. It would therefore help to promote sustained economic growth.

As well as providing places for people to live, the City Centre must continue to meet occupier requirements for new workspace and new working environments in order to improve the economic performance of the Region. The wider site has been identified as one of the most significant opportunities for jobs and investment in the region and the SRF makes it clear that the site should be delivering employment generating development and creating a critical mass of economic activity to promote and encourage investment and growth opportunities.

The SRF acknowledges that in order to strengthen the ‘sense of place’ at the site and ensure that it is able to attract employment generating uses, a wider range of complementary uses and ancillary facilities would have to be delivered at the earliest available opportunity. The SRF endorsed a number of key development principles to create a high quality, vibrant and sustainable urban neighbourhood with a distinctive sense of place that is functionally and physically connected to adjoining uses and the wider area. Therefore, the early phases of development must help to create a ‘sense of place’ to embed the Masterplan within the wider neighbourhood context.

Select Property Groups Affinity Living Brand is aimed at addressing the specific requirements of 22-35 year olds, along with a growing number of people who share many of their characteristics. Therefore the development would introduce graduates and young professionals to the market that might not otherwise have been attracted to Manchester, thereby providing opportunities to drive employer investment and expansion in Manchester. The Affinity proposals can therefore be seen as key element of place-making at the site which would help to attract employer investment. The SRF also recognises the important role that non-employment generating uses, including residential, could play in providing capital for investment in the public realm.

The inclusion of residential including an element of distinctive high quality student accommodation (as approved for Phase 1A) should help to create a true city centre neighbourhood that benefits from activity over extended hours. This would support the delivery of active ground floor commercial uses which themselves are important in terms of creating a sense of community. The creation of an environment that is distinctive and distinguishable from other parts of the City Centre should create the critical mass to enable the wider site to fulfil its potential a key economic destination of the Regional Centre and wider City Region.

The SRF aims for over 60% of the total floorspace across the wider site would be employment generating. The phase 1A and Phase 1B would comprise a significant amount of residential floorspace for the reasons set out above, with around 45% of the floorspace in these phases providing employment generation. .

The development would be consistent with the most recent version of the SRF, and be consistent with the objectives of the Central Manchester Regeneration Framework, the City Centre Strategic Plan, and The Corridor Manchester Strategic Vision to 2020 and would complement and build upon Manchester City Council's current and planned regeneration initiatives and as such would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC1, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider in assessing these proposals is whether the scale of the development is appropriate for the site. Blocks 5 and 6 would be significantly taller than adjacent buildings along Charles Street and Oxford Road whilst blocks 7 and 8 would be taller than the phase 1A serviced apartments currently being developed and Montana and Princess Houses beyond. This means that the proposed developments Blocks 5 and 6 at 17 and 36 storeys and Blocks 7 and 8 at 17 storeys are considered to be tall buildings within their local context and as such

the proposal needs to be assessed against Core Strategy Policies that relate to Tall Buildings and the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE.

Design Issues, Relationship to context and impact on Heritage Environment

This considers the effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments and Archaeology and open spaces. The design has been discussed with the Local Planning Authority (LPA), Historic England and Places Matter.

The SRF endorsed a number of development principles for the site which have underpinned the masterplan process. These included establishing a strong boulevard-like frontage to enhance the site's presence onto Oxford Road through a sense of scale, high levels of street level activity and architectural quality and, the positioning of buildings and public spaces to encourage ease of movement through the site from Oxford Road.

The orientation of the proposed buildings respects the historic urban grain and the historic rectilinear 'gridiron' street plan. The historic buildings within the Whitworth Street Conservation Area were on a grand scale and significantly larger than their surrounding neighbours, even though not part of the traditional centre. These historic buildings are built to back of pavement with a strong base, middle and top with heavily modelled and articulated street frontages with minimal facades around tighter courtyard spaces to the rear. The proposed buildings are designed as a contemporary interpretation of this overall approach.

Historically the buildings around the site were built to back of pavement and provided a degree of street level activity that has been lost due to the form and layout of the BBC Buildings that replaced it and, since their demolition, the use of the site as a temporary car park. The distribution of building plots around the masterplan site has been designed to maximise positive and active street frontages to Oxford Road, Charles Street and Princess / Upper Brook Street. The layout would reinforce the key street frontages reinstating historic building lines and re-introducing street level activity. On Oxford Road in particular, the form of development would create a 'grand' frontage of commercial and residential buildings reinforcing the currently fragmented streetscene.

It is considered that the proposed developments would reflect the scale and massing of the existing modern buildings particularly those within the adjacent University Campuses, Princess and Montana House whilst referencing the large mainly Victorian Warehouse buildings that form a key characteristic of the adjacent Whitworth Street Conservation Area.

The arrangement of the buildings around 'The Green' would give this central space a strong sense enclosure with a clearly defined edge and define it as the focal point and node of activity for people using and passing through the site. Its role would be reinforced by the active frontages facing onto this area.



The scale and urban grain of the surrounding area has informed the design intent of the Masterplan scheme with the taller buildings being located towards the north of the site. The massing of Blocks 5&6 and 7&8 have been developed through computer and physical modelling and in the case of Blocks 5 and 6 to respond to the location at the head of 'The Green'.

The design intent at Blocks 5&6 is to create a strong presence to Oxford Road and Charles Street, enclose the new urban square and provide a place-making element. The 36 storey element would act as a waymarker at the head of 'The Green', at the convergence of the proposed pedestrian routes into and through the site which would connect with surrounding neighbourhoods and the wider City Centre beyond. A high quality building would help to establish place, and give the wider site and neighbourhood a clear identity. The building would be similar in scale to Student Castle, located next to Oxford Road Station. It would introduce a new feature in the city skyline and encourage the extension of City Centre activity into The Corridor and improve visual connectivity and permeability to The Corridor and University Campuses.



The building on Block 5 and 6 would have a simple, clear and strong form with the base and lower levels and a middle section broken down into sets of floors delineated with a series of stringcourses, and a top section that would read as a 'corona' as the façade modules narrow down at the uppermost floors. At the lower levels, the tower would frame new routes through the site and would improve visual permeability. The element that links Blocks 5 &6 would be treated in a similar manner but with different colour and scale to differentiate it. The height of this section and the scale of its façade would relate to Blocks 7&8.



The choice of proposed materials has been influenced by the character of Victorian Manchester which comprised solid, heavy masonry warehouses, commercial and civic buildings, using brick, stone and ceramic tiles with metal detailing. This aesthetic has informed a site-wide approach which would be a contemporary interpretation of the historic material that characterised adjacent areas, utilising the efficiencies of and flexibility afforded by modern production technologies to construct high quality and well articulated facades. On Blocks 5 and 6 the dark palate of materials has been chosen to reference the predominant red tones of the existing historic buildings on Oxford Road and Charles Street. The ivory palette on Blocks 7 and 8 has been chosen to relate to the back elevations of buildings such as the Palace Hotel, which are completed in ivory glazed bricks and to reflect light onto The Green.

The 2 blocks would feature larger scaled scalloped profiles, both with matt finishes. The connecting section would contrast in a glossy finish. The lower levels of the tower may feature additional grooves in the profile for added detail and interest. Up to Level 14, the horizontal banding of Blocks 5&6 would tie into that of Blocks 7&8. On the tower above, bands are more spaced out with the top of the tower articulated as a 'special lantern'.

Blocks 7 and 8 would have a simple, clear and strong form. The linear proportions would as with Blocks 5 and 6 have a base and lower levels and a middle section broken down into sets of floors, delineated with a series of stringcourses. The parapet heights of Blocks 5&6 and Blocks 7&8 have been co-ordinated with other buildings proposed around the new central space to visually establish a consistent datum of enclosure 15 storeys above ground and mezzanine level and to create an

architectural consistency with buildings would adhere to the consistent 'shoulder height' (nominally 52m) of the development within this part of the Masterplan site. The building would frame new routes at its lower levels to improve permeability.



The articulation within Blocks 7 and 8 would reference the layered verticality and texture of local Victorian buildings in a contemporary manner. The building proportions would be broken down through the articulation of the façade and relate to key adjacent datums and to the smaller scale of the street frontages at lower levels



The ground floor facades to both developments would have glazed frontages set within a regular rhythm of double height columns which would allow visual permeability into the ground floor commercial units whilst creating an interesting articulation to the facade. The lower levels have been designed with all back of house activities located deep within the floorplate to ensure maximum levels of

activity and engagement on all frontages. As such, the proposed development would provide essential street level activity on all of its frontages. Food & drink uses and other nodes of activity would be carefully sited to create attractive public spaces to maximise footfall and enhance the character and vibrancy of the area. The activity and articulation at street level would provide a positive experience and provide a relationship to its immediate context. It is envisaged that the units facing into 'The Green' would all be for food and beverage uses. This would contribute to the sense of vibrancy and activity to the public space, and serve as extensions to the public realm. Ground floor commercial units would activate the Charles Street frontage.

The delivery of Phase 1B requires the development of a specific quantum of floorspace in order to ensure that it can deliver the open spaces and linkages that are required in the SRF and Masterplan. The proposal would deliver feasible development which would fulfil the above objective and deliver development which would match the ambition for Oxford Road and the wider Corridor area,

The adjacent residential accommodation within 7 Oxford Place and the Quadrangle has enjoyed largely uninterrupted views across the application site for some-time. Therefore, it is inevitable that the level of development within the SRF would have an impact on amenity and affect sunlight, daylight, overshadowing and privacy. These impacts are discussed in more detail below.

The site is not located in a Conservation Area and there are no World Heritage Sites in the immediate vicinity. The site lies to the south of the Grade II* Listed Palace Theatre and adjacent to the Grade II Listed Lass O'Gowrie Public House and Dancehouse Theatre. A number of 19th century and early 20th century mill/warehouse buildings are just outside and south of the Whitworth Street Conservation Area. The significance appraisal contained within the submitted Heritage Statement identifies only the Dancehouse Theatre, The Palace Hotel, Oxford Road Station and the Lass O'Gowrie as being impacted by the Phase 1B developments and officers agree with this conclusion. It notes the potential for the Phase 1B developments to impact on the setting of the Palace Hotel because of its prominence at street level and within the city's wider skyline.

The current condition of the site is considered to be a negative element within the streetscapes to Oxford Road and Charles Street and in terms of wider townscape quality. It also has an adverse impact on the setting of the Grade II listed Dancehouse Theatre and Lass O'Gowrie public house. There is the clearly considerable capacity for change within the site which could enhance the setting of adjacent heritage assets and wider townscape.

Section 66 of the Listed Buildings Act requires members to give special consideration to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it. Section 72 of the Listed Buildings Act requires members to give special consideration to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 12 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they

should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 132, 133 and 134.

A Visual Impact Assessment (VIA), has been submitted that assesses all of the Phase 1B applications in terms of the likely townscape and visual impacts of the proposals upon the application site and surrounding area, including on the adjacent Whitworth Street Conservation Area and those listed buildings affected. 6 verified views including 14 photomontages were considered from viewpoints providing a 360 degree analysis.

The Visual Impact Assessment demonstrates that the proposed development would have a beneficial impact on the settings of the Grade II listed Dancehouse Theatre and Lass O’Gowrie public house through enhancement of the streetscapes to Oxford Road and Charles Street. However, the assessment also demonstrates that the proposed development would have adverse impacts on the setting of the Grade II* Palace Hotel, and particularly the aesthetic and townscape value of its tower. This would primarily be as a result of the changes to the skyline in the vicinity of this building that would be brought about both by the 36 storey tower, in views from the south along Oxford Road, and by the mass of the buildings proposed (including Blocks 2 and 4) on Oxford Road in views towards the City Centre on Oxford Road. It is considered that the development would compete with and consequently impact on the landmark status of the building within the city centre skyline. There would also be some adverse impact on its legibility and form, not least because the proposed cladding material for Blocks 5 and 6 would be of a similar colour palate.

The NPPF stresses that ‘*great weight*’ should be given to the objective of conserving designated heritage assets (paragraph 132), emphasising the need to avoid substantial harm to such designated heritage assets. Given this objective, any perceived harm, from demolition to visual compromise, resulting from insensitive development within the setting of a designated heritage asset, should be avoided and at least require ‘*clear and convincing justification*’. In this instance the development would result in no loss of historic fabric, or impact on significant archaeological remains. The impact would be on views of the Grade II* Palace Hotel Tower.

The NPPF Planning Practice Guide (2014) emphasises that, in general terms, “*substantial harm is a high test, so it may not arise in many cases*”. Thus when determining whether a proposed development within the setting of a listed building would result in substantial harm, a key consideration is whether or not the impact seriously affects an important element of its “*special architectural or historic interest*”. This impact could include its setting. It is the degree of harm to the asset’s significance rather than the scale of the development that is to be assessed. The current proposals would not physically impact on any heritage asset and the impact is a visual one on the setting of the Palace Hotel, from specific kinetic views. It is not considered therefore that the level of harm is ‘substantial’, and it should be noted that Historic England, in objecting to the application, have not described the harm that the proposed development would cause to the setting of the Palace Hotel as being ‘substantial’, but rather as an impact that would cause a ‘high level of harm’ to its significance.



The applicants have explained that the siting of the tower at the head of 'The Green' was in part aimed at reducing the overall impact of the development on views of the Palace Hotel tower. The impact on the same views of the Palace Hotel would also impact on views into the Whitworth Street Conservation Area but it is considered that any harm to these views would also be less than substantial and on balance would be positive given the other wider positive impacts on the setting that would result from the developments. Consequently, it is considered that the proposed development would result in less than substantial harm and have no measurable detrimental impact on the character or setting of the adjacent conservation area. Given the existing negative setting of this heritage asset from modern developments and the adjacent vacant car park site, the proposed changes to the setting of the Conservation Area are considered overall to be beneficial.



It is necessary to have special regard to the desirability of preserving the setting of the Palace Hotel and the contribution that this setting makes to character of the conservation area. However, as any harm is considered to be 'less than substantial', paragraph 134 of the NPPF requires that the cumulative impact of the development *should* be evaluated against the mitigation that would be provided from the wider public benefits of the proposals.

It has to be acknowledged that there are differing views on the level of impact that the proposals would have on The Palace Hotel. Historic England consider that there would be a high level of harm as a result of the development whilst the Heritage Statement submitted in support of the application in conjunction with the VIA concludes that there would be some moderate adverse impacts. There can be no doubt at all that the views on the Palace Hotel would be affected but whilst having regard to the substantial weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, officers do not believe that this would constitute substantial harm and it is important to note that Historic England have not suggested that this is the case. Therefore, the level of harm is less than substantial and therefore the question of whether the public benefits delivered by the scheme would outweigh the level of harm caused has to be considered. On the basis that the degree of harm is considered by Historic England to be at a high level, it would be necessary to deliver very significant public benefits to address this.

The proposal has the potential along with the previously approved phase 1A to act as a catalyst for the wider regeneration of one of the City's key regeneration areas and would fully utilise a previously developed, but under-utilised site. The public benefits of the proposals are clearly set out elsewhere in this report and are considerable to be very significant. It would include the comprehensive delivery of a strategically important site, delivering 667 apartments, over 300k sq ft of offices, significant areas

of public open space and much needed retail and amenity space. The site is a key component of the strategic vision for The Corridor Manchester. It would deliver high quality buildings, a substantial number of new high quality residential units and new sources of employment both during construction and post completion and the delivery of a large public space and enhanced connectivity for use by users of and residents of the City Centre.

The site currently makes no contribution to the townscape. The proposed development would introduce high-quality, distinctive buildings of an urban scale and would therefore make a positive contribution to the wider townscape. Therefore, this development could enhance the setting of affected heritage assets in line with NPPF paragraph 56-68 and 131.

The VIA also demonstrates, that mitigation for adverse impacts of the development would be accrued in other views where the proposal would provide enhancements to the street frontage in particular, by reinstating the current fragmented historic building line on this part of Oxford Road which currently presents a low level of environmental quality and creates a poor impression of the City Centre. The proposals would deliver a streetscape appropriate to Oxford Road's status as one of the key gateway routes into the City Centre and could act as a catalyst to further investment.

Overall the verified views indicate that the mass of the development and proposed materials would have an impact, particularly on the Palace Hotel, but overall would respond well to the adjacent and wider historic environment. They also demonstrate that it would not prevent the appreciation or significance of the townscape value of adjacent buildings or, the ability to appreciate the heritage values of the adjacent listed buildings.

Given all of the above it has to be acknowledged that the existing urban form and pedestrian environment would be enhanced by these developments and it is considered that the considerable and extensive public benefits that would be delivered would outweigh the 'less than substantial harm' that would be caused to the setting of the Palace Hotel.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 132 and 134 of the NPPF. In addition for the reasons set out above it is considered that the proposed development has been designed with regard to the sustaining and enhancing the significance adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.

Relationship to Public Transport Infrastructure

The site is highly accessibility via public transport including Metrolink, Metroshuttle, mainline rail and bus. The site is close to the City Centre with its wide range of retail, leisure and employment opportunities. The on-going public transport improvements

will further enhance the accessibility of this area. Major planned investment includes: an expanded Metrolink network; the Northern Hub; Bus Priority Package and Cross City Bus schemes.

20% of the car parking within the MSCP would be available for residents as part of the development proposals. Cycle parking spaces would be provided in the basements of both developments as outlined earlier in this report.

The Transport Statement concludes that the proposal would not adversely affect the operation of the highway or transport network and meets the criteria set out in national and local policy for sustainable development and that overall impact of the development on the local transport network is likely to be minimal.

Architectural Quality

The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures.

The Core Strategy policy on tall buildings seeks to ensure that they complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City. It identifies sites within and immediately adjacent to the City Centre as being suitable for tall buildings.

The applications propose high quality buildings, with a clearly defined street edge. The massing would impact on the setting of adjacent or nearby listed buildings and conservation areas and these impacts are discussed elsewhere in this report. The buildings, and in particular Blocks 5 and 6, would add a positive element to the Manchester skyline and could serve as a place making element within the area

Blocks 5 and 6 would provide activity and interest to Oxford Road, Charles Street and 'The Green' and Blocks 7 and 8 would provide additional activity onto 'The Green'. Activity would also be created by residents' hub spaces at ground and mezzanine.

The materials proposed would be a contemporary interpretation of the character, materials and texture found around the site, and as such are considered an appropriate contextual choice which would achieving a design quality appropriate to this location. The proposed glazed finish would be durable and would not weather in the same way as the Victorian materials that it references. Block 5&6 would be an 'earthy red' building, Inspired by Manchester's historic brick and faience buildings, and include a range of subtly different hues of reds, oranges and browns to create depth and richness. Blocks 7 and 8 would sit in contrast and be predominantly light and reflective. On the east elevation facing Medlock Place, the building's facade would incorporate warmer colours in window reveals in response to the building opposite which is part of the red 'outer zone'

The smooth and textured natures of the surfaces would emphasise the base and tops of buildings. The proposed materials would be heavily profiled to provide highly articulated elevations which would further break up the scale of the development.

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

Sustainability

Tall buildings should attain high standards of sustainability because of their high profile and local impact. The application is supported by an Energy Statement and Environmental Standards Statement (ESS) which set out how the proposal accords with this objective. It 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. The ESS sets out the measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability in addition to ensuring compliance with local planning policy.

Policy DM1 requires that Code Level 4 of the Code for Sustainable Homes rating criteria is achieved. However, in March 2015, the Code assessment criteria were revoked. Whilst the assessment criteria have been revoked, it is still important to understand how a development performs, particularly in respect of waste efficiency and energy standards. The residential element of the development aims to achieve the equivalent of the code level 4 requirement for water and energy.

Energy use would be minimised through good design in accordance with the Energy Hierarchy, improving the efficiency of the fabric and using passive servicing methods before the application of energy reducing and then low carbon technologies

Good practice sustainability measures have been incorporated in the design of all the proposed buildings and are summarised as follows:

- Building envelopes would perform significantly better than the Building Regulation standards for new buildings with low U-values and design air permeability.
- Passive measures would reduce solar gain to avoid mechanical cooling; and require minimal cooling in communal PRS and retail areas.
- Natural daylighting would reduce the requirement for artificial lighting.
- All energy supplies will be metered by end energy use, with energy display devices located in a visible place to enable building users to monitor and therefore take actions to reduce their CO2 emissions.
- Where possible, in accordance with the advice of an ecologist with local expertise, habitats and features would be included to encourage local Biodiversity Action Plan species, such as bats, or the Black Redstart via the provision of foraging areas, bat and bird boxes at high level.

- Water consumption would be monitored as part of the energy / resource monitoring system, together with a flow monitoring system.
- Renewable energy would be provided via the Air Source Heat Pumps, as well as via the district CHP system, which would form part of a separate application. This would provide low carbon heating cooling, hot water and electricity to all areas. The renewable energy strategy has been arrived at as part of a greater master planning exercise, which has considered all forms of renewable energy suitable for the site.

In accordance with Manchester City Council's Core Strategy Policies EN4 and EN6, the principles of the energy hierarchy have been applied and with the combination of energy saving measures results in a potential total CO2 emissions reduction over the current Building Regulation target (2013). The residential areas of the development are estimated to achieve a 21.8% improvement over Building Regulations Part L1A for dwellings; with the PRS and communal areas achieving a 12.6% improvement of Part L2A, 2010 and the retail areas a 13% improvement. The energy performance of the development is therefore in full accordance with the Manchester Core Strategy.

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the standard of design and architectural quality must be maintained through the process of procurement, detailed design and construction. The design team recognises the high profile nature of the proposed use which has ensured that the design response is appropriate for this strategically important site.

In developing the proposals, the Applicant has worked with a wide range of specialist consultants experienced in developing and delivering schemes of a similar scale and level of complexity. The core design team all have experience delivering projects in Manchester city centre and other similar urban contexts.

The proposals have been developed with input from a highly experienced and comprehensive team of consultants with the intention of delivering a significant contribution to the city by providing a diverse mix of uses as well as a substantial new public space. This unique project not only maximises the development potential of the currently vacant site, but would also help to enhance the connectivity and regeneration of the surrounding area. The applicants acknowledge that the market is competitive and that the quality of the development is paramount. A significant amount of time has been spent developing and carefully costing the design to ensure that the scheme submitted can be delivered. The applicant is keen to commence work on site as soon as possible.

The development would be operated under a new brand known as Affinity Living whilst this brand itself does not have a proven track record of high quality development in the City of Manchester the development team have experience of delivering high quality buildings, including high quality serviced apartments, in city centre locations.

It is anticipated that construction of Blocks 5 and 6 would start Q3 2016 with completion Q1 2019 and Blocks 7 and 8 would start Q1 2019 with completion Q1 2019

The proposed materials have been selected following detailed research and discussions with contractors and suppliers to establish the cost parameters of the proposed materials, the maintenance requirements and to understand their weathering characteristics, to ensure that they can be delivered within the cost parameters and are of appropriate quality and longevity for the project.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

A key principle of the Masterplan is the creation of a high quality environment incorporating public squares, spaces and linkages that create a new destination and provide an appropriate setting for the new development. This includes north-south and east-west routes to improve permeability and connectivity and these would make a major contribution to this objective. 'The Green' would be a focal point of the new neighbourhood and one of the largest green spaces in the city. It would extend to approximately 6,200 sq m, approximately 151 metres long by 41 metres wide.

The proposed development would deliver a significant amount of new publicly accessible space. A comprehensive landscaping and public realm strategy for the proposed development has been submitted in support of the application.

The Masterplan aims to create a place which is largely car free and which places pedestrians first, encouraging users to dwell and interact. The developments under consideration are an integral part of the Masterplan and would deliver key elements of public realm establishing key connections between the Site, the City Centre, Corridor Manchester and the University Campuses. Phase 1B would create 5 distinct areas as follows:

The Green – This would provide an amenity space and focal point for residents, visitors and users of the wider site to dwell and interact.

Changes in level has allowed the inclusion of terraces, steps and seating to be provided on the boundaries of 2 proposed areas of raised lawn. The Green would be a flexible green space allowing informal gatherings as well as organised events and it could be used in conjunction with events taking place within the proposed Pavilion.

The Ribbon – This would run around the perimeter of The Green and blur the edge between the buildings and the space to draw people to and from the buildings. The Ribbon would have an avenue of semi mature trees adjacent to buildings 2 & 4 and include seating, lighting and cycle parking within a harder, more formal environment. Its character adjacent to buildings 7+8 would have a more 'garden' like character, and would include a planting scheme in addition to semi mature trees.

The Walks – These routes would provide car free access into the development from Oxford Road, Princess Street and Charles Street and connect the site to its wider

context. Tree planting and street level activity should provide routes which would attract visitors and residents and provide clear and legible thoroughfares for all users.

Medlock Place – The application for Blocks 7 and 8 includes additional public realm to complement that approved as part of phase 1A where hard and soft landscaping including a boulevard of trees and a hard landscaped ‘pocket’ square has been approved. This part of the wider site would be a focal point for the new residential neighbourhood and retail units would create an active streetscape.

Medlock Place would be primarily for pedestrian use but would allow for informal delivery / drop off areas to service the apartments, and some managed vehicle access.

Brancaster Road – Phase 1B includes some elements that tie in with this route. The phase 1A approval included for the realignment of Brancaster Road to become a key route through the site supporting local service traffic and providing a pedestrian route connecting Oxford Road with Upper Brook Street.

Common themes which would run through these areas are the use of high quality materials, robust and innovative design features, planting, semi mature trees and bespoke street furniture and lighting to further emphasise the uniqueness of the offer within the wider site.

Trees will be selected because of their appropriateness to the place, considering species, size, habit, and colour. Trees which are located near pedestrian routes or adjacent to buildings would have a clear stem of 2.4m

Tree planting across the site would be semi mature (25-30cm girth) to provide an instant impact but where more impact is required such as at the on the Walks from Oxford Road trees would have a girth of 40-50 cm. 2 additional trees to mark the junction of these routes with Oxford Road would be 60-70cm girth.

Ongoing maintenance would ensure that the canopies of tree in the ‘Walks’ do not become overgrown, ensuring consistent levels of sunlight.

Current pavement widths along the Oxford Road frontage vary from 3.08m to 3.37m. The proposed developments would result in an increase in the current pavement widths on Oxford Road from 5.3m to 8.68m which would improve pedestrian movement on one of the most congested footways within the City Centre. On Charles Street current footpath widths are between 3.14m and 3.27m and would increase to between 3.57m and 5.88m (Including 1.8m central planters).

The intended phasing of works illustrates a rolling programme of construction and completion within the wider Masterplan site and as such consideration has not been given at this stage to the appearance of the wider site during any interim period where development does not occur concurrently. In view of this a condition could be attached to any consent granted to require the submission, agreement and a timetable for delivery of interim site treatments for undeveloped plots within Phase 1B.

The proposals aim to create a place which encourages a community to flourish. Spaces inside and out have been designed to encourage social interaction and shared experiences, technology is available, on-site amenities make living easy and residents have a genuine sense of ownership.

Effects on the Local Environment/ Amenity

This examines the impact that the scheme would have on nearby and adjoining occupiers and includes the consideration of issues such as microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception.

Daylight, Sunlight and Overshadowing

The nature of high density developments in City Centre locations does mean that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way. The SRF has envisaged that the site would be developed at a density and scale consistent with other City Centre sites.

A daylight, sunlight and overshadowing technical analysis has been undertaken, using specialist computer software in order to scientifically measure the amount of daylight and sunlight that is available to windows in a number of neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

This is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guidance is advisory, and there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is sometimes inevitable.

Montana House, Princess House, Bracken House, 7 Oxford Place and the Quadrangle are identified under the assessment criteria as being subject to potential daylight and sunlight impacts arising from the Phase 1B proposals.

In order to achieve the daylight recommendations in the BRE, a window should retain a vertical sky component (VSC) of at least 27%, or where it is lower, a ratio of after/before of 0.8 or more. If the direct skylight to a room is reduced to less than 0.8 x its former value, this would be noticeable to the occupants

The BRE Guide recognises that different targets may be appropriate depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of high density city centre as this measure is based upon a suburban type environment (equivalent to the light available over two storey houses across a suburban street). It is noted that VSC level diminishes rapidly as building heights increase relative to distance of separation and within city centre locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this.

Whilst detailed analysis has been undertaken adopting the 27% threshold for VSC levels, the results should be interpreted in the context that within a densely developed City Centre environment achieving this level whilst developing this site at the densities required to deliver the Masterplan is aspirational. Appendix F of the BRE guidelines suggests how alternative targets may be considered, one of which states '*consider surrounding context and existing obstruction angles as well as spacing to height ratios*'. For this reason an alternative VSC of 15%, that it is considered better reflect the levels that should be expected within such a high density city centre development, has also been evaluated as an alternative benchmark within the assessment. With building heights around the developments varying in height from (12 Storeys to 2 storeys) it is hard to generate a distance ratio that is common for all surrounding developments and therefore, 15% alternative target level for VSC has purposely been adopted on the grounds that it is conservatively at the upper limit and as such represents a more realistic and robust target level.

For sunlight impact assessment the BRE Guide sets the following criteria:

- (a) Whether sunlight is enjoyed for at least 25% of the annual probable sunlight hours throughout the year; and
- (b) Whether 5% of the annual probable sunlight hours would be received during the winter months (21st September – 21st March).

The application site has been cleared for a number of years and prior to that was occupied by relatively low buildings. As such, buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context. Therefore the existing baseline situation against which the sunlight, daylight and overshadowing impacts of any proposed development on this site would be measured are not considered to be representative of the usual baseline situation that would be encountered within an urban environment and any development of a similar scale to the existing buildings in the vicinity of the site would provide for more extreme impacts.

For sunlight or overshadowing assessments in respect of amenity areas such as public realm and private sitting out areas, the BRE guide recommends that at least half of the area in question should receive two hours of sunlight on 21st March.

Usage of affected rooms has been assumed based on a combination of site observation and desk top research.

The baseline conditions adopted are the townscape presented by the former BBC complex save for the north east corner of the site where the implementation of Phase 1a (now under construction) of the proposed masterplan development for the site of the former BBC complex has been introduced.

It should also be noted that the design of the affected buildings are such that the achievement of a lower degree of impact is difficult to achieve as detailed below:

Montana House and Princess House: Neither building has been designed to maximise daylight and sunlight within the properties and its orientation, balconies, brise soleil, window size and location and room layouts variously contribute to making them more sensitive to change.

Bracken House: This is currently in the process of being converted to provide 114 studio apartments. There is some disparity in details of the proposed external cladding (and associated fenestration) between marketing material and proposals submitted in support of Planning Permission 108071/FO/2015/C1. However the assumption adopted for analysis is that cladding design will be consistent with the Planning Permission. A feature of the scheme is the introduction of external projecting fins at intervals across horizontal ribbons of fenestration. An effect of the introduction of fins which project from the general facade in this manner would be to reduce daylight and sunlight gains from oblique directions. Information relating to proposed internal layouts and apartment depths has been derived from visuals within marketing material appearing on the Developers web site. A feature of the Proposed Development is that the apartments are compact (typically 22-25m²) and designed with a living/dining/kitchen zone nearest to the external facade and a separate zone (partly screened from the latter) providing bedroom and bathroom accommodation in the 'inner' half of the apartment footprint. In general, the floor areas within apartments which are reliant on diffuse sky light or sun light received via the relevant window openings are relatively small.

7 Oxford Place: This is a 7 storey former office building which has been converted to residential use on the upper floors. A consequence of its origins as an office building is that fenestration is typified by large, regularly spaced openings with generous window head heights. Analysis though historic marketing particulars suggest that combined living/dining/kitchen spaces are typically be served by two or more window openings, whilst bedrooms and bathrooms (if not internal) are typically be served by a single window opening (or two windows for a master bedroom).

The report has been based on external measured surveys and the usage of these rooms has been assumed based on a combination of site observation and desk top research. Daylight and sunlight impact assessments have been modelled utilising industry standard software.

Affected rooms would be a mix of bedrooms and combined living / dining / kitchen spaces. The BRE Guidelines sets out lower requirements for bedrooms than living / dining / kitchen spaces. Where impacts would affect combined living / dining / kitchen spaces the perception of poor light would be more acute.

The baseline conditions adopted are the townscape presented by the former BBC complex save for the north east corner of the site where the implementation of Phase 1a (now under construction) of the proposed masterplan development for the site of the former BBC complex has been introduced.

Access to the neighbouring properties has not been gained for the purposes of this report. An external measured survey has been undertaken and the usage of these rooms has been assumed based on a combination of site observation and desk top

research. Daylight and sunlight impact assessments have been modelled utilising industry standard Autocad software.

Affected rooms are understood to be a mix of bedrooms and combined living / dining / kitchen spaces. The BRE Guidelines sets out lower requirements for bedrooms than living / dining / kitchen spaces. Where impacts would affect combined living / dining / kitchen spaces the perception of poor light would be more acute.

Daylight Impacts

The daylight assessment has considered external light levels reaching windows (VSC analysis at 15%) and then daylight distribution internally within rooms (NSL).

Overall the impacts can be summarised as follows:

Princess House 269 windows analysed 14 (5.2%) would have a post development VSC lower than 15% and less than 0.8% pre-development value.

Montana House 168 windows analysed 4 (2.4%) would have a post development VSC lower than 15% and less than 0.8% pre-development value.

Bracken House 358 windows analysed 46 (12.85%) would have a post development VSC lower than 15% and less than 0.8% pre-development value.

7 Oxford Place 150 windows analysed 32 (21.3%) would have a post development VSC lower than 15% and less than 0.8% pre-development value.

The Quadrangle 127 windows analysed 9 (7.1%) would have a post development VSC lower than 15% and less than 0.8% pre-development value.

Sunlight Impacts

Sunlight assessments have been prepared in respect of those windows in the properties which face within 90 degrees due south and therefore currently receive some direct sunlight. Testing against the annual probable sunlight hours the Development would substantially succeed in maintaining sunlight amenity to surrounding residential property. There would be exceptions but in many instances these relate to the impact of design features on the affected properties such as projecting balconies and cornice features and the presence of recessed windows or the positioning of windows at internal corners. The more significant potential impacts relate to:

Rooms within:

- a section of the west elevation of Montana House; and
- apartments reliant on window openings in the Charles Street elevations of Bracken House and 7 Oxford Place

but overall impacts here would be lower than might have been expected because of the nature of the studio apartments at Bracken House and the fenestration at 7 Oxford Place being generous, reflecting its original office use.

It should be noted that the limited impacts on current levels of sunlight amenity are partly as a consequence of the masterplan for the site of the former BBC complex being derived on the basis of creating a large and well-lit public space at the centre of the scheme which has dictated that taller buildings forming part of the development should be positioned close to the northern boundary of the site fronting onto Charles Street and this reflects some success in staggering the position of the 36 storey tower relative to the footprint of Bracken House.

Overshadowing Impacts

The design of the proposal would deliver external circulation and amenity space which would retain a sunlit appearance. The proposal would also maintain sunlight to private balconies serving neighbouring residential property. The results of the assessment are that there would be impacts on some of the balconies but of limited scale.

Wind

The effect that buildings have on the wind environment at pedestrian level and the likely wind conditions resulting from new developments have an impact on pedestrian comfort and the safe use of the public realm. While it is not always practical to design out all the risks associated with the wind environment, it is possible to provide local mitigation to minimise risk or discomfort where required.

A Wind Microclimate report has assessed the potential effects of the proposed buildings on local wind patterns compared with the baseline conditions at the site and surrounding area. It makes recommendations for mitigation measures necessary to prevent, reduce or offset any significant adverse effects to ensure that the environment around the site is acceptable.

It is concerned primarily with wind characteristics at pedestrian level. With phase 1A now on site and due for completion Q3 2017 these applications have been evaluated on the basis of the data within the Report that assumes that phase 1A will be complete before any part of phase 1B is occupied or used.

The Report concludes that wind conditions would be safe for pedestrians throughout the completed Phase 1B development with wind conditions being generally suitable for the intended use in terms of wind comfort.

Local mitigation measures such as recessing entrances, the addition of screens / soft landscaping etc would be required and would need to be verified via wind tunnel testing. This would be a condition of any consent granted.

In addition the likely impact upon wind conditions within the site for phasing scenarios of the masterplan which identify five 'worst-case' scenarios (where the existing Technology Centre, Phase 1A and Multi-Story car park are considered to be present along with the landscaping and mitigation scheme presented within the above Report being in place) has concluded that the removal of Building 2 and Buildings 3&4 have the potential to increase the local wind speeds around the corners of Buildings 5&6 and Buildings 7&8 due to the areas being highly exposed to

prevailing southerly winds. However, with the incorporation of the landscaping and mitigation measures in-situ, it is considered that the conclusion presented within the above report would not materially alter for this phasing scenario. Importantly, soft landscaping must retain a substantial solidity and obstruction to wind during winter in order to be effective, and to be most effective, robust evergreen species would be selected. For the remaining four phasing scenarios, the changes to the massing are not significant with respect to wind conditions and the key factors dictating wind conditions at ground level remain consistent between both the concurrent build programme and a phased one.

Air Quality

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. This aspect can be mitigated through appropriate construction environmental management techniques such that the effects are not significant. A condition would be attached to any consent granted requiring 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.

The site is located within an Air Quality Management Area (AQMA), which covers the whole of Manchester City Centre, and is declared for potential exceedences of the annual nitrogen dioxide (NO₂) air quality objective. The principal source of air quality effects would be from increased vehicle movements associated with the residential building. However, the proposal is located in the City Centre and as such has good public transport access by tram, bus and rail, providing access to alternative modes of transport for trips to the site by car.

Noise and vibration

Whilst the principle of the proposal is considered to be acceptable the impact that adjacent noise sources might have on occupiers does need to be considered. The application is supported by a Noise Report which concludes that with appropriate acoustic design and mitigation, the internal noise levels can be set at an acceptable level.

The level of noise and any necessary mitigation measures required for any externally mounted plant and ventilation associated with the building should be a condition of any consent granted.

Access for deliveries and service vehicles would be restricted to daytime hours to mitigate any potential impact on the adjacent residential accommodation.

It is acknowledged that disruption could arise as a result of the construction phase of work. The applicant, the JV and their contractors will work with the local authority and local communities to seek to minimise disruption.

The contractors would be required to engage directly with local residents. The enabling works package has followed this process. The provision of a Construction

Management Plan should be a condition of any consent granted. This would provide details of mitigation methods to reduce the impact on surrounding residents

TV and Radio reception

The TV and Radio Reception survey has concluded that potential impacts to TV reception quality could occur to the southeast of the proposal. Some locations within the shadow zone already receive a poor signal due to existing buildings in the centre of Manchester. If any effects occur, these would be most likely to be within one kilometre of the site. Effects are possible during the construction period but in general terms these would be less significant than effects during operation because there would be less material blocking the signal. The applicants have stated that any interference reports during or following construction will be investigated and mitigation measures have been identified to reduce the possibility of interference.

Digital switchover took place in Manchester during 2012, it is therefore considered that electronic interference effects won't be significant. Post mitigation there is minimal interference potential of the proposed development.

Conclusions in relation to CABE and English Heritage Guidance

In assessing the development in the context of the CABE and English Heritage criteria it is considered that whilst the level of impacts would bring sunlight hours below the BRE recommended thresholds for some windows this it is common in a densely developed city centre locations for impacts to exceed guidance. Such impacts also need to be considered in the context of the wider benefits of the proposals which are discussed in more detail elsewhere on this report

On balance, it is considered that the applicant has demonstrated that the proposals would meet the requirements of the guidance as well as the policy on Tall Buildings within the Core Strategy and as such the proposal would provide a tall building of a quality acceptable to this site such that the development would be consistent with sections 1, 2, 4, 6, 7 and 8 of the National Planning Policy Framework policies SP1, DM1, T1, EN1, EN2, EN4 EN6, EN9, EN11, EN16, CC4, CC6, CC9_and CC10 of the Core Strategy and saved UDP policies DC26.1 and DC26.2.

Justification for removal of Trees to Oxford Road and opportunities for replacement planting including street trees

There are currently 8 mature trees along Oxford Road which provide some green relief which would be removed. However, there are a number of factors which require their removal in relation to the Phase 1B developments and the Oxford Road Bus Corridor works as follows:

(a) Works to widen the carriageway on Oxford Road require that some land is taken from the Phase 1 B sites and wider Masterplan area along the Oxford Road boundary to create the new Oxford Road pavement and this includes areas adjacent to the existing trees and their root zones;

(b) In association with the above, services need to be relocated between the back of pavement line and proposed building line;

(c) The applicant has agreed to undertake the service diversion works including the transfer of part of the land inside their ownership boundary. The services would all be relocated to one rationalised and dedicated zone under the new pavement but the position of this would for practical and safety reasons necessitate the removal of the trees. It should be noted that these works will need to take place notwithstanding if consents are granted for Phase 1B developments.

(d) The substructure of the proposed building line to Oxford Road would fall within the existing root zone of the trees.

It may be possible to retain the trees if the proposed building line was set back. However, the benefits this need to be balanced against key Masterplan principles such as: the reinstatement of the historic building line; strong and active frontage to Oxford Road; the creation of public realm; increased levels of tree planting; and, the wider regeneration benefits of the delivery of the Masterplan vision. The retention of these trees would result in significant loss of public realm from The Green which is one of the defining components of the masterplan and consequently would affect the attractiveness and the viability of the proposal.

There can be no doubt that the scheme could be improved by the provision of additional tree planting on the main frontages and the applicants have agreed to explore this within the constraints identified. In view of this it is considered appropriate to attach a condition requiring the agreement of a strategy and final details of street tree planting to Oxford Road, Charles Street and Princess Street

Parking, Servicing and Access, Green Travel Plan / Cycling

The proposed residential buildings would not have any dedicated parking provision although 20% of the spaces within the MSCP would be available for lease to residents if such demand exists. The developments would aim to reduce traffic along Oxford Road and promote a modal shift to increase the use of public transport.

A Parking Management Strategy document has been submitted which aims to reduce unnecessary car journeys and increase the number of people who walk, cycle and use public transport. This recognises the need to encourage those accessing the development and visitors to travel 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 and thereby reduce the demand for on-site parking spaces. Any approved Travel Plan would be expected to be fully implemented at all times when the development is in use.

The overall Masterplan site would be run and managed by a Management Company. On site managers would have overall control of the vehicle access and movement across the development. The Service Level Agreement for waste collection, deliveries and general development would manage any conflict between development users. Permissible hours for servicing would be contained within each of the unit leases together with behaviour and control measures. The principles of the

access strategy are set out in the Landscape & Public Realm Design & Access Strategy. Further detailed design of this strategy will be embodied in the Management Company's "rules" and the building lease.

In view of the above the proposals are consistent with section 4 and 10 of the National Planning Policy Framework, and Core Strategy Policies SP1, DM1 and T2.

Crime and Disorder

It is considered that the increased footfall within the area from the increased residential population and employment and leisure opportunities on the wider site and the improvements to lighting would improve security and surveillance compared to the current situation.

Greater Manchester Police have been involved in pre-application discussions on the scheme. They have provided a crime impact assessment and the developments are expected to achieve Secured by Design accreditation. A condition requiring that the development seeks to achieve that accreditation is capable of being attached to any consent granted.

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

Archaeological issues

Greater Manchester Archaeological Unit have no objections and have confirmed that archaeological mitigation has been addressed through the previous application for the remediation of the site as detailed above.

In view of the above the proposals would be consistent with section 12 of the National Planning Policy Framework, Policy DC20 contained in the UDP and policy CC9 of the emerging Core Strategy

Biodiversity/Wildlife Issues

The submitted Habitat Survey highlighted no areas of habitat of nature conservation interest. Habitats on the Site were considered to be of low value to foraging and commuting bats. Some limited potential for nesting birds was identified but there were no active or disused birds' nests. It is not therefore considered that there will be any significant impacts upon ecology and nature conservation.

The public realm to be created would provide habitat for a number of different species and create opportunities to enhance and create new biodiversity and ecological value on-site. This would include the use of native tree species and the creation of areas of green roofs on both residential developments. The planting and the provision of bird and bat boxes and bricks would provide habitat enhancements and increase biodiversity.

Tree planting within the site and along site boundaries would enhance the quality of the environment helping to establish a green character and sense of place. Where trees are proposed within paved areas, care would be taken to maximise the growing conditions, by using appropriate tree pit design and irrigation methods. The correct

choice of trees, planted in the right conditions with proper maintenance are fundamental to maximise the life cycle of the trees and have all been considered within the design proposals.

In view of the above the proposals are considered to be consistent with policy EN15 of the Core Strategy.

Waste and Recycling

Common refuse and recycling facilities would be provided within a dedicated bin store within the basements.

Bin stores reflect the number of residential and commercial units serviced by each core. The residents in Buildings 5/6 and 7/8 have waste chutes which drops directly into the basement waste stores. Here a Tri-Separator is proposed to maximise the potential for recycling, with the following waste streams; General Refuse/Co-Mingled (Plastic, Glass, Metal)/ Paper/Card. On each residential floor there will be a Waste Chute Lobby with colour coded buttons which would direct waste to the correct bin at the bottom. This Waste Chute operation would be monitored to ensure bins are replaced once they are full. A Bin Full warning system linking the hopper to reception will give warning when the bin is full.

The commercial occupiers of Buildings 5/6 would all initially have bins stores within their own demise. Bars or other occupiers that generate significant volumes of glass waste would use a wheeled bottle skip to transfer glass waste to the central bin store. Large volumes of organic waste would be collected in food caddys and transferred by hand. It would be the responsibility of the occupier to separate the waste at source and put that into the appropriate bin. That waste would then be transferred to the bin store by the occupier's staff or their cleaner under their direction.

Collections would take place for waste from Phases 1A and 1B via 7 collections points throughout the service access road within wider site with the exception of 2 units on Charles Street (which would not have a level access that would facilitate servicing) where collection would be from Charles Street. It is envisaged that most buildings would have at least one collection per day and subject to the waste streams and the coordination of collections there could be several collections made per day to the site. Thus waste collection would be managed by an on site management company for the wider Masterplan site.

The tenants of the retail/commercial uses would be responsible for their own waste and would store their waste within their own demise. They may appoint the waste collection company to access the buildings and wheel the bins ready for collection. This method ensures that the transfer of bins and their return is incorporated into the contract for collection.

Flood Risk and Sustainable Urban Drainage Strategy

The site includes areas classified as Flood Zones 1, 2 and 3a and the risk of flooding from rivers and sea ranges from low to high across the site. The area along the northern boundary around Charles Street are within Flood Zone 3a (high risk), Flood

Zone 2 (medium risk) and Flood Zone 1 (low risk) follow the topography south to and beyond Brancaster Road.

A Flood Risk Assessment has been undertaken that assesses all potential sources of flooding including: tidal, fluvial, surface water, groundwater, sewers and infrastructure failure. The flood risk extents and zones were assessed as part of the Phase 1A planning application (reference 110055/FO/2015/C1) and the wider masterplan has now been assessed based on flood risk and flood compensation. In light of this less vulnerable uses would be located at ground floor level.

The site lies within the Core Critical Drainage Area within the City Council's Strategic Flood Risk Assessment which requires a 50% reduction in surface water run-off as part of any brownfield development.

The NPPF Technical Guide classifies residential dwellings as 'more vulnerable', however, such development can be compatible with Flood Zone 2 subject to the application of the Sequential Test which should be used to steer development to the areas of lowest probability of flooding and states that development should not be allocated or permitted, if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. Given the flood risk status of the site, and the proposed use, the NPPF advises that a sequential test should be carried out.

The submitted Flood Risk Assessment & Drainage Strategy has identified that although the site is classified as within flood zones of low, medium and high risk. There are no sequentially preferable sites with the locational qualities and size requirements to accommodate a development of this nature.

Notwithstanding the requirement for the sequential test within the NPPF, in Manchester, and particularly in the City Centre, the approach has been to secure good quality development to meet the Council's wider growth and regeneration objectives. To help facilitate this, sites are not precluded from development purely based on risk where that risk can be appropriately managed. Therefore, the City Council do not require a sequential test, but rather, require that at any development classed as 'vulnerable' is situated in the least vulnerable areas and that it must pass the Exception Test to be acceptable.

The exception test is required, where 'More Vulnerable' development is located within Flood Zone 3a however as the proposals have ensured that 'More Vulnerable' development is located a minimum of 600mm above the 1 in 100 year plus climate change event flood level and therefore the exception test is not required.

The development of the site has been based on NPPF guidance and has applied this and the NPPF Planning Practice Guidance to deliver the Masterplan such that the proposals have ensured that:-

The most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location;

- Ensure that development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems.
- Create space for flooding to occur by restoring functional floodplain and flood flow pathways and by identifying, allocating and safeguarding open space for flood storage; and
- Ensure flood risk is not increased elsewhere

Flood risk levels obtained from the Environment Agency have been used to inform the layout and level of the proposed development.

The re-graded levels ensure that there is adequate flood compensatory volumes on a like for like, level for level between the undeveloped site and the developed site. The proposed floor levels of the buildings have been set to be a minimum of 600mm above the maximum assumed 1 in 100 year plus climate change event. Where access to buildings is provided along Charles Street ground floor levels are to be above the 1 in 75 year flood level.

The FRA recommends that a management strategy is put in place to allow early warning of flooding to allow evacuation of people and the protection of plant with particular reference to for all buildings with particular reference to buildings 5 and 6 which hold access from Charles Street and Buildings 2, 3, 4, 5, 6, 7 and 8 which house basements accessed from within Flood Zone 2. The plan should include as a minimum; the evacuation procedures, safe refuge locations, evacuation/safe refuge routes, flood warning codes and emergency services contact details. It also recommends that the proposal is signed up to the Environment Agency's Floodline Warnings direct, which is updated daily. These requirements are capable of being a condition of any consent granted

The undeveloped site appears to be 100% impermeable and therefore the developed site is anticipated to produce less surface water run-off due to the introduction of permeable surfaces. The run-off is to be restricted to 50% of pre-development flows in accordance with the Strategic Flood Risk Assessment for Brownfield sites in Critical Drainage Areas.

Site drainage would be designed in accordance with current best practice to provide adequate capacity to prevent flooding for the 1 in 30 year storm event and to ensure the flood water generated from up to the 1 in 100 year plus climate change storm event shall be constrained within the areas on site so as not to cause damage to buildings, essential services or adjoining developments and services. It is unlikely that infiltration (soak-away) drainage would be practical on the site and any SUDS requirement should be met by an alternative method such as tanked storage.

The proposed surface water from the north-western parcel of the Phase 1B (buildings 2, 3, 4, 5, 6, 7 and 8) site will outfall into the existing surface water sewer on site prior to its connection off site into the surface water sewer in Oxford Road. United Utilities have confirmed that this parcel can be discharged into the existing surface water sewer at an unrestricted rate. The proposed surface water drainage will comprise of cellular below ground tanks, downpipes which would connect into a piped network

around the proposed buildings. The proposed buildings with basements will be suspended below the ground floor slab to avoid locating below the basement level. The pavilion area will consist of green space at ground floor level with attenuation benefits, similar to a Green Roof system. Natural stone and precast concrete paving areas would be drained to filter drains.

The proposed flow rates will be restricted to 50% of the pre-development flow rates with an allowance of 30% climate change for the proposed 100 year event.

The FRA demonstrates that the development would be safe for its lifetime, and reduce flood risk elsewhere. The Environment Agency have no objections but have recommended conditions in relation to ensuring the risks to adjacent ground and controlled waters, relating to piling and foundation designs and that the development should only be carried out in accordance with the submitted Flood Risk Assessment be attached to any consent granted. Cumulative effects with other committed developments where there are likely to be significant effects for flood risk and surface water would be negligible.

Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposed development with the City's wider growth, regeneration and sustainability objectives the development would on balance be consistent with section 10 of the National Planning Policy Framework and Core Strategy policy EN14.

Contaminated Land Issues

A phase 1 Desk Study & Phase 2 Geo- environmental Report have been provided which assesses geo-environmental information based on desktop / published sources, a site walkover survey and a review of intrusive investigation and remediation reports. Issues of Ground Contamination and any necessary mitigation have been dealt with in the application relating to the remedial works on the site as detailed above and on this basis the proposal is considered to be consistent with policy EN18 of the Core Strategy.

Disabled access

The residential units would be fully compliant with the Equality Act 2010. Regarding Approved Document Part M, the units are fully compliant with Part M1 Category 1, as is the statutory requirement. All standard units within the development can be adapted to be compliant with Category 2 – Accessible and adaptable dwellings. As such, the development will provide 10% Category 2 compliant units across both blocks 5&6 and 7&8.

Due to the level changes along Charles Street, ramped access is necessary into that part of the site. Access from Oxford Road would be level.

Entrance routes would exceed the minimum clear opening width requirement of 775mm, and all thresholds would be level and designed with appropriate slip resistance. The ground surfaces would not impede wheelchair use. The main reception and management facilities would be located at principal ground floor with a

direct relationship with the residents' entrances. The lifts and communal stairs would comply with the relevant Building Regulations for inclusive access. The public realm the design reflects guidelines within Part M, BS 8300:2001..

Parking for disabled people would be provided within the MSCP (48 spaces approx 5%) with spaces on each floor above 1st floor level close to the lifts (application ref no 111028). The approved design for Phase 1A includes a number of drop off / loading bays along Brancaster Road and Medlock Place. It is envisaged that these would serve phase 1B and the whole masterplan. The bays on Medlock Place would be accessed via a controlled access point, which will be actively controlled by the on-site management team 24/7 should access to these bays be required. Where necessary, arrangements would be made through the management company for taxis to continue past the barriers on Medlock place and follow the route around The Green.

Handrails would be provided to the stepped access along with a balustrade to the pavilion edge. To the pavilion perimeter where the terraces occur, it is envisaged that there will be a 1.1m high balustrade to prevent falling. Handrails will be provided to facilitate access up the steps.

The seating terraces will be constructed from a clearly contrasting material to the adjacent paving surfaces. They are also of sufficient size 450mm high x 450 to 900mm wide to be clearly seen.

Conditions can be attached to any consent granted to ensure that hard and soft landscaping, street furniture including lighting and waymarking is designed with consideration for the needs of disabled people.

Socio-Economic Impact - The social and economic effects of the proposed development (based on these applications and 111025) would be positive, providing benefits that should make a considerable improvement to the lives of people living in areas surrounding the site

Temporary construction jobs would be created followed by permanent full-time jobs when the development is complete and fully operational. Major beneficial effects upon employment during construction are estimated to include creation of 1,121 full time jobs over the 3 year construction phase. Beneficial effects on local expenditure are predicted during construction, as workers in the local area would spend money in local businesses, and are anticipated to create economic multiplier effects within the supply chain.

Operational effects would be beneficial as the 1,550 residents would benefit the local area. The provision of enhanced facilities, including public real and landscaped amenity areas, are also anticipated to have beneficial effects. Effects on housing are predicted to be of major beneficial significance with the addition of 677 net additional residential units to the local housing market. The additional housing will make a significant contribution, of around 20%, to annual housing targets in Manchester.

Around 3,500 jobs would be at the site. The expenditure effects of this were judged to be major beneficial, as increased residents, visitors and workers would spend money in the area and boost the local economy.

In view of the above the proposals are consistent with section 1 of the National Planning Policy Framework and Core Strategy policies SP1, EC1 and CC1 of the emerging Core Strategy.

Consideration of alternative Locations

The Site is a large strategic site within a key area of Manchester City Centre. It is subject to an endorsed Strategic Regeneration Framework (Manchester City Council Executive Committee, June 2013) and an endorsed development Masterplan (Manchester City Council Executive Committee, April 2015). In this context, alternative locations for regeneration within the city centre were considered at an earlier stage of the planning process and this has defined the proposed use for the Site. The Site forms a natural extension to the existing Manchester City Centre, and has the potential to provide economic, regeneration, and employment benefits which will contribute to wider strategic aims of the region. It is brownfield land, previously in use for temporary car parking, and its selection for regeneration is supported by a range of policy documents, as discussed in the Planning Statement submitted in support of the planning application.

The Site's urban location, transport links, brownfield nature, and ability to sustainably contribute to wider strategic aims are key elements in its selection as a suitable site for mixed-use residential and commercial development

Response to Places Matters Comments

In terms of the pre-application comments made by Places Matter the following should be noted:

- In terms of keeping blocks 7 and 8 separate feasibility studies have been done looking at this but it would create issues with vertical circulation due to the constraint of having one single point of entry for all residents. This is needed for security and allows residents to have one point of contact with building management and services on their way into the building. Due to the masterplan constraint of the cut through from The Green to Medlock Place, residents on one side of the building would be required to travel horizontally at mezzanine level to reach the secondary lift core if the building was split in two. As well as taking away from valuable retail space, this would create a convoluted circulation route for half of the residents in the building. It also reduces the efficiency of the floor plan to a point which is not commercially viable for the developer.
- Since the Design Review the roof design has been developed with the comments in mind. A green roof will be integrated to the design in some areas to create an interesting and dynamic roofscape across both buildings
- Wind analysis models have been run which have indicated that there are no issues with the current design. At the corners of the tower and at the main entrance to blocks 5 and 6 the wind levels are deemed to be comfortable for the intended use.

- In terms of the need to further explore the connection between the Blocks options for the detailing of this junction have been investigated and it was felt that the best option is to sit the linking block back from the tower element to ensure the tower is expressed as a whole, single element.
- In relation to comments about how the residential blocks would be differentiated from that of the commercial blocks. The percentage of glazing and scale of the cladding systems is considered to vary enough to provide a material distinction between the residential and commercial blocks. In addition to this, the addition of texture and variation to the cladding of the residential blocks will provide a further level of interest and variation. The increasingly glazed expression towards the top of the tower will help give the tower a unique look
- The Ground Floor strategy has been developed to provide transparency and maximise active frontage on all four sides. Ground floor plant has been kept to a minimum to ensure that activity and use are clear and a sense of space beyond and into the green. These features will ensure a welcoming and transparent at ground level in order to entice pedestrians through and into the site.
- The width of the ground floor street has been increased.

Response to Historic England's comments

The importance of the setting of the Palace Hotel is acknowledged in the Environmental Statement and Heritage Statement submitted with the application the Heritage Statement also acknowledges the impact of development on views north and south along Oxford Road, concluding that there will be a moderate adverse impact on views 6, 7 and 14 looking south, and a minor adverse impact on view 2 looking north. The comments by HE can be categorised as relating to scale and massing, layout and siting, choice of materials, the impact on views looking north and south and public realm

Each comment is considered in turn below:

Layout, Siting, Scale and Massing

The layout, scale and massing of the masterplan is necessary to deliver the density of development required in the masterplan to meet the vision for the site and the quantum of floorspace endorsed in July 2015. Circle Square is very much part of the city centre, indeed it is a strategic city centre site of critical importance to delivering the economic and population growth of the city and The Corridor Manchester area, and therefore demands a high density of development to maximise the development potential of the site. The massing of the buildings has been developed to serve the dual purposes of both marking out the whole development with a tall building, and positively reinforcing the corner of the city block and adjacent street edges with substantial buildings. It is considered that this would not represent an overdevelopment of the site or result in a congested appearance or a scale greater than many blocks within the city centre.

The massing of development has been carefully considered through the masterplan design and development, with due regard for the adjacent heritage assets including the Palace Hotel. This is the product of a long and carefully thought out strategy to maximise the enormous potential offered by the site, whilst delivering a development of the upmost quality.

Materials

The choice of materials for the proposed building facades has been directly influenced by the surrounding historical brick and terracotta buildings in and around the Whitworth St Conservation Area. The intention is to reference the layered verticality of the local Victorian buildings, in particular the Palace Hotel, through the use of terracotta in a contemporary application. In the same way the Palace Hotel used fired faience, an advanced technology at the time, these developments would utilise terracotta technologies available today in the form of mechanically extruded sections with high performance finishes and modern fixing techniques.

The principles established in the Masterplan design code took contextual precedent from the Manchester Victorian blocks which have red brick and terracotta outer facades and glazed white treatment to the inner facades, which helps reflect light around the enclosed inner spaces. The principle on the Circle Square Masterplan is to use earthy red and orange tones on the surrounding “outer” buildings, and lighter, reflective materials to the buildings to the centre of the masterplan. The idea is that the juxtaposition of these two contrasting colour palettes will help provide an urban environment that is very specific to this part of the city and intrinsically connected to its local heritage.

The Palace Hotel is predominantly constructed from classic terracotta brickwork (orange range) and a muted red faience to dressings, mullions and window surrounds. The colours proposed for the new buildings are in the ranges of “amber browns” and “port reds”, which would be both different and complementary to the Palace Hotel.

Views looking south along Oxford Road – 6, 7 and 14

HE raises concern over Views 6, 7 and 14, all taken from the north of the Site from St Peter’s Square, Oxford Road and the junction of Oxford Road and Whitworth Street respectively. Whilst there is some inevitable inter-visibility between the proposed development and the Palace Hotel in the foreground, the clock tower and its cupola remain visible and discernible in each view, rising above the prevailing building line of the development. Oxford Road is not characterised by natural stopping or loitering places. The viewpoints along Oxford Road therefore present a series of kinetic views captured as one moves down the road, with the view constantly changing.

Views looking north along Oxford Road – 2 and 8

HE raises concerns over the Views 2 and 8, looking north along Oxford Road. The current view, and that created by the former BBC New Broadcasting House building, created an artificial separation from between the building line and the Palace Hotel. Post-demolition of New Broadcasting House, the view has been affected by an

uncharacteristic gap in a major section of the Oxford Road frontage. As the proposed development reinstates the original building-line along Oxford Road, so it naturally encroaches on this view from the east.

The Palace Hotel clock tower would not be obscured in either of these views and remains an orientation point as you approach the city from the south. As with views looking south along Oxford Road, viewpoints 2 and 8 show snapshots of what are kinetic views as one travels north into the city. As one approaches the site, the distance of separation between the clock tower and the proposed development increases, serving to reinstate the visible sky between these features.

Public Realm

The merits of the proposed public realm are detailed elsewhere in this report and it is noted that this comment is considered to be largely out with HE's remit. Notwithstanding this information has been submitted with the application which demonstrates how the public realm within the site will be actively managed to create a successful public space through the calendar year, including precedents of similar successful places throughout the UK.

Consultation and Consideration of Alternatives

It is considered that the changes proposed to address HE's response would fundamentally affect the development. The design process undertaken to develop the masterplan as outlined in the D&As and within additional supporting information submitted during the processing of these applications demonstrates a commitment to sound urban design principles whilst delivering a scheme that maximises the development potential of the site to realise highly significant public benefits. It is considered that the changes sought by HE to the scale, layout and form of development proposed would be to the significant detriment of the public benefit to be derived from the proposal.

Response to Panels comments

The comments of the Panel have been addressed either in within the Report or in the response to Historic England's comments above

Response to objectors' comments

The majority of the comments made have been addressed above but in addition the following should be noted:

To address the long corridors a recess at the apartment front doors has been created. The majority of the front doors oppose each other, which allows for a generous lobby space and a sense of entry at each front door. This lobby space should also create space for neighbourly interaction thereby enhancing the sense of community within the building. Careful detailing of lighting around entrances and choice of materials in the corridor will help create a welcoming and residential environment.

Following the Places Matter design review, natural light has been introduced into the corridor of blocks 5 and 6 by way of a window in the tower element of the building.

The proposed height is considered essential to deliver the density of development required in the masterplan to meet the vision for the site and the quantum of floorspace endorsed in July 2015. Circle Square is very much part of the city centre, indeed it is a strategic city centre site of critical importance to delivering the economic and population growth of the city and The Corridor Manchester area, and therefore demands a high density of development to maximise the development potential of the site.

In terms of the development having an overdeveloped and congested appearance or a scale greater than many blocks within the city centre. The massing of the buildings has been developed to serve the dual purposes of both marking out the whole development with a tall building, and positively reinforcing the corner of the city block and adjacent street edges with substantial buildings.

In relation to the main Oxford Road frontage the legacy of the BBC building was to step back from the historic street frontage and establish a much wider pavement to allow for vehicle drop off. In combination with the setting of Oxford House this created a setting that emphasised the long landscaped frontage rather than the portrait and verticality that characterises the majority of the surroundings – creating an unusual condition in the overall streetscape rather than reinforcing the historic alignments.

The Oxford Road frontage of Circle Square has been set to align with the historic frontages to the north. The base is set back to allow for necessary cycle paths and pavement widths by cantilevering the upper floors over a two storey base. The street alignment is maintained between the northerly residential buildings (Building 5/6) and the two commercial buildings to the south (Buildings 2 and 4). These buildings were originally designed to rise to an upper datum that is shared with articulated set-backs beyond. The two commercial buildings were originally considered as a pair which would also have set out the basic massing for the developed on the Oxford House plot in later phases. In design development it was felt that changing to a street frontage of more varied heights and footprints would respond more directly to the character of the street and suggest greater variety as schemes come forward to the south of the Corridor. The creation of a more varied massing to Oxford Road established a smaller footplate taller element to the centre of the overall street frontage of the masterplan area. This sought to define a similar vertical punctuation to the frontage and terminating views along Chester Street.

The creation of the main green space for the development has been considered, not only in this proposal, but also in other iterations of the scheme. The location of spaces that were smaller scale and more widely distributed around the site, oriented to have main frontage onto Oxford Road or oriented east west were all considered. The move to a central north south space sought to unify the site and enhance overall connectivity as well as creating the new space in the south of the city centre

The main public space is located centrally to maximise its size as a single piece of public realm that will become one of the largest green spaces in the city, extending to

approximately 6,200 sq. m (approximately 151 metres long by 41 metres wide) and incorporating a new public pavilion. The space is oriented north-south to maximise its potential to create linkages across the site. It will be approached by main landscaped routes along Brancaster Road and the other retail fronted pedestrian links from Oxford Road. The new space will be surrounded by active retail, commercial and food and beverage uses creating a vibrant and active new place, shielded from the traffic and noise along Oxford Road bus corridor. The majority of this space – The Green, measuring 94m long by 43m – will be delivered as part of the Phase 1B proposals.

The existing width of Oxford Road is around 3m (usable width) the intention is to create a footpath that widens up to 5.6m

With regard to the River Medlock, the current application proposals do not affect the space adjacent to the river Medlock. This issue was considered as part of the previous Phase 1A application and the proposed approach to landscaping adjacent to the river was approved in January 2016.

The residential buildings proposed for Circle Square would be for under the build to rent model, also commonly referred to as the Private Rented Sector (PRS). These developments are in essence, new housing developments where all the properties are built for rent, not sale. Affinity Living (a residential brand under Select Property Group) will be responsible for delivering both residential developments and will manage all the rented properties themselves. PRS is occupying an increasingly important place in the UK housing market with 4.4 million (19%) households renting privately in 2013-2014. Of the 4.4 million households who currently rent privately, 48% are aged 25-34, a figure which has more than doubled in the past 10 years. Unlike a typical property investment company, which sources products to sell but remains detached from the development or management of the product, Select controls every aspect of the investment. As the number of households renting privately continues to rise,

Select has carefully sought to define its end user for the Affinity Living brand: Affinity Living customers are the social generation 'Generation Y'. Aged 22-35 The Circle Square development is designed to specifically meet the demands of this demographic and deliver a fully managed residential product that engenders a sense of community amongst its residents. The 25-35 age group are typically key workers, often young urban professionals, who are looking for a comfortable and affordable place to stay for a secure length of tenure. It is envisaged that residents will take longer leases than the standard buy to let properties with leases expected to be taken on 2/3 year cycles.

The east elevation of The Quadrangle is not orientated within 90° of due south (the criteria for inclusion within an assessment of sunlight impacts) and the sunlight analysis has accordingly been limited to windows serving the accommodation positioned at the corner of the south (Chester Street) and east (Measham Mews) elevations with line of sight onto the Proposed Development at Sixth, Seventh and Eighth Floor levels. The results of analysis are that levels of sunlight amenity comfortably exceed the BRE threshold levels.

The Quadrangle development is also located over 45m from the proposed development. Given this context this is considered more than sufficient and will not cause an adverse impact upon the privacy of the residents of the Quadrangle Development.

A Wind Microclimate Study has been undertaken for the entire development (included at appendix 10.1 of the Environmental Statement). A wind tunnel test was carried out with sensors situated at regular intervals along Charles Street. The Study concludes that the development does not create unacceptable wind conditions on Charles Street.

The process of Salami Slicing is commonly associated with EIA developments and is where large applications are split into a number of smaller applications, which by themselves do not require the need for an EIA but if they were to be considered as one development they would require an EIA. With regard to this development, whilst Phase 1B applications have been split into separate applications, this is only as a result of having different developers associated with different developer plots. In line with EIA guidelines the EIA that has been carried out for Phase 1B assess the impacts of all the applications together, in addition it also looks at the impacts when combined with future phases of the master plan. This ensures that all the impacts of the Phase 1B are correctly assessed and reported.

The 'Agent of Change' Planning principle has not yet been introduced. Notwithstanding the above, the principle for Phase 1B is that the building design takes into account all prevailing environmental noise sources in the area, including music venues. The night time noise survey was conducted on a Friday night during term time and therefore represents a typical worst case in relation to club music and pedestrian noise. The building design takes into account all prevailing environmental noise sources in the area.

The vast majority of adjacent pavements will be 3 metres wide or more, with the exception of three pavements around the MSCP which remain 2m wide or more. These widths are considered entirely appropriate to the mixed-use urban development proposed. It must also be noted that the entire development will be actively managed and pedestrian friendly, with shared surfaces throughout.

In terms of comments about the internal sub-division of the apartments seeming unnecessarily poor in terms of security and there being no natural surveillance on the landings and there are no hallways in the apartments - the applications have been subject to review by Design for Security, who have raised no issues with the layout of the landings. A CIS has been submitted with each application, the recommendations of which will be addressed through detailed design.

Rights to Light are not a Planning consideration.

Conclusion

The latest release of the Greater Manchester Forecasting Model (GMFM) January 2015, prepared by Oxford Economics, provides a summary outlook for Greater Manchester between 2014 and 2024 of growth in the order of: 128,300 more people;

109,500 net new jobs; and £17.3 billion more GVA and the Phase 1B proposals would contribute to achieving that predicted growth in both respects. The wider Masterplan site has been identified as one of the most significant opportunities for jobs and investment in the region and the SRF makes it clear that the site should be the deliver employment generating development and create a critical mass of economic activity to promote and encourage investment and growth opportunities

(2,3 and 4) However the SRF acknowledges that in order to strengthen the ‘sense of place’ at the site and ensure that it is able to attract employment generating uses, a wider range of complementary uses and ancillary facilities would have to be delivered at the earliest available opportunity and the Affinity proposals can therefore be seen as key element of place-making at the site which would help to attract employer investment

The proposal has the potential along with the previously approved phase 1A to act as a catalyst for the wider regeneration of one of the City’s key regeneration areas and would fully utilise a previously developed, but under-utilised site. The key public benefits of the Phase 1B proposals are clearly set out in this report and would include: the delivery of strategically important site; delivering much needed housing provision; employment generation both during construction and post completion; significant areas of public open space; and, much needed retail and amenity space. The site is a key component of the strategic vision for The Corridor Manchester. In addition, the proposed developments have the potential to enhance and facilitate growth of the emerging world-class science / technology and research hub within The Corridor by creating important linkages between facilities including MMU, UoM, Graphene Engineering Innovation Centre and National Graphene Institute.

The SRF endorsed a number of development principles for the site which have underpinned the masterplan process and subsequently the scale, massing and layout of the proposed Phase 1B buildings and Public Realm. These included establishing a strong boulevard-like frontage to enhance the site’s presence onto Oxford Road through a sense of scale, high levels of street level activity and architectural quality and, the positioning of buildings and public spaces to encourage ease of movement through the site from Oxford Road. The arrangement of the buildings around ‘The Green’ would give this central space a strong sense enclosure with a clearly defined edge and define it as the focal point and node of activity for people using and passing through the site. Its role would be reinforced by the active frontages facing onto this area and the 36 storey tower element would introduce a new feature in the city skyline encouraging the extension of City Centre activity into The Corridor and improved visual connectivity to The Corridor and University Campuses

The current condition of the site is considered to be a negative element within the streetscapes to Oxford Road and Charles Street and in terms of wider townscape quality. It also has an adverse impact on the setting of the Grade II listed Dancehouse Theatre and Lass O’Gowrie public house. There is the clearly considerable capacity for change within the site which could enhance the setting of adjacent heritage assets and wider townscape.

The report has outlined that the proposed development would affect the setting of the Grade II* Palace Hotel particularly in terms of its aesthetic and townscape value and legibility and form. Considerable weight must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act. The harm caused would be less than substantial but Historic England believes that the level of harm is high. Therefore very careful consideration has been given to the scale and extent of the public benefits that the scheme would deliver and these are extensive and are clearly set out in the report. On balance, it is considered that the public benefits do outweigh the harm caused thus fulfilling the requirements set out in paragraphs 132 and 134 of the NPPF.

The delivery of Phase 1B requires the development of a specific quantum of floorspace in order to ensure that it can deliver the open spaces and linkages that are required in the SRF and Masterplan. The proposal would deliver feasible development which would fulfil the above objective and deliver development which would match the ambition for Oxford Road and the wider Corridor area,

The changes that Historic England has proposed would fundamentally affect the development. The design process undertaken to develop the masterplan as outlined in the Design and Access Statements and within additional supporting information submitted during the processing of these applications has demonstrated a commitment to sound urban design principles whilst delivering a scheme that maximises the development potential of the site to realise highly significant public benefits.

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. This

has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

Conditions to be attached to the decisions

111026

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:

(a) PL1502-1B2-P-001-02 (Planning Application Boundary), 1808.02/PA/1000/X (Site Location Plan) and 1808.02/PA/1001/X (Illustrative Site Plan)

(b) 1808.02/PA/2001/X, 1808.02/PA/2002/A, 1808.02/PA/2003/A, 1808.02/PA/2004/X, 1808.02/PA/2005/X, 1808.02/PA/2006/X, 1808.02/PA/2007/A, 1808.02/PA/2008/X, 1808.02/PA/2009/X, 1808.02/PA/2010/X, 1808.02/PA/2700/X and 1808.02/PA/2701/X

(c) 1808.02/PA/2804/X, 1808.02/PA/2805/X, 1808.02/PA/2806/A and 1808.02/PA/2807/X

(d) Cladding details 1808.02/PA/3100/X, 1808.02/PA/3102/X and 1808.02/PA/3104/X, 1808.02/PA/3107/X, 1808.02/PA/3108/X, 1808.02/PA/3120/X, 1808.02/PA/3130/X and 1808.02/PA/3131/X (Roof Level Bay Study).

(e) Landscaping PL1502-1B2-P-002-02, PL1502-1B2-P-003-03, PL1502-1B2-P-004-03, PL1502-1B2-P-101-03, PL1502-1B2-P-201-03, PL1502-1B2-P-301-03, PL1502-1B2-P-401-03

(f) Mitigation measures as set out in the Flood Risk Assessment (FRa) from Curtings Consulting (Ref ICMA0040/FRA/P1B dated 15th January 2016

(g) Recommendations contained in Crookes Walker Consulting Energy Strategy Statement dated 15-01-16 and Sustainable Assessments Ltd Environmental Standards Statement dated 15-01-16 to enable compliance the achievement of a reduction of 19% and hence compliance with the MCC's Policy EN6; and

(h) Recommendations in sections 3.3 and 4 of the Crime Impact Assessment Version A dated 14-01-16 ;

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP 1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN

16 , EN17, EN18, EN19, DM 1 and PA1 saved Unitary Development Plan policies DC18.1 DC19.1 , DC20 and DC26.1.

3) The development hereby approved shall undergo an Uncertified Sustainability Review to demonstrate the achievement of the equivalent of Code for Sustainable Homes Level 4 . A post construction Sustainability Review document demonstrating achievement of the equivalent of Code for Sustainable Homes Level 4 shall be submitted to and approved in writing by the City Council as local planning authority within 3 months of the building hereby approved is first occupied. The Sustainability Review document will provide evidence once the building has been erected that it has been built in accordance with the relevant BREEAM criteria based on the current appropriate BRE manual and has incorporated feasibility measures to minimise the environmental impact and energy use.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

4) 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 excluding implementation of the junction improvements commencing on site.

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

5) Notwithstanding the details submitted with the application, prior to the commencement of development excluding the implementation of the junction improvements, a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. Samples and specifications of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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.

6) Before the development hereby approved (excluding the junction improvements) commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary

Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

(a) The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to Section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

7) The development hereby approved (excluding the junction improvement works) shall not commence unless and until a Construction Management Plan, including details of the following

- *Hours of site opening / operation
- * A Site Waste Management Plan,
- * Air Quality Plan;
- *A plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction;
- *The parking of vehicles of site operatives and visitors;
- *Loading and unloading of plant and materials;
- *Storage of plant and materials used in constructing the development;
- *Construction and demolition methods to be used, including the use of cranes;
- *The erection and maintenance of security hoarding;
- *Measures to control the emission of dust and dirt during construction and;
- *A scheme for recycling/disposing of waste resulting from demolition and construction works;

- *Details of and position of any proposed cranes to be used on the site and any lighting;
- *A detailed programme of the works and risk assessments;
- *Temporary traffic management measures to address any necessary bus re-routing and bus stop closures.
- *Details on the timing of construction of scaffolding,
- *A Human Impact Management Plan,
- *Details of how access to adjacent premises would be managed to ensure clear and safe routes into Buildings are maintained at all times.

has been submitted to and approved in writing by the City Council as local planning authority.

The approved CMP shall be adhered to throughout the construction period.

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)

8) The details of an emergency telephone contact number for the contractors shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete.

Reason - To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with policies SP1 and DM1 of the Core Strategy.

9) No development (excluding the junction improvements) shall commence until 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 secured by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework

10) Before development commences (excluding the junction improvement works) a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full before use of the residential premises first commences.

Reason - Pursuant to National Planning Policy Framework policies (PPS 1 (22) and PPS 25 (F8))

11) Prior to the commencement of development (excluding the junction improvement works) final details of the public realm works as shown in dwgs PL1502-1B2-P-002-02, PL1502-1B2-P-003-03, PL1502-1B2-P-004-03, PL1502-1B2-P-101-03, PL1502-1B2-P-201-03, PL1502-1B2-P-301-03 and PL1502-1B2-P-401-03 shall be submitted and approved in writing by the City Council as Local Planning Authority to include an implementation timeframe and the following:

- (a) A strategy for the planting of street trees within the pavements on Oxford Road, Charles Street and Princess Street/ Upper Brook Street including details of overall numbers, size, species and planting specification, constraints to further planting and details of on going maintenance; and
- (b) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and brick, bird boxes and appropriate planting;
- (c) Details of the proposed hard landscaping materials;
- (d) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (e) Details of the proposed street furniture including seating, bins and lighting;
- (f) Details of external steps and handrails;
- (g) Details of an external signage strategy in relation to way finding within the development and associated public realm;
- (h) Proposed method of access control to through the arcade and confirmation of hours during which this would be accessible to the general public.
- (i) Green Roofs; and
- (j) Final details of the ramped access to the site from Charles Street

The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

12) Before development (excluding the junction improvement works) commences final details of the wind mitigation measures required in relation to the recommendations within the BMT Wind Assessment contained in the Environmental Statement shall be submitted to and approved by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

Reason - In interests of the amenity and safety of pedestrians using the areas adjacent to the development pursuant to policies SP1 and DM1 of the Core Strategy.

13) No development (excluding the junction improvements) shall take place until surface water drainage works have been implemented in accordance with SuDS National Standards and details that have been submitted to and approved in writing by the local planning authority. The following additional information has to be provided:

In order to avoid drainage condition or discharge the above drainage condition, the following evidence needs to be provided:

- (a) Maximising opportunity for SuDS inclusion into the proposed green spaces;
- (b) Assessment of overland flow routes for exceeding conditions the flow routes need to divert surface water runoff away from properties on and off site;
- (c) Surface water management during construction; and
- (d) Agreement by United and Utilities and Environment Agency that they accept the proposal and connections.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant policies EN14 and DM1 of the Core Strategy for Manchester.

14) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- (a) Verification report providing photographic evidence of construction as per design drawings;
- (b) As built construction drawings if different from design construction drawings;
- (c) Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant policies EN14 and DM1 of the Core Strategy for Manchester.

15) Prior to occupation of the development, details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the back of pavement to Oxford Road and Charles Street and the line of the proposed building 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 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 and in accordance with Core Strategy policies SP1 and DM1.

16) No part of the development shall be occupied unless and until details of a parking management strategy for residents has been 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 the development hereby approved is first occupied.

Reason - The development does not provide sufficient car parking facilities and in order to provide alternative arrangements (e.g. parking leases with car parking companies; car sharing; or car pool arrangement) for the needs of future residents whom may need to use a motorcar and Policies DM1 and T1.

17) Prior to first occupation of the development, details of how 24 hour management of the site in particular in relation to the following:

- (a) servicing and refuse (storage and removal);
- (b) drop off and pick up for residents (including removals / deliveries) and taxis;
- (c) noise management of communal areas;
- (d) misuse of Brancaster Road as a rat-run;

shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.

Reason

In the interests of amenity pursuant to Core Strategy policy DM1

18) Before any use hereby approved commences, within each of the ground floor units details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.

Reason - In interests of residential amenity 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.

19) In relation to the commercial units the following details shall be submitted and agreed in writing before first occupation of the units:

- (a) a signage strategy;
- (b) a layout and design strategy for any outside furniture and associated fixtures and fittings;

Reason - In the interests of visual amenity to enable careful attention to signage details and the level of visual clutter associated with any external seating is required

to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy

20) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment to ensure that it achieves a background noise level of 5dB below the existing background (La90) in each octave band at the nearest noise sensitive location 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 equipment. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

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

21) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel , pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

22) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

07:30 to 20:00 Monday to Saturday
10:00 to 18:00 Sundays and Bank Holidays

Reason - In interests of residential amenity 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.

23) The apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1995, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for normal residential purposes

24) The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM.

25) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant to section 10 of the National Planning Policy Framework Core Strategy policy EN14 and EN17.

26) Before the development hereby approved is first occupied confirmation of the flood evacuation plan is in place and has been agreed with the relevant authorities and that the development is signed up to EA's Floodwarnings direct alert system shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In the interests of public safety, pursuant to policies DM1 and EN14 of the Core Strategy.

27) Prior to first use of the public realm full details of a maintenance strategy including details of who would be responsible for the ongoing maintenance of surfaces, lighting, street furniture, drainage, planting and litter collection and details of where maintenance vehicles would park shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.

Reason

In the interests of amenity pursuant to Core Strategy policy DM1

28) Final details of the method of extraction of any fumes, vapours and odours from (a) the residential accommodation ; and (b) the ground floor units shall be submitted to and approved in writing by the City Council as local planning authority prior to occupation of each use / ground floor A3 / A4 unit The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

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

29) The Commercial Units shall be acoustically insulated in accordance with the Recommendations in Deloitte, Noise Impact, Phase 1B Circle Square dated January 2016 by Fisher Acoustics and the specifications in relation to structure borne noise as set out in Fisher Acoustics letter dated 6th April 2016 with the implementation of these approved works to be confirmed within a Verification Report to be submitted to and approved in writing by the City Council as Local Planning Authority prior to occupation of any part of the development. The approved measures shall remain in situ whilst the use or development is in operation. For the avoidance of doubt any changes to the approved the structure are prohibited at any time without written approval of the planning authority.

Reason - In order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

30) Before the development (excluding the junction improvements) commences a scheme for acoustically insulating the residential accommodation against noise from Oxford Road and Charles Street ; shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Reason - To secure a reduction in noise from Oxford Road and Charles Street ; in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

31) Prior to implementation of any proposed lighting scheme the following details of any proposed lighting scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy and saved UDP policy DC19.1.

32) Before the development commences (excluding the junction improvements 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) Identify, before the development commences, the potential impact area in which television reception is likely to be adversely affected by the development. The study shall be carried out either by the Office of Communications (OFCOM), or by a body approved by OFCOM and shall include an assessment of when in the construction process an impact on television reception might occur.

b) Measure the existing television signal reception within the potential impact area identified in (a) above 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 Independent Television Commission, and shall include an assessment of the survey results obtained.

(c) Assess the impact of the development on television signal reception within the potential impact area identified in above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, 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 (b) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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 affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception. In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

33) No amplified sound or any music shall be produced or played in any part of the site outside of the building other than in accordance with a scheme detailing the levels at which any music shall be played and the hours during which it shall be played which has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In interests of residential amenity 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.

34) Prior to the commencement of development (excluding the implementation of the junction improvements) a Radar Mitigation Scheme (RMS), (including a timetable for its implementation during construction) shall be submitted and agreed with the Operator and approved in writing by the Planning Authority. The Radar Mitigation Scheme (RMS) shall thereafter be implemented and operated in accordance with the approved details.

Reason - In the interests of aviation safety pursuant to Core Strategy Policy DM1

35) In the event that the developments within Phase 1B (application ref no's 111025, 111027 and 111028 have not commenced on site prior to occupation of the development approved by this application details of any temporary access requirements and the temporary treatment to plots 2,3,4, 7,8 and 14 including a delivery timetable shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall thereafter be fully implemented in accordance with these details.

Reason - To ensure that a satisfactory temporary landscaping scheme for plots 7,8,12 and 14 is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 and EN15 of the emerging Core Strategy.

36) An air quality impact assessment for the development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect future residents from air pollution pursuant to policies SP1 and DM1 of the Core Strategy.

37) No development shall commence unless and until a scheme for the storage (including segregated waste recycling) and disposal of refuse for (a) each of the ground floor units and (b) the residential blocks; has been 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.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

38) Prior to the commencement of development (excluding the implementation of the junction improvements) a scheme for the provision of obstacle lighting shall be submitted to and approved in writing by the local planning authority, in consultation with the Aerodrome Safeguarding Authority for Manchester Airport. The approved obstacle lighting scheme shall be implemented as approved.

Reason: In the interests of aviation safety pursuant to Core Strategy Policy DM1

39) Prior to development commencing a local labour agreement relating to the construction phase of development, shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place thereafter.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

111027

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:

(a) 1808/PA/1000/X (Site Location Plan), 1808/PA/1001/X (Illustrative Site Plan) and PL1502-1B3-P-001-02 Planning Application Boundary

(b) 1808/PA/2000/X, 1808/PA/2001/A, 1808/PA/2002/X, 1808/PA/2003/X, 1808/PA/2004/X, 1808/PA/2006/A, 1808/PA/2007/A, 1808/PA/2008/X, 1808/PA/2700/X and 1808/PA/2701/X

(c) 1808/PA/2802/X, 1808/PA/2803/X, 1808/PA/2804/X and 1808/PA/2805/X

(d) 1808/PA/3100/X, 1808/PA/3102/X, 1808/PA/3104, 1808/PA/3110/X, 1808/PA/3120/X, 1808/PA/3130/X and 1808/PA/3131/X

(e) PL1502-1B3-P-002-02, PL1502-1B3-P-003-03, PL1502-1B3-P-004-03, PL1502-1B3-P-101-03, PL1502-1B3-P-201-03, PL1502-1B3-P-301-03 and PL1502-1B3-P-401-03

(f) Mitigation measures as set out in the Flood Risk Assessment (FRA) from Curtings Consulting (Ref ICMA0040/FRA/P1B dated 15th January 2016

(g) Recommendations contained in Crookes Walker Consulting Energy Strategy Statement dated 15-01-16 and Sustainable Assessments Ltd Environmental Standards Statement dated 15-01-16 to enable compliance the achievement of a reduction of 19% and hence compliance with the MCC's Policy EN6; and

(f) Recommendations in sections 3.3 and 4 of the Crime Impact Assessment Version A dated 14-01-16 ;

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP 1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM 1 and PA1 saved Unitary Development Plan polices DC18.1 DC19.1, DC20 and DC26.1.

3) The development hereby approved shall undergo an Uncertified Sustainability Review to demonstrate the achievement of the equivalent of Code for Sustainable Homes Level 4. A post construction Sustainability Review document demonstrating achievement of the equivalent of Code for Sustainable Homes Level 4 shall be submitted to and approved in writing by the City Council as local planning authority within 3 months of the building hereby approved is first occupied. The Sustainability

Review document will provide evidence once the building has been erected that it has been built in accordance with the relevant BREEAM criteria based on the current appropriate BRE manual and has incorporated feasibility measures to minimise the environmental impact and energy use.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

4) 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 excluding implementation of the junction improvements commencing on site.

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

5) Notwithstanding the details submitted with the application, prior to the commencement of development excluding the implementation of the junction improvements, a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. Samples and specifications of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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.

6) Before the development hereby approved (excluding the junction improvements) commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. (a)The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared

outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to Section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

7) The development hereby approved shall not commence unless and until a Construction Management Plan, including details of the following

- *Hours of site opening / operation
- * A Site Waste Management Plan,
- * Air Quality Plan;
- *A plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction;
- *The parking of vehicles of site operatives and visitors;
- *Loading and unloading of plant and materials;
- *Storage of plant and materials used in constructing the development;
- *Construction and demolition methods to be used, including the use of cranes;
- *The erection and maintenance of security hoarding;
- *Measures to control the emission of dust and dirt during construction and;
- *A scheme for recycling/disposing of waste resulting from demolition and construction works;
- *Details of and position of any proposed cranes to be used on the site and any lighting;
- *A detailed programme of the works and risk assessments;
- *Temporary traffic management measures to address any necessary bus re-routing and bus stop closures.
- *Details on the timing of construction of scaffolding,
- *A Human Impact Management Plan,
- *Details of how access to adjacent premises would be managed to ensure clear and safe routes into Buildings are maintained at all times.

has been submitted to and approved in writing by the City Council as local planning authority.

The approved CMP shall be adhered to throughout the construction period.

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)

8) The details of an emergency telephone contact number for the contractors shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete.

Reason - To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with policies SP1 and DM1 of the Core Strategy.

9) No development shall commence until 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 secured by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework

10) Before development commences a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full before use of the residential premises first commences.

Reason - Pursuant to National Planning Policy Framework policies (PPS 1 (22) and PPS 25 (F8))

11) Prior to the commencement of development final details of the public realm works as shown in dwgs PL1502-1B3-P-002-02, PL1502-1B3-P-003-03, PL1502-1B3-P-004-03, PL1502-1B3-P-101-03, PL1502-1B3-P-201-03, PL1502-1B3-P-301-03 and PL1502-1B3-P-401-03 shall be submitted and approved in writing by the City Council as Local Planning Authority to include an implementation timeframe and the following:

(a) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and brick, bird boxes and appropriate planting;

- (b) Details of the proposed hard landscaping materials;
- (c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (d) Details of the proposed street furniture including seating, bins and lighting;
- (e) Details of external steps and handrails;
- (f) Details of an external signage strategy in relation to way finding withing the development and associated public realm;
- (g) Proposed method of access control to through the arcade and confirmation of hours during which this would be accessible to the general public.
- (h) Green Roofs; and
- (i) Final details of the ramped access to the site from Charles Street

The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

12) Before development commences final details of the wind mitigation measures required in relation to the recommendations within the BMT Wind Assessment contained in the Environmental Statement shall be submitted to and approved by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

Reason - In interests of the amenity and safety of pedestrians using the areas adjacent to the development pursuant to policies SP1 and DM1 of the Core Strategy.

13) No development shall take place until surface water drainage works have been implemented in accordance with SuDS National Standards and details that have been submitted to and approved in writing by the local planning authority. The following additional information has to be provided:

In order to avoid drainage condition or discharge the above drainage condition, the following evidence needs to be provided:

- (a) Maximising opportunity for SuDS inclusion into the proposed green spaces;
- (b) Assessment of overland flow routes for exceeding conditions the flow routes need to divert surface water runoff away from properties on and off site;
- (c) Surface water management during construction; and

(d) Agreement by United and Utilities and Environment Agency that they accept the proposal and connections.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant policies EN14 and DM1 of the Core Strategy for Manchester.

14) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- (a) Verification report providing photographic evidence of construction as per design drawings;
- (b) As built construction drawings if different from design construction drawings;
- (c) Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant policies EN14 and DM1 of the Core Strategy for Manchester.

15) No part of the development shall be occupied unless and until details of a parking management strategy for residents has been 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 the development hereby approved is first occupied.

Reason - The development does not provide sufficient car parking facilities and in order to provide alternative arrangements (e.g. parking leases with car parking companies; car sharing; or car pool arrangement) for the needs of future residents whom may need to use a motorcar and Policies DM1 and T1.

16) Prior to first occupation of the development, details of how 24 hour management of the site in particular in relation to the following:

- (a) servicing and refuse (storage and removal);
- (b) drop off and pick up for residents (including removals / deliveries) and taxis;
- (c) noise management of communal areas;
- (d) misuse of Brancaster Road as a rat-run;

shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.

Reason

In the interests of amenity pursuant to Core Strategy policy DM1

17) Before any use hereby approved commences, within each of the ground floor units details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.

Reason - In interests of residential amenity 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.

18) In relation to the commercial units the following details shall be submitted and agreed in writing before first occupation of the units:

- (a) a signage strategy;
- (b) a layout and design strategy for any outside furniture and associated fixtures and fittings;

Reason - In the interests of visual amenity to enable careful attention to signage details and the level of visual clutter associated with any external seating is required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy

19) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment to ensure that it achieves a background noise level of 5dB below the existing background (La90) in each octave band at the nearest noise sensitive location 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 equipment. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

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

20) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services

v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel , pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

21) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

07:30 to 20:00 Monday to Saturday
10:00 to 18:00 Sundays and Bank Holidays

Reason - In interests of residential amenity 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.

22) The apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1995, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for normal residential purposes

23) The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM.

24) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that

there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant to section 10 of the National Planning Policy Framework Core Strategy policy EN14 and EN17.

25) Before the development hereby approved is first occupied confirmation of the flood evacuation plan is in place and has been agreed with the relevant authorities and that the development is signed up to EA's Floodwarnings direct alert system shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In the interests of public safety, pursuant to policies DM1 and EN14 of the Core Strategy.

26) Prior to first use of the public realm full details of a maintenance strategy including details of who would be responsible for the ongoing maintenance of surfaces, lighting, street furniture, drainage, planting and litter collection and details of where maintenance vehicles would park shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.

Reason

In the interests of amenity pursuant to Core Strategy policy DM1

27) Final details of the method of extraction of any fumes, vapours and odours from (a) the residential accommodation ; and (b) the ground floor units shall be submitted to and approved in writing by the City Council as local planning authority prior to occupation of each use / ground floor A3 / A4 unit The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

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

28) The Commercial Units shall be acoustically insulated in accordance with the Recommendations in Deloitte, Noise Impact, Phase 1B Circle Square dated January 2016 by Fisher Acoustics and the specifications in relation to structure borne noise as set out in Fisher Acoustics letter dated 6th April 2016 with the implementation of these approved works to be confirmed within a Verification Report to be submitted to and approved in writing by the City Council as Local Planning Authority prior to occupation of any part of the development. The approved measures shall remain in situ whilst the use or development is in operation. For the avoidance of doubt any changes to the approved the structure are prohibited at any time without written approval of the planning authority.

Reason - In order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

29) Before the development commences a scheme for acoustically insulating the residential accommodation against noise from Oxford Road and Charles Street ; shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied

Reason - To secure a reduction in noise from Oxford Road and Charles Street ; in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

30) Prior to implementation of any proposed lighting scheme the following details of any proposed lighting scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy and saved UDP policy DC19.1.

31) Before the development commences 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) Identify, before the development commences, the potential impact area in which television reception is likely to be adversely affected by the development. The study shall be carried out either by the Office of Communications (OFCOM), or by a body approved by OFCOM and shall include an assessment of when in the construction process an impact on television reception might occur.

b) Measure the existing television signal reception within the potential impact area identified in (a) above 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 Independent Television Commission, and shall include an assessment of the survey results obtained.

(c) Assess the impact of the development on television signal reception within the potential impact area identified in above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, 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 (b) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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 affect television reception and to ensure that the development at least maintains the existing level

and quality of television signal reception. In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

32) No amplified sound or any music shall be produced or played in any part of the site outside of the building other than in accordance with a scheme detailing the levels at which any music shall be played and the hours during which it shall be played which has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In interests of residential amenity 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.

33) In the event that the developments within Phase 1B (application ref no's 111025, 111027 and 111028 have not commenced on site prior to occupation of the development approved by this application details of any temporary access requirements and the temporary treatment to plots 2,3,4, 7,8 and 14 including a delivery timetable shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall thereafter be fully implemented in accordance with these details.

Reason - To ensure that a satisfactory temporary landscaping scheme for plots 7,8,12 and 14 is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 and EN15 of the emerging Core Strategy.

34) An air quality impact assessment for the development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect future residents from air pollution pursuant to policies SP1 and DM1 of the Core Strategy.

35) No development shall commence unless and until a scheme for the storage (including segregated waste recycling) and disposal of refuse for (a) each of the ground floor units and (b) the residential blocks; has been 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.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester. until a scheme for the storage (including segregated waste recycling) and disposal of refuse for (a) each of the ground floor units and (b) the residential blocks; has been 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.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

36) Prior to development commencing a local labour agreement relating to the construction phase of development, shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place thereafter.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

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: 111026/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:

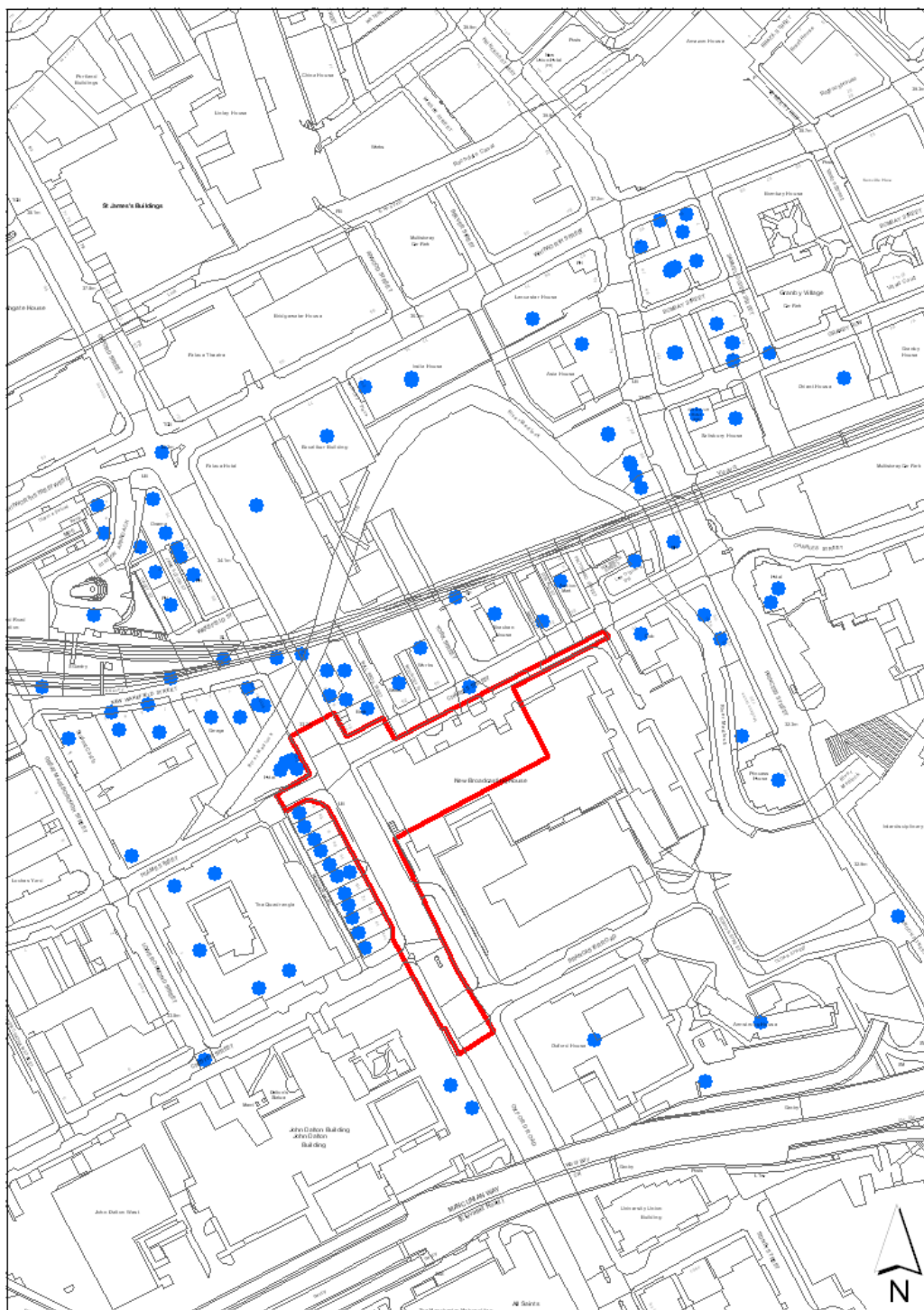
Highway Services, Environmental Health, Neighbourhood Team Leader (Arboriculture), Corporate Property, City Centre Renegeration Housing Strategy Division, Travel Change Team, MCC Flood Risk Management Greater Manchester Police, Historic England (North West) Environment Agency, Transport For Greater Manchester, Greater Manchester Archaeological Advisory Service, United Utilities Water PLC Greater Manchester Ecology Unit, Wildlife Trust, Greater Manchester Geological Unit, Network Rail, National Planning Casework Unit, National Air Traffic Safety (NATS), Manchester Airport Safeguarding Officer, Civil Aviation Authority

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:

Flat 12, Princess House, 144 Princess Street, Manchester, M1 7EP
112-116 Princess Street, Manchester, M1 7EN
Apartment 44, Velvet House, 60 Sackville Street, Manchester, M1 3WE
Flat 12, Princess House, 144 Princess Street, Manchester, M1 7EP
65 Princess House x 2,, 144 Princess Street, Manchester, M1 7EP
Apartment 44 Velvet House, Princess House Management Ltd, Chester Street Management Company on behalf of Residents of the Quadrangle

Relevant Contact Officer : Angela Leckie
Telephone number : 0161 234 4651
Email : a.leckie@manchester.gov.uk



Application site boundary ● Neighbour notification
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