

Application Number	Date of Appln	Committee Date	Ward
109660/FO/2015/C1	14 Jun 2016	20 Oct 2016	City Centre Ward

Proposal Demolition of existing buildings and structures, including Albert Shed and Globe and Simpson Building, to enable the construction of four buildings comprising : hotel use (Class C1) and residential use (Class C3) within building 1 (ground floor plus 51 storeys); hotel use (Class C1) within building 2 (ground floor plus 7 storeys); residential use (Class C3) within building 3 (ground floor plus 17 storeys); and, residential use (Class C3) within building 4 (ground floor plus 3 storeys), providing a total of 387 residential units; retail use (Class A1) or Financial and Professional Services use (Class A2) or Restaurant and Cafe use (Class A3) or Drinking Establishment use (Class A4) at the lower floors of all buildings, together with associated external seating areas; creation of new public realm and landscaping, riverside walkway, car and cycle parking, access arrangements and highways works, rooftop plant, and other associated works.

Location Land Bounded By Quay Street & Manchester College To The North, Gartside Street & Quay Street To The East, Granada House & Studios & The Victoria & Albert Marriott Hotel To The South & Water Street & The River Irwell To The West, Manchester

Applicant Manchester Quays Two Ltd, C/o Agent

Agent Mr John Cooper, Deloitte LLP, 2 Hardman Street, Manchester, M3 3HF

INTRODUCTION

The site is at a prominent gateway location and forms part of the regeneration of St Johns, where the objective is to create a residential-led mixed-use neighbourhood over the next 10 to 15 years, including a wide range of retail and cultural facilities. The St John's Strategic Regeneration Framework area, which comprises 13 acres, was adopted by the City Council in February 2015.

THE SITE AND ITS LOCATION

The Site is bound by Quay Street, Manchester College, Gartside Street, the site of the proposed Village Phase 2 and the Victoria and Albert Marriott Hotel. It comprises a variety of buildings associated with the former ITV Quay Street estate, including the Albert Shed and the Globe and Simpson Building. The site is located within the Castlefield Conservation Area and is nearby to the St John Street Conservation Area.

There are no listed buildings or non-designated heritage assets within the site but it is adjacent to a Grade II Listed Victoria and Albert hotel, and there are a number of Listed structures and non-designated heritage assets in the wider area including the Grade I Listed Liverpool Road Station and Goods Warehouse, Grade II Listed Colonnaded Railway Viaduct, Grade II Listed Victoria and Albert Hotel and the Bonded Warehouse.

The Globe and Simpson Building, is a two storey office building, previously used by ITV as a business service centre. It is constructed of red-brick with a more detailed, low-rise, modest Art Deco clock tower using painted stone/concrete blocks. A Heritage Appraisal confirmed that the building is not considered to be a non-designated heritage asset and whilst it has some local townscape value, it is of low significance. The building is currently in temporary use as workspace and associated sound studio.

The Albert Shed, is an early 20th Century utilitarian 'shed' structure incorporating parts of an early 19th Century former warehouse wall. It is an open sided shed with three new gable ends with a series of new window openings. Although not considered a non-designated heritage asset, the shed does have some local value but is of low significance. The building is partially derelict but does provide some car parking for use by the Victoria and Albert hotel (approximately 60 spaces).

There is a small triangular parcel of land adjacent to the Globe and Simpson Building that is partly used as car parking. There are a number of semi-mature trees and other vegetation on site which are afforded a degree of protection by being in a conservation area.

The former ITV Quay Street Estate remains the focus of the area. Across the River Irwell is a Premier Inn Hotel and a new multi-storey car park along with residential and office blocks in Salford Central. Spinningfields is immediately to the north.

The Site is accessible from Salford Central and Deansgate Stations and Oxford Road, Piccadilly and Victoria are accessible via Metroshuttle. The Site is within walking distance of St Peter's Square and Deansgate Castlefield metro link stations.

The St Johns SRF established the following key principles for development in this area:

- * The sites represent an exciting opportunity to create a strong visual profile with buildings of scale.
- * There is an opportunity to deliver a landmark building that will terminate the vista along Quay Street and emphasise its role as a western gateway to Manchester City Centre.
- * The sites offer an opportunity to create new linkages, and public accessibility, to the River Irwell.
- * There is an opportunity to deliver new residential apartments and hotels in this location.
- * Active frontages should be provided to Quay Street.
- * A gateway public space at the head of Quay Street would promote a strong visual link to Spinningfields.
- * The length of Quay Street between Gartside Street junction and Water Street should be considered for closure, in order to optimise the development area at this nodal point

DESCRIPTION OF PROPOSED DEVELOPMENT

The application proposes:

Demolition of all existing buildings and structures on site;

Construction of 4 new buildings comprising: 1 x ground plus 51 storeys (Zone 1); 1 x ground plus 17 storeys (Zone 3); 1 x ground plus 7 storeys (Zone 2); and, 1 x ground plus 3 storey building (Zone 4);

A total of 387 residential units would be provided on site, with 313 hotel rooms and 14 serviced apartments. The mix of proposed apartments is as follows:

Zone / No. of beds	1	2	3	Penthouse Apartments	Total
1	62	193	28	4	287
2	0	0	0	0	0
3	32	44	7	5	88
4	0	6	6	0	12
Total	94	243	41	9	387
Percentage	24	63	11	2	100

The creation of public realm and landscaping across the site

The creation of a pedestrian boulevard running along the northwest to southeast axis of the site; and,

The provision of car parking and cycle parking in the basement with additional car parking provided on a temporary basis on adjacent car parks.

It would be necessary to stop up the part of Quay Street between the junction of Gartside Street and Water Street in order to deliver the proposed development. It is proposed to progress this through Section 247 of the Town and Country Planning Act 1990 should Planning Permission be granted.

The proposed layout has responded to the opportunities and constraints presented by the site and has been informed by the following principles:

- Positioning the taller building on the axis of Quay Street;
- Activating of the river edge;
- Providing a new pedestrian route extending the river edge walk to the public plaza;
- Integration with the adjacent St. John's developments; and,
- Promotion of northern linkages to Spinningfields.

The blocks are laid out as four individual buildings which are arranged in response to the new pedestrian connection linking a public plaza to the river edge. The tower would be 168.4m and positioned at the heart of the scheme. Building 3 is located adjacent to the Grade II Listed Victoria and Albert Marriott Hotel and as such, has

been reduced in scale to respond to the scale of this heritage asset. All buildings include 'active' uses on the ground floors to animate the streetscape.

Zone 1 includes the proposed 52 storey tower with a mix of hotel and residential uses. This is located to the south of the site on the Quay Street axis. The tower includes a hotel on the first 15 floors with the hotel lobby, bar and resident's entrance on the ground floor. A hotel restaurant is proposed on the first floor with conferencing, hotel gym and hotel bedrooms above. Residential accommodation starts on the 16th floor. A range of residential accommodation is proposed including studio, one, two and three bed apartments together with penthouses at upper levels.

The tower is designed to act as a gateway to St John's and the City Centre from the west. It is positioned and orientated to make the most of the daylight hours, as well as the views to the south and east. It is set back from the more intimate scaled Village area to the south.

It would have a regular geometric shape and create a strong silhouette in the skyline. Columns at the base of the building would allow for the creation of a resident's garden at ground level. The façade would have a uniform appearance with a consistent use of colours and materials on opposite facades so that the east and west facades would be alternate to south and north facades. Materials that reflect light would be used and the façade would change in response to light conditions and time of day. The façade treatment would consist of a grid of cladding projected from the glazing giving shadow, depth and texture. Materials proposed include dark grey anodised aluminium, together with clear and opaque glazing.

Zone 2 includes an 8 storey hotel fronting onto New Quay Street. The building would be of a similar scale to buildings in Spinningfields. The building includes restaurant and retail floorspace on the ground floor and the hotel lobby with the upper floors providing a mix of hotel rooms and serviced apartments. The building would be terraced from a lower 'prow' fronting Quay Street. The materials would include an extruded anodised aluminium expressed frame and clear and opaque glazing which would relate to the contemporary buildings at Spinningfields.

Zone 3 includes an 18 storey residential building, which would also front onto New Quay Street and include retail use at the ground floor. The building form is simple and relates to the scale of neighbouring Spinningfields. The principal elevation of the building will be to the south.

Zone 4 includes a four storey building adjacent to the river and the Grade II Listed Victoria and Albert Hotel. The building includes retail floorspace at the ground floor with residential above.

The elevation strategy proposed for Zone 3 & 4 aims to respond to the modular nature of the internal plan. They would have an expressed elevational grid, which projects forward of the wall to provide depth and articulation. The materials are similar to Zone 1 and would include dark grey anodised aluminium, together with clear and opaque glazing.

Landscaping & Public Realm Strategy

The landscaping proposals respond to the aims set out in the SRF to create a series of interconnected spaces and squares allowing pedestrians to meander through the public realm and onto larger public spaces and routes. A plaza would be the main focus of the site, which would create a setting for the new buildings. A new pedestrian route would dissect the site from Quay Street to the River Irwell and would be an integral part of this new place.

The riverside would be re-vitalised and would become a high quality dining space. The existing pedestrian route alongside the River would be retained and improved with new surface materials and new building.

The palette of the landscaped area would comprise variations in colour and texture which would change through the seasons. Species and planting would be selected to be suitable for climate and location, shade, moisture content, soil type) to ensure the planting thrives. Feature trees would create focal points.

Transport Strategy

St Johns Place benefits from an excellent city centre location and is accessible by all forms of public transport. Pedestrians would benefit from the proposed public realm including a new square and a largely pedestrianised public realm and improved pedestrian crossing linking Zones 1&2 with Zones 3&4. A 'Supercrossing' is proposed at the New Quay Street/Gartside Street operating with an All Red Crossing Stage and cycle lanes.

The area is highly accessible via trains, trams, buses and metro-shuttle. There would be 40 parking spaces in the basement of St Johns Place, accessed from New Quay Street, and 74 spaces would be allocated in the proposed neighbouring Central Village Car Park. Should St Johns Place be completed before those 74 spaces are available, 74 spaces would be provided on existing car parks within the masterplan area. 2 shared City Car Club Spaces would be permanently located in Central Village once it is complete.

The 55 parking spaces in Zones 3&4 are allocated to the Victoria and Albert Hotel as a re-provision of existing hotel parking on that site. The new hotels would have valet parking for up to 82 cars in Central Village.

There are 3 multi-storey car parks and numerous surface car parks within a 10 minute walk offering over 3330 parking spaces.

Traffic modelling has been undertaken by TfGM for the wider St Johns development including Factory. TfGM's overall conclusion is 'In general, modelled flows increase along the majority of roads close to the St Johns site and along key routes into the west of the city centre. The impact of these flows on junction performance, however, is observed to be small.'

In terms of cycle provision, for the total of 387 residential apartments there would be 260 cycle spaces in Zones 1&2, with 100 cycle spaces in Zones 3&4, giving a total

of 360 spaces. In addition, there would be 18 cycle parking spaces for hotel use. The shortfall of 27 residential cycle spaces would be provided in external sheffield stands within the public realm.

As there are 730 bedrooms and 387 residential spaces, this amounts to 53% residential cycle spaces per bedroom, or 1:2 ratio approximately.

4 motorcycle parking spaces are proposed. 2 Taxi Ranks are proposed for the area on Water Street. Taxis may also use the drop-off lay-bys for St Johns Place.

Access

The proposals prioritise pedestrians and cyclists and would offer convenient links to the surrounding areas. Where traffic would maintain access (e.g. Water Street and New Quay Street), the streets and junctions are proposed to incorporate traffic calming measures and other enhancements to ensure safety for pedestrians and cyclists, including improvements to pedestrian crossing facilities.

The scheme has been designed to minimise traffic within the site, with most residents and visitors expected to access the site via sustainable and public transport methods. The car park access points would be from New Quay Street and Water Street and servicing would take place from the northern end of Water Street via dedicated servicing bays.

As part of the wider St John's Transport Strategy it is expected that several City Car Club spaces and cars would be provided at convenient locations within St John's. City Car Club operates all over Manchester and offers a low cost and sustainable alternative to owning a car.

Servicing & Waste Management Arrangements

Waste storage requirements for the different uses proposed have been calculated using BS 5906-2005 (Waste Management in Buildings - Code of Practice). The servicing and waste collection would comply with the Manchester City Council Waste Storage and Collection Guidance for New Developments.

The management company for St John's Place would oversee the waste collection and appoint a licenced waste carrier to remove the waste. It is expected that waste collections will be made between three and four times a week from Zones 1 and 2, twice weekly from Zones 3 and 4. The management company would have responsibility to ensure the internal and external areas are kept clean and to move the bins in coordination with the occupiers. Refuse store areas would also be subject to appropriate ventilation.

The volume of waste generated by the development is given below together with the bin storage, compaction and collection strategy:

Zone 1&2 Residential generates about 46,000 litres per week. A Refuse Chute is used with a Tri-Separator to recycle into Mixed Recyclables, Pulpable plus General Refuse. The three waste streams generated by the tri-separator means that the

relatively small amount of food waste from residents is included in the general waste stream. Under the Refuse chute is a compactor (4:1) for the general waste stream.

The Hotel including restaurant generates 118,000 litres of waste per week which is brought to the basement bin store by staff using the goods lift. There are four waste streams General, Food, Pulpable and Mixed Recyclables. Food waste is treated with the kitchen with a dewatering unit that reduces the volume by 80%.

The A1,A2,A3,A4 unit is assumed to operate as a large restaurant as a worst case scenario. As a restaurant it would generate 26,000 litres per week. Again food waste would be dewatered in the kitchen to reduce volume and smell. Staff would take the waste by goods lift to the bin store.

A total of 22 eurobins are available in the bin store. As well as a compactor under the refuse chute a Eurobin compactor is also located there which can reduce the volume of waste by about 3:1. In the Basement all the waste and its processing would be monitored and managed by the on-site FM team.

The overall recycling and Collection frequency is: General Refuse - 7 bins, 4 times per week; Pulpable - 4 bins 3 times per week; Mixed recyclables - 7 bins 4 times per week and Food Waste - 4 bins 3 times per week. Bins are taken to the on street loading bay for collection by on site management or by waste operatives and returned immediately after.

Zone 3&4 Residential generates about 15,000 litres per week. Residents or their cleaners take their waste to the basement bin store via lift and deposit it colour coded bins: Black General Refuse; Green Food Waste; Blue Pulpable and Brown Comingled recyclables.

The A1,A2,A3,A4 units are assumed to include one restaurant and a small retail unit and generate 46,000 litres of waste per week. Any unit generating large volumes of foodwaste would include a de-watering unit within the kitchen to reduce volume and smell. Waste is taken by lift to bin store by staff deposited in appropriate bin.

There is storage for 20 eurobins plus a small compactor unit offering 3:1 compaction. The on site management team would monitor the waste generation and arrange collection. The overall recycling and collection frequency is: General Refuse - 5 bins, 2 times per week; Pulpable - 5 bins 2 times per week; Mixed recyclables - 6 bins 2 times per week and Food Waste - 4 bins 2 times per week.

In the Basement all the waste and its processing would be monitored and managed by the on-site FM team. Bins are taken to the on street loading bay for collection by on site management or by waste operatives and returned immediately after.

Phasing

At this stage it is not yet known how the delivery of the proposed development might be phased and a number of potential scenarios that could arise, including delivery of the whole site, each of the Zones in sequence or two Zones together. As such, it is proposed that any conditions attached to a Planning Permission are worded so as to

enable the different buildings within the proposed development and parcels of public realm to come forward either concurrently or sequentially. The assessments undertaken as part of the EIA and submitted in support of the application have been undertaken on the basis of a worst-case scenario, i.e. all proposed development being constructed simultaneously (including Village Phase 2 and Riverside), as well as a further iteration incorporating the cumulative effects of committed development including Bonded Warehouse, Manchester Grande and Village Phase 1.

Environmental Impact assessment

This development constitutes EIA development. Consequently an Environmental Statement has been submitted. The EIA assesses four elements of the St. John's Masterplan utilising the most current design information, in order to provide a robust assessment and understanding of the overall impacts of the development. The Statement, as well as covering St John's Place, also covers Riverside Tower, Village Phase 2 and the St. John's Energy Centre.

The applications for Riverside Tower and Village Phase 2 will be submitted later in 2016.

The EIA also considers the cumulative effects of the Proposed Development with schemes that have already been consented across the wider St. John's Masterplan (Bonded Warehouse, Manchester Grande and Village Phase 1) and other committed development in the surrounding area.

The proposed new performance space and venue, the Factory, will also be located within the St. John's Masterplan and applications for Planning Permission and Listed Building Consent are scheduled to be submitted during October 2016. The Factory will be subject to a separate EIA, which will consider the cumulative impacts of the wider St. John's Masterplan

CONSULTATIONS

Local Residents/Businesses

The planning application has been advertised as:

- a major development;
- affecting the setting of listed buildings;
- affecting a conservation area;
- Environmental Impact Assessment, and
- a development in the public interest.

Site notices have been displayed and businesses and residents in the area notified of the application.

Three letters have been received from local residents, which are summarised in the four objection issues below. It should be noted that Objection 1 provides comments on both the current application, and also in relation to the St Johns Masterplan. Response to the comments made are provided later in this report.

Objection 1 – Heritage Impact

The development framework does not respond appropriately to the special architectural and historic interest of the area, and would be overly dense and incongruous to Castlefield Conservation Area or the Grade II Listed former Albert and Victoria Warehouse. It will not preserve or enhance the character and appearance of these designated heritage assets, and represents a harmful development which would have an overbearing presence in the area.

Albert's shed, although a non-designated heritage asset, has a degree of historic interest that contributes to the significance of the Castlefield Conservation Area. The site also provides a clear opportunity for enhancing the setting of the Grade II Listed former Albert and Victoria Warehouse.

The proposals are contrary to planning legislation, national and local planning policy, and are unacceptable when assessed against policies (EN2, CC9 and EN3) which require development to be responsive to its context, make a positive contribution, and preserve or enhance the conservation area/setting of the Grade II listed former Albert and Victoria Warehouse.

The development would also have an overbearing presence on the river, its setting and views.

The masterplan would extend (and exceed in places) the extent of large scale built form, undermining views into and out of the conservation area.

Objection 2 - Parking

It is also very short sighted of the Council to allow the huge development attracting the public together with occupants without substantial further parking provision

Objection 3 – Impact on residential amenity

Locating a tower like this in that spot will seriously diminish the natural light for some residents of Leftbank on the south and western side of the Leftbank apartment building.

A further construction of this size will make the block feel more hemmed in and ruin the aspect from the south and western sides of the building.

The period of construction, in terms of the effect on the quality of life of residents in the Leftbank block.

Why not locate the tallest tower further along Water Street, past the Marriott hotel, where there are currently no residential apartments that would be affected by a 51 storey building? It's the close proximity of this tallest tower to existing residential buildings that I object to

Objection 4 - Noise

Objection to any form of blade at the top of the 52 storey tower on the grounds of noise that would be created.

Head of Regulatory and Enforcement Services (Environmental Health). No objection. Conditions have been recommended relating to deliveries, fumes and odours, Construction Management Plan, construction times, opening hours, acoustic insulation, residential noise insulation, external mounted plant, use of external areas, storage and disposal of refuse, and, air quality.

Head of Regulatory and Enforcement Services (Contaminated Land)

Highway Services. No objection. It is commented that details need to be provided regarding the provision of parking spaces elsewhere in the masterplan area, including those for disabled people. It is recommended that a parking strategy is provided, which includes a temporary parking strategy and also considers introducing fast charging for electric vehicle points.

Details are also required regarding visitor pick-up and drop-off locations and hotel valet services. The parking and servicing strategy shall include ad-hoc residential deliveries and short-term pick-up / drop-off details.

All works required to achieve new access arrangements shall be undertaken by a s.278 agreement, including any off-site works.

Cycle parking is sufficient.

A Framework Travel Plan is required, through condition.

A servicing arrangement strategy is recommended with servicing taking place outside peak hours.

Finally, it is recommended that a detailed Construction Management Plan is provided, prior to any development commencing.

Neighbourhood Services (Trees). Comments have been made concerning the loss of trees on site, required for the development to proceed.

Housing Strategy would not want social housing provision in this location. Shared ownership units might be a possibility but have proved a risk for our Registered Providers because of the difficulty of accessing mortgages for apartments. For this type of property the likely sale price might not make it a viable option anyway. It is often difficult to manage the service charge issues in this type of accommodation too.

With recent changes in grant funding programmes there is a wider acceptance of shared ownership tenure, which might make it worth exploring if this development is aimed at sales rather than the usual market rent to meet the needs of a mobile workforce. Housing Strategy assume that if there is any intention to sell units there would be the possibility of the Help to Buy product, at least in the next few years, which will achieve our priority of providing access to home ownership.

Overall, should a viability assessment suggest that a financial contribution would be warranted on this development this could be more appropriate as a commuted sum rather than through delivery of affordable units in this location.

Travel Change Team

Greater Manchester Ecology Unit

Greater Manchester Archaeological Advisory Service. No objection.
Recommended condition regarding archaeological investigation works

Greater Manchester Police (Design for Security) Support the application, subject to the recommendations made in the Crime Impact Statement being incorporated into the proposals

Transport for Greater Manchester

Historic England No objection to the granting of planning permission on heritage grounds.

The St John's area of the Castlefield Conservation Area is significant largely for the unique legacy of 19C buildings and structures associated with the early canal and railway. These include the Manchester & Salford Junction Canal and Liverpool Road Station (grade I), with associated colonnaded viaduct (grade II) and warehouse buildings (grade I & II). The Station complex is a historic site of the highest significance in architectural, archaeological and historical terms, forming the world's oldest passenger railway terminus. This includes the survival of a compact, integrated historic group of inter-related heritage assets, designated because of their importance individually and collectively in the early development of the railways. The view westwards of the group of railway building and from Liverpool Road Station of the railway disappearing towards Liverpool across Stephenson's Bridge is of particular importance. The former railway site is now used as the Museum of Science and Industry, one of the city's most popular visitor attractions. The nearby Bonded Warehouse (unlisted) and Albert and Victoria Warehouse (grade II) are also prominent historic buildings. However, the historic environment becomes more fragmented towards the north of the conservation area. Further railway structures and other buildings to the south of the station contribute to its setting and the significance of the Castlefield Conservation Area.

This application is for the construction of the highest components of the new St John's re-development. At 52 storeys (including 10 storeys of hotel with residential above), the proposed tower would sit partly upon a 3 storey podium, together with an adjacent 10 storey hotel block and a further 22 storey riverside residential block on New Quay Street. All would be situated at the northern edge of the conservation area. This would include extensive new areas of public realm and a new residential community and associated uses to the conservation area, helping to re-vitalise and enhance this part of the conservation area. The soaring architectural design of the proposed tower would provide a distinctive focal point to the view along Quay Street and a major landmark to the west of the city centre. The 22 storey block by the grade II Irwell Bridge, while of more bulky appearance, would enhance and open up the river frontage.

Historic England has previously welcomed the proposals to re-develop the area at pre-application stage, the site for the current proposals forming part of the draft SRF

for St. John's and the associated masterplan for the regeneration of the wider area, with a varied mix of residential and commercial uses. In terms of the broader proposals, the design concept for re-development has been sub-divided into "sky" and "village", with a mix of towers and lower level development respectively. The intention is for this to become a cohesive new quarter, with a mix of residential use and cultural attractions.

There is the potential to enhance the permeability and legibility of the Castlefield Conservation Area, improving its connection with other parts of the city centre, and to enhance the setting of historic buildings.

The submitted perspectives of the scheme demonstrate that views within and toward the conservation area would be significantly affected. Nevertheless, given the weaker historic character and the proximity to Spinningfields, we do not consider there would be a harmful impact on the conservation area. The loss of 88-100 Quay Street, an interwar building in art deco style, would cause minor harm to the conservation area which would need to be weighed against any public benefits of the scheme. It is for the local authority to consider the impact of the proposed development on the setting of the grade II listed buildings in the area.

The proposed tower would have an impact on the historic city centre skyline and impact upon the setting of the Liverpool Road Station complex, with its grade I & II listed buildings, which is of the highest significance. The architectural design of the development means that there would be significant contrast in form and materials and sufficient distance to prevent the main tower from exerting an overly dominant influence. In views toward the listed building, we consider the impact on the setting of the grade I & II listed station complex would be neutral.

From views within the Station complex, the tower would have a much greater presence. However, the views toward the north make a less important contribution to the significance of the Station. The critical view of the Station complex is from within the courtyard looking to the west toward the platforms and warehouse, with the railway curving toward Stephenson's Bridge. This important view and the ability to understand and appreciate the inter-related scale, form and character of the heritage assets and features, would in our view be unaffected by the proposals. In light of this and given that there is sufficient distance from the listed buildings, taking into account the city centre location, we consider the impact on the setting of the listed buildings would not harm their significance.

Because of the topography, there are few key long views that would be affected, other than kinetic views along Trinity Way and the railway viaducts, and relatively few vantage points to see the towers in juxtaposition with highly graded heritage assets within the city centre. Views to and from the Town Hall and square would be similarly unaffected.

Local planning authorities have special duties with regard to preserving the setting of listed buildings and the character and appearance of conservation areas under s66 and s72 of the 1990 Act respectively. Protecting and enhancing our historic environment is integral to sustainable development within the National Planning Policy Framework (NPPF, para 7). Local authorities should look for opportunities for

new development within Conservation Areas to enhance or better reveal their significance (NPPF para 137).

In terms of views, townscape and setting, this application demonstrates a neutral impact on heritage assets in the area. The creation of a new residential community and improvements in access and public realm would from our view be an enhancement to the conservation area.

United Utilities

Network Rail No objection

Airport (NATS Safeguarding). NATS raised an objection due to the anticipated technical impact on the radar located at Manchester Airport. However, NATS also confirmed that it is content that the impact can be mitigated through a modification to the radar system. Accordingly, NATS is satisfied that should the application be approved, it would be willing to withdraw its objection, subject to the imposition of a condition requiring a Radar Mitigation Scheme to be agreed and implemented..

Environment Agency No objection in principle. Recommended conditions relating to piling and foundation design; no infiltration of surface water; and a remediation strategy for each phase, including a verification report and the need to address unsuspected contamination.

The Historic Buildings and Conservation Areas Panel The Panel stated that the proposals needed to maintain a sense of place and felt that the riverfront had been oversimplified and there was a lost opportunity to create more landscaping / public realm.

The Panel recalled that proposals to demolish Albert Shed had come to the Panel before. The Panel observed that this building is a heritage asset and a significant marker on the River Irwell and an important reference back to the trading activities along the river, which they felt should be retained. They felt that the proposals are detrimental to the listed bridge and hotel and would like to see a more suitable lower building in this location.

The Panel also felt that the existing building on the corner of Quay Street and New Quay Street is also of significance and its loss is regrettable.

The Panel felt that the proposed tall buildings were bland and repetitive and didn't create an interesting skyline and gave little consideration to the conservation area. They also felt that the highly reflective glazing would draw attention to the building.

The Panel would like to see a much better integration of the proposals with the surrounding area and would like to see more generous spaces / public realm around the building.

The Panel offered to comment on masterplans and regeneration frameworks to help advise the Council at an early stage.

The Panel would like to see the view from the Town Hall to see how much of an impact it makes.

Greater Manchester Pedestrian Society

Canal and River Trust. No objection

PLANNING POLICY

Relevant National Policy

National Planning Policy Framework (NPPF) The National Planning Policy Framework (NPPF) set's out the Government's planning policies for England and how these are expected to apply. The proposed development should be considered in relation to the following policies, or parts thereof. The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7). In order to successfully deliver sustainable development, the NPPF makes it clear that "business should not be overburdened by the combined requirements of planning expectations" and that "planning policies should recognise and address potential barriers to investment".

At paragraph 9 the NPPF States that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including:

- *making it easier for jobs to be created in cities, towns and villages:*

The proposals will generate new temporary jobs at the construction stage as well permanent jobs. It has been calculated using the HCA Employment Densities Guide (2nd Edition) that there will be a total of approximately 503 FTE permanent jobs created. The site is in a truly sustainable location meaning that the jobs created will be accessible to a wide potential workforce.

- *moving from a net loss of bio-diversity to achieving net gains for nature:*

The application is supported by an Ecology Report prepared by ERAP. There is not anticipated to be any likely effect on biodiversity a consequence of the proposed development and there are identified opportunities for enhancement through delivery of the proposals.

- *replacing poor design with better design:*

The proposals will create a new residential-led community within a mixed-use development, incorporating a variety of uses, including active retail at the ground floor. The development will also include public realm and landscaping to encourage dwell time and enhance the character of the area. The proposals will enhance pedestrian connectivity to and from the site to surrounding districts including Spinningfields, Salford and Castlefield. The development of a landmark building at

this strategic location will act as a gateway and marker for a key entry point into the City.

- *improving the conditions in which people live, work, travel and take leisure; and, widening the choice of high quality homes*

The proposal will reinvigorate the site and make it a more attractive offer for future occupants. The proposals will lead to the creation of an attractive place to live and visit and encourage dwell times. The residential units will provide quality homes and have been designed to meet the space standards set out in Section 4 the London Housing Design Guide (2012)

The design and construction of the proposed development will achieve high levels of security, aiming to achieve 'Secured by Design' status. The submission includes a Crime Impact Statement prepared by the Greater Manchester Police Secure by Design Unit, which, in line with pre-application discussions, confirms that the Proposed Development is acceptable in security and crime reduction terms.

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, 8, 10, 11 and 12 of the NPPF for the reasons outlined below.

Section 1. Building a strong and competitive economy

The proposals would develop a currently underutilised site and non-designated heritage asset, to provide a high-quality hotel, office accommodation and leisure uses. This would assist in helping to build a strong economy by creating employment during refurbishment along with permanent employment from the proposed hotel and associated uses.

The proposals will deliver a landmark mixed use, residential led development which, in line with the core planning principles, encourage the effective re-use of previously developed land. The variety of uses will encourage a stronger economy within the area and in the longer term will serve local residents and other businesses in St John's. The development will be of high design quality, creating a dynamic and interesting series of related buildings whilst remaining respectful to the surrounding environment.

The scheme will also form an early phase of wider regeneration plans within St John's, which has the potential to be a key contributor to the Manchester economy. The inclusion of retail and restaurant uses within the lower floors of part of the Proposed Development will create a more diverse offering and contribute towards the mixed-use ambitions of St John's.

Section 2. Ensuring the Vitality of Town Centres,

The proposal would develop a key site within the heart of the city centre. The range and type of uses proposed would significantly increase activity in the area.

The NPPF seeks to promote competitive town centre environments and sets out policies for the management and growth of centres. The site is located within Manchester City Centre and is situated in close proximity to a range of modes of public transport, which will assist in reducing the need for travel by car and ensure that employment opportunities can be accessed by a wide range of the population helping to improve social inclusion. Proximity to Manchester City Centre's range of services means that access can be achieved without generating further car borne trips.

The proposals include uses that are suitable to its City Centre location. The retail at the ground floors will create activity in this part of the centre. The residential units and hotel use will further bring people into the City Centre at all times of the day and evening. The mixed use development will therefore support the economic growth and vitality and viability of Manchester City Centre.

Section 4 Promoting Sustainable Transport

The proposal is in a highly accessible location in close proximity to rail, Metrolink and bus connections. Development here would facilitate sustainable development and contribute to wider sustainability and health objectives and give people a real choice about how they travel.

In line with NPPF policy, the location and design of the scheme exploits opportunities for the use of sustainable transport modes. The location of the site within walking distance of Bus, Rail and Metrolink stations and Metroshuttle stops maximises the opportunity for future residents, employees and visitors to utilise existing sustainable transport infrastructure.

The Site is very conveniently located for shopping, leisure facilities and employment due to its location within the City Centre. It is also highly accessible for pedestrians and cyclists.

Section 6 Delivering a wide choice of high quality homes

Section 6 of the NPPF sets out policy surrounding on housing. In particular, Paragraph 50 of the NPPF is relevant and states that in order to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:

- *Plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);*
- *Identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and*

● *Where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.*

The proposals meet the aspirations set out in Paragraph 50 through providing an efficient, high quality mixed use development that will bring a total of 387 apartments, comprising one, two and three bedrooms in a sustainable location within Manchester City Centre.

Manchester is a rapidly growing city with one of the highest population growth rates in the UK twinned with a strong economic resurgence post-recession. Both of these factors combined mean that significant investment in housing is required and, as importantly, it is required to be in the most suitable locations.

The City Centre is the biggest source of jobs in the region and schemes that service its needs in terms of providing suitable accommodation should be supported. As identified in the draft Residential Growth Prospectus, there is a need to build more new homes to accommodate a growing population, providing high quality homes for sale and rent to meet future demand.

Section 7 Requiring Good Design

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

The Government attaches great importance to design, as a key aspect of sustainable development (Paragraph 56). As such, the NPPF encourages support for proposals for new development that are designed to:

- function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- be visually attractive as a result of good architecture and appropriate landscaping.

At Paragraph 61 it is advised that planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

The design of the proposed development takes account of its relationship with surrounding development in terms of adjacencies, scale and height of development and will combine sensitively with the existing fabric of the Regional Centre whilst emphasising the unique gateway location. The Design and Access Statement prepared by Simpson Haugh and Partners, which has been prepared in support of this application, outlines the key design drivers and philosophy for the buildings. The proposals will use high quality design and construction methods using carefully selected materials to reflect the character of the surrounding area.

As part of the process of formulating the proposals, key views towards the development have been carefully considered as set out in the Heritage Statement submitted as part of this application (an appendix to Chapter 11 of the Environmental Statement).

The proposed development will incorporate energy saving strategies to limit the use of energy. The Energy Statement sets out in detail a site wide analysis with regards to energy efficiency and scheme sustainability to demonstrate that the proposals will meet the requirements of the Manchester City Council Core Strategy.

The design has adopted a hierarchy approach to the design by looking at passive design methods to reduce energy and provide a high level of energy efficiency. The Energy Statement concludes that the percentage reduction saving over Part L (2013) has been estimated as a 27.2% improvement over Part L1A 2013 for Dwellings and 13.2% improvement over Part L2A for the Hotel.

The particular characteristics of the Proposed Development that have contributed to this saving includes the use of building components with good thermal properties, the schemes' future connection with the district heating network with its low carbon characteristics and the benefit of good daylighting and the use of appropriate lighting controls to reduce the electrical energy consumption.

The proposals will use high quality design and construction methods using carefully selected materials to reflect the character of the surrounding area. In particular the tall buildings in Zones 1 and 3 have been carefully designed to create a 'gateway' building to the City Centre and St John's Masterplan area. A Tall Building Statement demonstrating this is included in the application.

A Crime Impact Statement is also submitted in support of the proposals. This identifies that the design of the proposals is consistent with the current principles and standards of 'Crime Prevention through Environmental Design', and that it contains many positive features that reduce opportunities to commit crime.

With particular reference to housing design issues the NPPG sets out that well-designed housing should be functional, attractive and sustainable. Consideration should be given to the servicing of dwellings including the storage of bins and cycles and provision of space for drying clothes or places for deliveries. Additionally parking

should be given consideration with there being several different approaches that can support successful outcomes such as on-street parking, in-curtilage parking and basement parking.

Section 8 Promoting healthy communities

The NPPF advises that the involvement of all sections of the community in the development of Local Plans and in planning decisions is critical to the promotion of healthy communities.

Paragraph 69 advises that the planning system should aim to achieve places which promote

- *“opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity;*
- *safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and*
- *safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas”*

The mixed use nature of the scheme including retail at ground floor and amenity space has been carefully designed to encourage residents to interact with one another.

The proposals incorporate areas of new public realm and landscaping, as well as high quality new pedestrian linkages including through the site to the River Irwell. These routes will connect the site in to Spinningfields and will commence new linkages into the wider St. John’s Masterplan.

The proposals incorporate features which minimise opportunities for crime and disorder and is supported by a Crime Impact Statement, and the creation of an active street frontage would help to integrate the site into the locality and increase levels of natural surveillance.

Section 10 Meeting the challenge of climate change

In respect of climate change, paragraph 95 of the NPPF advises that to support the move to a low carbon future, local planning authorities should:

- plan for new development in locations and ways which reduce greenhouse gas emissions;
- actively support energy efficiency improvements to existing buildings; and
- when setting any local requirement for a building’s sustainability, do so in a way consistent with the Government’s zero carbon buildings policy and adopt nationally described standards.

Further to this, paragraph 96 states that local planning authorities should expect new development to:

- comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and

- take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

The proposals will incorporate energy saving strategies to limit the use of energy. This is described in detail in the Environmental Standards Statement prepared by SAL and Energy Statement prepared by CWC, which form part of the application submission.

These reports demonstrate that the Proposed Development will accord with a wide range of principles intended to promote the responsible development of an energy efficient scheme integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation.

The application is also accompanied by a Travel Plan Framework prepared by Vectos, which describes the measures that will be taken to promote the use of sustainable modes of transport. It provides a framework within which the commercial occupiers of the scheme will be able to develop individual Travel Plans once the end users are identified. A change in travel behaviour not only reduces the potentially negative impacts on the environment and the local highway network, but also provides benefits for staff, visitors and the local community.

The application site is in a highly sustainable location. As set out within the Environmental Standards Statement, the scheme will achieve the equivalent of Code Level 4 for energy efficiency and Code Level 3 for water. The Environmental Standards Statement sets out the sustainable design measures incorporated within the scheme, which include:

- Passive measures to reduce solar gain.
- Potential connection to a future CHP and District Heat Network.
- Natural ventilation, with mechanical extract to WC and kitchen areas.
- Low energy lighting.
- Low water use sanitary ware.

In terms of energy efficiency, it is anticipated that connection to the proposed District Heat Network will help to achieve a 27.2% improvement over Part L1A 2013 for Dwellings, in line with Core Strategy Policy EN6.

Section 11 Conserving and enhancing the natural environment

The documents submitted with this application have considered the potential risk of various forms of pollution, including ground conditions, air quality, noise and lighting, and the impact on ecology. These documents demonstrate that the application proposals would not have any significant adverse impacts in respect of the natural environment.

Section 12 Conserving and enhancing the historic environment

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

Paragraph 131 - Advises that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and 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.

The scheme's compliance with Paragraph 131 is set out in the accompanying Heritage Statement. It identifies that there is much capacity for change within the site, given the current low contribution of the existing buildings to the character of the Castlefield Conservation Area, and that the proposals will maximise the opportunity to enhance the architectural and urban qualities around the site. It is considered that the quality and design of the proposed development and the enhancement to the surrounding townscape will mitigate against any instances of adverse harm and will sustain the heritage values of the identified heritage assets

Paragraph 132 - This states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be.

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

Viability

The NPPG sets out guidance on viability and references the NPPF Paragraph 173, which has regard to viability and decision making. The NPPG goes on to say that viability can be important where planning obligations or other costs are being introduced. In these cases, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth.

Where the viability of a development is in question, Local Planning Authorities should look to be flexible in applying policy requirements wherever possible.

The NPPG sets out three underlying principles for understanding viability in planning:

*Evidence based judgement: assessing viability requires judgements which are informed by the relevant available facts. Additionally, understanding past performance in relation to build rates and the scale of historic planning obligations can be a start point.

*Collaboration: a collaborative approach involving the local planning authority, business community, developers, landowners and other interested parties will improve understanding of deliverability and viability.

*A consistent approach: local planning authorities are encouraged to ensure that their evidence base for housing, economic and retail policy is fully supported by a comprehensive and consistent understanding of viability across their areas.

In terms of viability and decision taking the NPPG sets out a number of sections detailing guidance for applicants and Councils. Broadly, it states that decision-taking on individual applications does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary. This matter is considered further in relation to the Council's specific policy requirements in relation to Planning Obligations.

With particular reference to brownfield sites, the NPPG sets out that Local Planning Authorities should seek to work with interested parties to promote their redevelopment.

To incentivise the bringing back into use of brownfield sites, Local Planning Authorities should:

*Consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use.

*Take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.

The Site is a brownfield site, which was previously used as part of Granada studios. Following the relocation of ITV to MediaCity the residential-led mixed-use proposals offer a viable future use of the site – as demonstrated in the submitted viability appraisal – and supports the wider overarching vision for the St John's masterplan area.

The issue of the viability of the proposed development is considered in detail later in this report

Relevant Local Policies

Core Strategy The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein. Those which are of relevance to the current proposals are as follows:

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

S02. Economy - The proposed development would support a significant further improvement in the City's economic performance and would spread the benefits of this growth across the City to reduce economic, environmental and social disparities, as well as helping to create inclusive sustainable communities. The scheme would provide new jobs during construction along with permanent employment and facilities in the two hotels, retail and associated leisure uses, in a highly accessible location.

S05. Transport - This 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 site is in a highly accessible location and reduce the need to travel by private car and make the most effective use of existing public transport facilities.

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

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

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

Policy EC3. The Regional Centre - Proposals for other town centre uses will be assessed in accordance with policies C1 and C9, unless included in an allocation or the uses are ancillary to the main employment use. Housing will also be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.

The proposal has been assessed against policies CC1 – CC9 and the retail proposed is appropriate to its location and will serve the new community created and

proposed visitors. Housing is proposed as part of a mixed use development as part of a high density proposal.

Policy CC1 -Primary Economic Development Focus (City Centre and Fringe) - The proposed development would assist tourism and demonstrate confidence in the economic future of Manchester and the region.

Policy CC2. Retail - Across the City Centre. - Retail will be supported where it would serve a local community (such as small scale convenience provision) or contribute to the area's character. The Council is particularly supportive of the growth of the independent retail sector, which has become a defining feature of several quarters in the City Centre. Mixed developments which include retail units will be expected to demonstrate that reasonable steps have been taken to ensure that these units will be occupied.

The proposal is for a mixed use development. The retail and food and beverage units are proposed to cater for the new community created at St John's Place and the wider St John's area.

Policy CC3 Housing – The City Centre will see the most intensive development of housing in The City. It is expected that a minimum of 16,500 new units will be provided from 2010-2027. The proposals will deliver 387 residential units within the City Centre contributing towards meeting overall housing targets within the city.

Policy CC4. Visitors, tourist, culture and leisure - The City Centre will be the focus for culture and leisure in the City Region. Hotels will become an increasingly important use across the City and these will be particularly important in the City Centre and New hotel development which contributes to the quality of the City Centre hotel offer will be supported

The proposals include 180 x guest rooms in Zone 1 and 133 x guest rooms in zone 2 with 7 x 1 bed and 7 x 2 bed serviced apartments. Advanced discussions are underway with two preferred hotel operators, within the mid-range offer to cater for the widest range of visitors.

Policy CC5. Transport - The development would be accessible by a variety of forms of public transport and would contribute to improving air quality.

Policy CC6. City Centre High Density Development – City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City

The proposals would provide a high density residential accommodation including a ground plus 51 storey tower alongside quality public space. A variety of uses will be provided, including retail and restaurant uses on the ground floor and a hotel in a highly sustainable location.

Policy CC7. Mixed Use Development - he City Centre presents the most viable opportunities for mixed-use development and in general these will be promoted as a means of using land as efficiently as possible. Active ground floor uses (shops, food

and drink and leisure) will be appropriate in locations which have an established public function, or as part of a development which will create such an environment.

The proposed mixed-use scheme includes a range of A class uses on the lower floors with residential and hotel use located on the upper floors. This will help promote activity at the lower levels.

Policy CC8. Change and Renewal - The City Council has identified the types of development and approach to development which is considered most likely to deliver the vision for the City Centre and development which reflects elements of this will generally be supported. The approach to development, and redevelopment, in the City Centre will welcome large-scale schemes.

Developments which make significant contributions to the City Centre's role in terms of employment and retail growth or which improve the accessibility and legibility of the Centre will be supported, subject to the proposal's impact on key aspects of the City's heritage and character. The Council will also provide appropriate support, including site assembly, for schemes which are likely to contribute to the promotion or improvement of the social, economic or environmental well-being of Manchester.

Within areas identified for large-scale redevelopment proposals will be expected to be prepared within an approved development framework. New development should fully exploit opportunities to contribute to the improvement of the City Centre in terms of character and function, taking account of other policies in the Core Strategy.

The St John's Place proposals form part of the wider aspirations for St John's as set out within the St John's Strategic Regeneration Framework and associated masterplan. The overall aspiration for St John's is to "create a 'best-in-class' City Centre neighbourhood: a place to live, work and play; a place for enterprise and innovation; for culture, entertainment and leisure; a unique proposition for Manchester that will raise its international profile and set it apart from its peer cities." This will involve the wholesale and long-term transformation of the former ITV estate, who vacated the site when the company moved to MediaCity:UK, and as such the existing site is not in keeping with uses within the City Centre. This application will form an early phase of development and, alongside other forthcoming applications, will help achieve the ambitions of this policy.

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

Policy CC10. A Place of Everyone - The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through increasing the diversity of activity in the City Centre and high standards of accessibility to buildings and across spaces.

The housing has been designed to cater for a range of residents with the inclusion of 1, 2 and 3 bedroom apartments and also loft style apartments. Apart-hotel rooms and standard hotel rooms are also proposed to cater for different visitor types. The

development is designed to be fully inclusive in terms of access, with step-free access. All floors above ground level will be accessed via lift as well as stairs. The design has been developed to provide a simple and clear layout which is easy to use for all regardless of disability, age or gender.

Policy H1. Overall Housing Provision – Approximately 60,000 new homes will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will carry across the lifetime of the Core Strategy. New housing will be predominantly in the North, East City Centre and Central Manchester.

High Density developments (over 75 units per hectare) are considered appropriate the City Centre. Within the City Centre there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives or niche housing markets by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester.

90% of housing will be on previously developed land. New developments should take advantage of existing buildings where appropriate ... if this is not possible development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

Proposals for new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population
- Reflect the overall spatial distributions for housing within areas of Manchester that support growth on previously developed land in sustainable locations.
- Contribute to the design principles of Manchester's Local Development Framework including in environmental terms. The design and density of a scheme should contribute to the character of the local area.
- All proposals should make provision for useable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces). Scheme should make provision of parking cars and bicycles and the need for appropriate levels of sound insulation.
- Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development.
- Prioritise sites which are in close proximity to centres or high frequency public transport routes.
- Take account of any environmental constraints on a site's development (i.e. flood risk)
- Be designed to view privacy to both its residents and neighbours.

There is a clear and identified need for additional housing within Manchester and the proposals will provide 387 units towards the annual requirement for housing within the City. This site will contribute towards the ambition that 90% of new housing be built on brownfield sites as the site was previously developed and utilised as part of the former ITV Quay Street Estate. The proposals are situated within the City Centre and the mix of units (1, 2 and 3 bedroom apartments) within the buildings are

appropriate for the area. The site is in a sustainable location within the City Centre and ideally located within close proximity to a number of key transport routes.

Policy H8 - Affordable Housing – Affordable housing is required for developments on sites of 0.3 hectares and above or where 15 or more units are proposed. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. 5% of new housing will provision will be social or affordable rented and 1% will be intermediate housing delivering affordable home ownership options.

The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.

Affordable housing units will be inclusively designed to reflect the character of development on the site. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include:

- There is a very high level of affordable housing in the immediate area;
- There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes;
- Affordable housing would be prejudicial to the diversification of the existing housing mix.
- The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;
- It would financially undermine significant development proposals critical to economic growth within the City;
- The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;
- There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme

A Viability Appraisal has been submitted to the Local Planning Authority in order to consider the scope of 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 cannot support affordable housing. The architecture and external appearance of the building has been maximised within the viability constraints of the development appraisal, and extensive new public realm and other infrastructure will be provided.

The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing

Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes (including the adopted St. John's SRF).

The financial impact of the provision of affordable housing, would affect scheme viability.

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

Policy T2. Accessible Areas of Opportunity and Need - The application is supported by a Transport Assessment and Travel Plan Framework, which concludes that development will not adversely affect the operation of the highway and St. John's Place. The site is extremely accessible by a range of sustainable public transport modes, including the free City Centre Metroshuttle bus service whose three routes all pass the site, which connects it to major rail stations. The site is also within easy walking distance of the Metrolink light rail system, which has a stop at St. Peter's Square and Deansgate Castlefield.

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design, and would result in development which would enhance the character of the area and the overall image of Manchester.

The policy states that while there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level.

Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals.

The site occupies a prominent location within St John's at the gateway to the area connecting with Spinningfields to the north and the wider City Centre. The opportunity to provide a landmark building has been taken and the design contributes positively to the experience at street level.

EN2 Tall Buildings - Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline.

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

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

A fundamental design objective is to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the

evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views. Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes.

Elsewhere within Manchester tall building development will only be supported where, in addition to the requirements listed above, it can be shown to play a positive role in a coordinated place-making approach to a wider area. Suitable locations are likely to relate to existing district centres. The height of tall buildings in such locations should relate more to the local, rather than the City Centre, urban context.

By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment. It will be necessary for the applicant/developer to demonstrate that proposals for tall buildings are viable and deliverable.

The Proposals are considered to positively contribute and support the aims of the Core Strategy policy on Tall Buildings by:

- Regenerating a vacant site in a key gateway location;
- Providing a building of exceptional design quality, which is appropriately located within the St John's Masterplan, on a plot identified as a natural location for a landmark tall building;
- Utilising a site that has excellent accessibility to a range of public transport modes, including Metroshuttle, bus, rail and Metrolink;
- Incorporating sustainability measures as set out in the supporting Environmental Standards Statement and Energy Strategy, including the connection to a district heating network.;
- Creating approximately 503 new FTE jobs in a range of sectors and skill levels and associated indirect economic benefits through the use of local supply chains; and,
- Providing environmental improvements to the townscape, with buildings of exceptional quality that provides for activity and animation at ground floor.
- Providing a form of development that has been carefully designed to be appropriate in terms of microclimate, through wind testing and sunlight and daylight impacts.

Policy EN3 Heritage - This policy states that throughout the city, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the city centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas of acknowledged importance. The submitted Heritage Statement concludes that the exceptional quality of the proposed development mitigates against any impact on heritage assets. The Heritage Statement identifies that there is much capacity for change within the site, and that

the proposals will maximise the opportunity to enhance the architectural and urban qualities around the site.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development – All development must follow the principle of the Energy Hierarchy, being designed:

- to reduce the need for energy through design features that provide passive heating, natural lighting and cooling
- to reduce the need for energy through energy efficient features such as improved insulation and glazing
- to meet residual energy requirements through the use of low or zero carbon energy generating technologies

An Energy Statement and Environmental Standards Statement have been submitted in support of the application which sets out the planned energy reduction measures for the proposed development and addresses the requirements of Policy EN4.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – Applications for all development over 1,000 sq. m. will be expected as a minimum to meet the targets set out in this policy, unless this can be shown to be not viable. This should be demonstrated through an energy statement. The energy statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development

An Energy Statement has been submitted in support of the application which sets out the planned energy reduction measures for the proposed development and addresses the requirements of Policy EN6.

Policy EN8 Adaptation to Climate Change - All new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

The Environmental Standards Statement submitted in support of the application sets out in detail how the proposal will be adaptable to climate change in terms of its sustainable design and construction.

Policy EN11 Quantity of Open Space, Sport and Recreation - The proposals will provide areas of public realm within the development, including the provision of enhanced riverside access, which will be seen as part of the wider improvements for the St. Johns area.

Policy EN14 Flood Risk - In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).

In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals,

including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA. All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.

The site falls primarily within Flood Zone 1 and partly in flood Zone 2 and is approximately 1.3 hectares in size. A Flood Risk and Drainage Statement therefore accompanies the application and sets out the strategy for drainage, including incorporation of SUDs, and which SUDS might be appropriate for the site.

EN16 Air Quality – the Council will seek to improve air quality within Manchester and developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

An Air Quality Assessment is included with the application. It considers the impact of the proposed development, both during construction and operation on local air quality and its subsequent effect on sensitive locations such as residential properties and educational facilities. It concludes that with a number of mitigation measures introduced, as outlined in the report, the significance of predicted impacts will be reduced. The residual impacts of the construction phase and implemented development are considered to give rise to negligible effects. The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

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

Policy EN19 Waste - The development 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 will be undertaken to minimise the production of waste both during construction and operation, including measures for recycling.

The application is supported by a Servicing and Waste Management Strategy which sets out the arrangement for collection of general and recyclable waste within St John's Place. The Strategy sets out the estimated waste generation, proposed waste management strategy and proposed waste storage facilities.

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

- appropriate siting, layout, scale, form, massing, materials and detail;
- Design for health;
- Adequacy of internal accommodation and amenity space;

- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

These issues are considered in detail later in this report.

Policy DM2 Aerodrome Safeguarding – Appropriate measures shall be carried out in relation to the development to ensure that it would not affect the operational integrity or safety of Manchester Airport or Manchester Radar. Where necessary, a condition requiring this should be attached to any permission.

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

Saved UDP Policies

Policy DC7.1 New Housing Development - The Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. The proposals will be accessible for disabled people and provide a wide mix of 1, 2 and 3 apartments.

Policy DC10.1 Food and Drink Use - In determining planning applications for food and drink uses, the Council will have regard to the general location of the proposed development, the effect on the amenity of neighbouring residents, the availability of safe and convenient arrangements for car parking and servicing, ease of access for all, including disabled people, and, the storage and collection of refuse and litter.

The mix of uses proposed would promote activity throughout the day and evening, helping to create a vibrant and active new neighbourhood within the City Centre.

The application is supported by reports in relation to Noise, Transport, Waste Management and Servicing and Ventilation. The application is also supported by a Crime Impact Statement. These reports assess the impact of the proposals upon the local environment, recommend mitigation measures where necessary and conclude that the proposals will not have an adverse impact on the amenity of surrounding users.

It is expected that the retail offer would support the St. John's community and the existing commercial and residential areas that surround the site, and therefore a large proportion of users would be accessing the site on foot.

The proposals are located within Manchester City Centre, in close proximity to a range of sustainable transport modes. In addition, there are a number of existing multi-storey car parks within the vicinity of the site.

The units would be fully accessible to all users, with at-grade entrances and accessible facilities provided within the restaurant and café units.

The Waste and Servicing Strategy identifies the level of bin storage (both recyclable, food waste and residual) required to support the proposed amount of floorspace in accordance with relevant standards; bin storage areas to accommodate this level of bins are provided within the scheme.

Shopfronts should allow full access for people whose mobility is impaired, and all retail units would have level access. The detailed design of the shopfronts and signage strategy for the proposed development can be secured by the imposition of conditions requiring shop front and signage strategies.

Policy 17.1. Telecommunications – This places restrictions on telecommunications equipment

Policy DC18.1. Conservation Areas. - The development is within the Castlefield Conservation Area, and this policy states that the Council will seek to preserve and enhance the character of its conservation areas.

- a). The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:
 - i) the relationship of new structures to neighbouring buildings and spaces;
 - ii) the effect of major changes to the appearance of existing buildings;
 - iii) the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);
 - iv) the effect of signs and advertisements;
 - v) any further guidance on specific areas which has been approved by the Council.
- b). The Council will not normally grant outline planning permission for development within Conservation Areas.
- c). Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area.
- d). Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.
- e). Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

The application is supported by a Heritage Statement which provides an assessment of the significance of the site and provides an impact assessment of the effect of the

proposals on the setting of adjoining heritage assets and the character of the Conservation Areas as a whole.

The assessment identifies that the Castlefield Conservation is formed of a variety of character areas; it identifies those areas which provide a positive contribution to the overall character and also notes that the site is not considered to be a positive contributor and that there is much capacity for change.

In addition, as set out in the Statement of Community Consultation, there has been significant consultation with Historic England throughout the design process, which also identified the capacity for change within the Castlefield Conservation Area.

Policy DC19.1 Listed Buildings - In determining applications for listed building consent, or development involving buildings of special architectural or historic merit, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings. Whilst there are no listed buildings within the application site, the development is also close to and would affect the setting of a number of listed buildings.

Policy DC20.1 Archaeology - Consideration of the application has had regard to the desirability of securing the preservation of sites of archaeological interest. A Desk-Based Archaeology Assessment confirms that none of the sites of potential archaeological interest within the site are afforded statutory designation, and are thus not considered to necessarily merit preservation in-situ. Most of these non-designated heritage assets have been determined to be of negligible significance.

DC26.1 Development and Noise – This policy details how the development control process will be used to reduce the impact of noise on people living and working in the City and states that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity. This is a consideration particularly when assessing the impact on nearby local residents.

The proposals are supported by a full Noise Assessment which assesses the impact of the proposals upon the local environment, recommends mitigation measures where necessary and concludes that the operational phase of the proposals will not have an adverse impact on the amenity of surrounding users.

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

Other Relevant Guidance

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.

The SPD states that proposals should seek to ensure that the use of the building reflects their purpose and the place in which they are located. Development should enliven and define neighbourhoods and promote a sense of place. Development should have regard for the location of sustainable public transport and its proximity.

It goes on to state that developments that remain flexible and allow for new users and functions to take over will be supported. Internal space within buildings should be designed such that it retains a long-term flexibility for adaptation for use by future users. The conversion of existing buildings for a range of new uses is encouraged, ensuring that proposals are fully accessible for disabled people.

In relation to crime issues, the SPD requires that prevention measures should be demonstrated, and include the promotion of informal surveillance, CCTV, good lighting and s stewardship.

The proposed uses, and the design of the proposed development would ensure flexibility in providing differing activities would be fully compatible with The Guide to development.

City Centre Strategic Plan 2015-2018 (Draft, 2015)

The draft City Centre Strategic Plan was presented to Manchester City Council's Executive Committee on 29 July 2015 and was recommended for a final round of consultation before being brought back to the Executive Committee to endorse the final version. The report provides an update to the earlier City Centre Strategic Plan 2009-2012.

Within the draft report, St John's is recognised as an area that has the potential to deliver a neighbourhood that epitomises Manchester's character, culture and heritage. It outlines how St John's will be a new unique city centre neighbourhood, a community of creativity, culture and innovation where people can live, work and experience the best of the city.

It is highlighted that St John's will also be the catalyst for significant redevelopment of Manchester's cultural infrastructure. The area will be the home of Factory Manchester, a nationally unique flexible arts space and arena.

Within the document, Manchester City Council have outlined their key priorities for St. John's to 2019:

- Begin delivery of the early phases of the St. John's development, including the refurbishment of the historic Bonded Warehouse, Manchester Grande 'event hotel', Village Phase 1 and initial residential schemes.
- Enhancing and creating new linkages to Spinningfields and Castlefield neighbourhoods.
- Design and start on site with The Factory Manchester.
- Manage the impact of the Ordsall Chord works.

St John's Place represents the delivery of a significant proportion of residential development in the context of the wider St John's neighbourhood area and is therefore

key to ensuring that the regeneration initiatives, as outlined in the City Centre Strategic Plan, are met.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The Sustainable Community Strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed residential development of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

CONSERVATION AREA DECLARATION

Castlefield Conservation Area Declaration

Designated on 13 October 1979, the conservation area's boundary follows that of the city along the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. On 26 June 1985 the area was extended by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved bit by bit over a very long period of time and is a multi-level environment which is unique in the world. It has a mixture of buildings from small scale houses to large warehouses, with multi-level historical transport infrastructure. There are a variety of building materials, which tend to be rugged and industrial in character.

Further development can take place provided that it respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This policy still leaves scope for innovation, provided that new proposals enhance the area. The extreme diversity of form and style in Castlefield's existing structures makes it permissible for designers to use their imaginations freely. Where buildings are arranged along a street, new structures should follow the street frontage.

LEGISLATIVE REQUIREMENTS

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary

of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

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

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

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

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

ISSUES

The Schemes Contribution to Regeneration

Regeneration is an important planning consideration. Over the past fifteen years the City Council has successfully regenerated areas such as Piccadilly, Spinningfields, the commercial core, around Manchester Central, the Northern Quarter and Castlefield. This is an ongoing process and much remains to be done if the City Centre is to remain competitive. Manchester City Centre is the primary economic driver in the City Region and crucial to its longer term economic success. It is essential therefore for the City Centre to continue to meet occupier requirements in terms of office provision, including flexible office space. The creation of two major new high quality hotels within a mixed use residential-led destination would help to drive forward growth in the city centre and would therefore promote regeneration. It is considered that the proposal supports the strategic objectives for the commercial core and thereby would contribute to the continued regeneration of the City Centre.

The proposal would help to: create an urban environment which is attractive to all those who want to live, work in and visit it; help to ensure that the City Centre is competitive; strengthen the retail and business sectors; be accessible to all users; promote investment opportunities; enhance the City's distinctive quality of architectural and historic fabric; create jobs; and, therefore, help to continue the successful regeneration of the city centre and its economy.

Economic Benefits

The creation of a residential-led mixed use development as part of a wider regeneration scheme for a new neighbourhood within the City Centre would provide much needed residential accommodation as well as hotel provision to accommodate growing visitor numbers and ground floor active uses such as retail and restaurant.

The scheme represents an opportunity to redevelop a site which has been vacant for a number of years which would enhance the character of the wider St John's area and encourage increased activity on site. A mixed neighbourhood would be created through provision of a range of unit types and sizes.

The mix of hotel visitors and permanent residents would generate vitality. The development would create jobs within the area in the longer term and would continue to support the construction sector with jobs created in preparing the building for use. The scheme is anticipated to provide approximately 503 FTE permanent jobs. The scheme is a crucial component of the overall ambitions for St John's and the retail provision would serve both the existing and new residents and workers in the area in the short term, but will also support those living and working in the various developments that come forward as part of the St John's Masterplan.

The regeneration of St John's would deliver significant regeneration benefits and deliver a quantum of high quality residential and hotel floorspace that will transform the area. St John's' excellent location within close proximity to the City Centre and other key regeneration areas in the city including Castlefield and Spinningfields ensures that it will be an attractive proposition as a place to live, work and play.

Viability and affordable housing provision

The NPPG provides guidance for applicants and Councils stating that decision-taking does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.

The NPPG sets out in relation to brownfield sites, that Local Planning Authorities should seek to work with interested parties to promote their redevelopment. To incentivise the bringing back into use of brownfield sites, Local Planning Authorities should:

- Consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use; and
- Take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.

Policy H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within all new residential developments on site of 0.3 hectares and above or where 15 or more units are proposed for development to contribute to the City-wide target for 20% of new housing provision to be affordable.

The supporting SPD to this policy states that there are exemptions to the policy where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing or a proportion, or where material considerations indicate that intermediate or social rented housing would be inappropriate.

The criteria that might qualify development for exemptions that are of relevance in this instance include:

- that inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Framework, planning frameworks or other Council approved programmes.
- It would financially undermine significant development proposals critical to economic growth within the City;
- The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.

The proposal would consist of properties for sale that would meet an existing housing need in this part of the City. The accommodation proposed would be suitable for young professional and families and would comply with policy.

The site has been underutilised for many years, and because of its high profile nature, a scheme of the highest quality in terms of design and materials is required. The applicant has provided a viability appraisal for the development which has been assessed which demonstrates that the proposed scheme is viable, in its current form, and is capable of being delivered. Housing for sale in this key regeneration area would assist in diversifying the housing market and would deliver substantial regeneration benefits by developing an under used site which detracts from the vitality and viability of the area.

As demonstrated by the viability appraisal, the wider St. John's scheme would deliver significant levels of new public realm and other infrastructure. In view of the above the proposals are on balance considered to be acceptable with respect to Core Strategy policies H8 and PA1.

Tall Buildings

One of the main issues to consider in assessing this proposal is whether the scale of the development is appropriate for the site. The proposed development is considered to be a tall building 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 Historic England's Advice Note 4 Tall Buildings (December 2015), which updates the Guidance on Tall Buildings Document published by English Heritage and CABI.

The proposals include a 52 storey tower with apartments and a hotel in Zone 1 and an 18 storey apartment building in Zone 3, which would act as a landmark identifying a western gateway to the City Centre.

Manchester's Guide to Development SPD states that the Council "would require any such proposals to be presented in context of the joint guidance produced by CABI and

English Heritage for assessing tall buildings". The scheme has been considered in the context of the criteria contained in the 'Guidance on Tall Buildings Document' published jointly by English Heritage and CABE. The proposals are also assessed against the Manchester Core Strategy Policy EN2 on Tall Buildings.

Relationship to Context & Effect on Heritage Environment

The first two criteria within the guidance are "Relationship to Context" and "The Effect on the Historic Environment."

The Relationship to Context - The Guidance states that "Relationship to Context" requires an assessment of: "*The relationship to context, including natural topography, scale, height, urban grain, streetscape and built form, open spaces, rivers and waterways, important views, prospects and panoramas, and the effect on the skyline. Tall buildings should have a positive relationship with relevant topographical features and other tall buildings; the virtue of clusters when perceived from all directions should be considered in this light*".

The Effect on the Historic Environment criteria requires consideration of the effect of the proposals in relation to: "*The effect on the historic context, including the need to ensure that the proposal will preserve and/or enhance historic buildings, sites, landscapes and skylines. Tall building proposals must address their effect on the setting of, and views to and from historic buildings, sites and landscapes over a wide area including world heritage sites; scheduled ancient monuments; listed buildings; registered parks and gardens, and registered battlefields; archaeological remains; and, conservation areas*".

The proposed location of the towers within the site have been carefully considered to respect the neighbouring listed buildings and natural topography. The 52 storey tower is located away from the Grade II Listed Albert and Victoria Hotel so as not to overshadow the building or damage its setting and is away from the frontage onto the River Irwell. It was considered that a more intimate scale was needed in locations where the development sits adjacent to heritage features, in order to respect their significance.

The site lies within the Castlefield Conservation Area. The existing buildings, do have some local value but do not contribute greatly to the character of the Conservation Area. The proposed towers would be more in keeping with the regeneration taking place around the site. Their form and scale would contrast with the nearby listed buildings and other non-designated heritage assets to the south, such as the Bonded Warehouse, and therefore work to reinforce the positive differential between the old and the new.

The materials of the towers would interact positively with the character of the neighbouring Spinningfields, which is a recent major regeneration scheme in the City Centre.

The towers would act as a marker for the area. The tallest element at 52 storeys would not compete with neighbouring tall buildings. However, it would interact with other tall buildings across the city, such as the Beetham Tower when seen from longer distances. This interaction would have a positive impact on the wider city as in mid-

range views, the distances between the tall buildings are suitable to allow each to stand out individually whilst in longer views, they would interact as a cluster.

A Townscape and Visual Impact Assessment has been undertaken which notes that Manchester contains many disparate and varied elements, features and views as one might expect in a major city with such a long and varied history. The Assessment examines the impact that the development would have on the City Centre in a systematic, rational and objective way. The impact of the development is assessed in isolation and Cumulative Assessment then examines it in conjunction with consented and committed development.

The proposed development is large in scale and will affect a wide area although its location on the south western side of Manchester City Centre means that it would not have an impact on the entire city centre.

The proposal would transform the character of Leftbank in a major and largely beneficial way. It is also predicted to have a dramatic and largely beneficial effect on views and those who live, work in and visit Manchester. It would become a landmark development for the western side of Manchester clearly viewed on approach roads and trains that run into the city centre and radically improving the accessibility and streetscape of the land adjacent to the river Irwell.

The character of the area would be transformed as both the skyline and streetscape would be transformed as major new buildings replace old redundant buildings and derelict and abandoned building plots. The area would become more open and permeable to pedestrians and public open space would increase significantly. The river would be opened up and made more accessible. Key buildings of heritage significance within the wider Masterplan would be retained and enhanced. The net effect on the townscape character of this zone can be summarised as major beneficial.

The towers are not visible within these views from the significant grouping of Grade II Listed Georgian terraced housing around St. John Street.

Castlefield is an area of historic significance and is an area of high townscape quality containing many listed buildings and structures. As a consequence this is a sensitive area. Many people live, work in and visit Castlefield.

The cluster of towers proposed in the Masterplan would provide a new backdrop to this historic quarter. Occasionally they might overwhelm but in most cases the sense of enclosure that is such an important part of the townscape character of much of Castlefield would be reinforced. The magnitude of change would for the most part be major making the overall judgment of significance of effect major beneficial.

The overriding value is a major or moderate beneficial effect. Occasionally a negligible value is recorded where the view of the proposal is obscured by existing buildings or it is judged that there is no discernible deterioration or improvement in the view.

Occasionally also, an adverse townscape effect is registered in a situation where the proposal introduces elements that are prominent and uncharacteristic of the surrounding townscape. This occurs in several views around the listed buildings

associated with the MOSI complex (including the Grade I Listed structures associated with Liverpool Road Station). In terms of St. John's Place, this mainly relates to the views further east on Liverpool Road (away from the Grade I Listed structures), as the tower is not visible as you move closer to the Liverpool Road Station.

In the context of other consented or committed development in the area, the effect of the proposed development is diminished noticeably. This is particularly noticeable in the case of the adjacent Wilburn Street Basin and Middlewood Lock developments which are of equivalent scale.

The submitted Heritage Statement appraises the heritage significance of identified views and the potential visual impact of the proposal on the individual assets identified and the view as a whole. The viewpoints were discussed with Historic England and 17 views were agreed for the heritage visual impact assessment.

The Heritage Statement discusses each view in detail, assesses its baseline value and then its impact. Full consideration of the cumulative impact of the proposals with other committed developments is also provided within the Environmental Statement. These documents identify that the proposal would have both adverse and beneficial impacts on the historic built environment.

The Heritage Statement identifies that there is much capacity for change within the site, given the current low contribution of the existing buildings to the character of the Castlefield Conservation Area, and that the proposals would maximise the opportunity to enhance the architectural and urban qualities around the site. The Heritage Statement concludes that out of the 17 viewpoints assessed, there were 2 major adverse impacts, 2 moderate adverse impacts, 4 minor adverse impacts, 8 negligible impacts and 1 no impact. In particular, the proposal is not visible to any extent from St. Ann's Square and to only a very minor extent, resulting in a negligible impact, from Albert Square, including the Grade I Listed Town Hall and significant grouping of Grade II and II* Listed Buildings.

View 3 is a key heritage view and is dominated by the continuous elevation of the Grade I Listed former Liverpool Road Station building, which encloses the streetscape along the north side of Liverpool Road. Beyond the Grade I Listed Station building is the Grade II listed Power Hall building and the top of the Beetham tower can then be seen to the right hand side of the view, in contrast to the dominant horizontality of the streetscape.

The St. John's Place tower can be seen beyond the Village Phase 2 tower. Each of the towers in this view is set back from the group of listed station buildings. They provide a tall vertical element to the end of Liverpool Road, which would be in stark contrast to the historically horizontal form of the Grade I and Grade II listed former Liverpool Road Railway Station buildings, which retain their early 19th Century domestic scale.

The proposed development would provide a balance to the Beetham tower to the east and together is understood and appreciated as contemporary development to the periphery of the historic area. In this view, the proposed development would provide a new landmark to the skyline in an area that has, in recent years, been underutilised. It would enhance the urban cohesion of the area encouraging movement and

permeability which is considered beneficial to the sustainability of the historic environment.

The materials, form, height and articulation of the proposal does not compromise the dominant architectural expression of the heritage assets in this view and consequently they are read as a backdrop to the former railway complex. The understanding and appreciation of the heritage values of the Grade I and Grade II listed group of railway buildings/ structures will still be clearly represented in this view.

View 7 has been identified as being of high importance in heritage terms; as with Viewpoint 3, this view is dominated by the continuous façade of the Grade I listed former Liverpool Road Station building. Rather than providing a vista down the streetscape, this viewpoint provides a short-range view into the MOSI site and allows views of the Grade I listed 1830 Warehouse. The St. John's Place towers are not visible within this viewpoint.

View 23a is another important heritage view; it is experienced from Castlefield Basin looking north-west towards the Site in the distance and has been selected to demonstrate the context of the site from short-to-medium range views from the south from the Castlefield Basin. The top of the St. John's Place tower would be visible, seen rising above the Grade II listed viaducts and bridges. The proposal would be understood and appreciated as being located within the distance, signifying the continuation of the city. It would provide a vertical emphasis to an already mixed skyline within the Castlefield Basin area, but one which would be a contrast to the dominant linear characteristics of the Grade II listed railway viaducts and bridges.

View 34 has a high heritage importance; it is taken looking west down St John Street, towards St John's Gardens. The three storey brick Georgian terraces provide a strong sense of enclosure and linearity and are unique to the city of Manchester. The view would have originally been terminated by the view of St John's Church, now the mature trees within the gardens act as the visual terminus. The view is dominated by the terrace of Grade II listed Georgian townhouses, which provides a continuous building line along the street and forms a strong sense of enclosure. The view is terminated in the middle ground by St John's Gardens. Contemporary development is seen beyond denoting the wider townscape.

St John's Place tower would be highly visible to the right of the view, although it is screened by heavy tree foliage and views of this tower would change greatly depending on the season and kinetic views.

However, it is considered that the understanding and appreciation of the heritage values of the Grade II listed terraces would be adversely impacted to a medium extent due to the change to the historic skyline within the view as a whole, especially within cumulative views and therefore a major adverse impact is recorded in relation to this view.

It is not considered that the impact would affect the character and appearance of the Castlefield or St John's Conservation Areas as a whole. It is considered that the exceptional quality and design of the Proposed Development and the enhancement to

the surrounding townscape would mitigate against any instances of adverse harm and would sustain the heritage values of the identified heritage assets

The site is currently under-utilised given its City Centre location and has low design quality and no active frontages. The proposed tower would bring fresh and high quality architectural quality to the site which are considered to outweigh the harm to heritage assets.

The proposed development would introduce a new feature to the city skyline signifying presence and activity within a key gateway site. It would create a point of interest and encourage movement through the surrounding area which would help to revitalise the area and act as a catalyst for further development. Tall buildings in this location are considered to be acceptable within the adopted SRF. Other beneficial impacts of the scheme include:

- Beneficial impacts to the streetscape along Water Street and Lower Quay Street, and the lower part of Quay Street;
- Enhancement of the pedestrian environment which will encourage activity along Water Street; and
- Enhancement of the River Irwell along its Manchester bankside at this important gateway into the city.

Relationship to Transport Infrastructure

The Transport Assessment notes that the site is served by excellent transport infrastructure including road, pedestrian walkways, cycle network, bus, Metroshuttle, rail and tram.

Basement car parking would be provided and this would be accessed from either New Quay Street or Water Street. Residents of St Johns Place (387 apartments) will benefit from 114 parking spaces (circa 30% provision). 40 of these spaces are in the basement of St Johns Place Zones 1&2 (accessed from New Quay Street). 74 spaces are allocated in the proposed neighbouring Central Village Car Park. In Zones 3&4, 55 car parking would be provided for the Victoria and Albert Hotel to replace spaces lost from Albert Shed.

In terms of cycle provision, it is proposed that residential units will have a 1:1 ratio of cycle parking (53% residential cycle spaces per bedroom). Additional car parking to serve this part of the development may be provided on a temporary basis within Surface level car parks nearby. There would be permanent provision beneath Village Phase 2.

The pedestrianisation of the area around the tower would encourage walking. This will link with a new Square called St John's Place, which would be created opposite Gartside Street. The pedestrian link would be carried through the site to the River Irwell. This ensures that the tall buildings contribute towards the permeability of the wider site. Transport Assessment also demonstrates that nearly the entire City Centre is accessible within a 20 minute walk of the Site.

The cycle parking provision and the highly permeable scheme should reduce potential pressure on the capacity of existing public transport and local roads.

The Transport Assessment assesses the impact of the proposal on existing infrastructure and it includes the wider St. John's Masterplan and other committed development in the vicinity of the site. This outlines that the greatest change in percentage impact would occur in 2017. The greatest change in vehicle flow would occur on Water Street.

On Water Street south of the main central car park and on New Quay Street (east of Gartside Street) due to the proposed closure of Quay Street between the junction of Gartside Street and Water Street there would be an increase in traffic flow greater than 30%.

Liverpool Road also sees an increase in traffic flow at its western end of 19% and to the east towards Deansgate this is an 11% increase. This link does in fact benefit from a change in priority so traffic is no longer held up at the traffic lights and this effectively removes queued traffic off Liverpool Road so there is no delay to traffic joining onto Water Street.

The operation of the Trinity Way/Regent Road junctions will be markedly improved with the Traffic Signal improvement scheme proposed by Manchester City Council. This should reduce the level of queuing currently on Water Street on approach to Trinity Way in the PM peak.

Lower Byrom Street would experience changes in traffic of between 6%-7%. These arise due to the residents of Village Phase 1 and visitors to Manchester Grande but it should be noted that even here, the main desire line is to and from the ring road rather than to use Lower Byrom Street. The increased traffic on Lower Byrom Street would not give rise to a perceptible impact on residents or road users.

The Transport Assessment sets out mitigation measures which will be employed to reduce the implications of additional road traffic on the highway network. The main impacts to which is places emphasis are on Water Street and parts of New Quay Street and relate to the issues of severance, pedestrian amenity and road safety.

Water Street to be traffic calmed so that traffic speeds are kept low. This traffic calmed environment continues throughout St Johns so that pedestrians have many alternative routes through the area.

Cyclists will benefit from extensive and excellent cycle parking; a cycle hub and cycle hire facilities.

The St John's development will also benefit from City Car Club spaces to be located on site.

The site will also benefit from a Framework Travel Plan that will utilise these physical measures to influence and encourage sustainable travel behaviour.

The site benefits from high levels of accessibility via public transport with nearby services including Metrolink, Metroshuttle, mainline rail and bus. Coaches visiting the site would park in existing coach parking areas at Water Street, Liverpool Road and Byrom Street, before picking up passengers on Water Street at the end of an event. The site is within close proximity to Manchester City Centre with its wide range of retail, leisure and employment opportunities.

The Architectural Quality of the Building

The architectural quality of the building including its scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The design of the top of a tall building is of particular importance when considering the effect on the skyline. The design of the base of a tall building would also have a significant effect on the streetscape and near views.

The towers are simple bold forms that have been carefully considered in terms of location and orientation. The base to each tower responds to the immediate context at street level and proposed public realm design. The St. John's Place tower is 52 storeys and consists of a podium block that slides underneath the main tower volume, which begins at level three and rises the full height of the building.

The podium block is set back from the southern façade to create a dramatic space for a resident's garden. This is bounded by a colonnade of columns which supports the upper tower volume and creates a sense of intimacy in the space.

The podium block projects beyond the north elevation and responds to the pedestrian boulevard and ground floor levels of the adjacent hotel building opposite. This low level projection reduces the impact of the height of the tower in the immediate public realm

The east and west elevations of the podium are also set back from the main tower volume to clearly express the different volumes and define the 'Sky' component separately from the 'Village' streetscape beneath.

The position of the tower on the axis with Quay Street terminates the view from St. Peters Square and provides St. John's with a gateway from the city.

The scale, form and massing of the proposals would positively contribute to the cluster of tall buildings associated with St John's and the wider City Centre. Tall buildings are proposed across the site creating its own landmark structure. The towers vary in height adding interest to the skyline and breaking up the massing.

The bold, simple silhouette and regular geometric compositions has led to a uniform approach to the cladding design that responds to the wider city context and importantly the vertical form of the buildings. The development of an expressed grid relates to internal function, the underlying structural grid and building orientation.

The expressed grid is broken down into primary and secondary elements. The primary frame responds to the main structural grid where the majority of apartment divisions are located. The secondary framing elements indicate the location of internal partition walls within apartments or between hotel rooms and is dependent upon the internal

configuration. There are variations in the application of the grid determined by façade orientation.

There is greater articulation to the south façade, including an additional horizontal cladding rail at high level. This is intended to provide solar shading from the high midday sun. The east and west facades have closely spaced vertical fins to provide solar shading in mornings and evenings when the sun is lower in the sky. Additional solar shading is not required on the north façade and therefore the elevation treatment is flush.

The intention is that the surfaces of the towers, which have different treatments according to orientation, would catch light in different ways and ensure a constantly changing appearance in response to time of day, weather conditions and the viewer's perspective.

The expressed grid would comprise dark grey anodised aluminium which provides a high performance finish which maintain the metallic appearance. Full height clear glazed panels would provide extensive views from the apartments and allow natural daylight. Solid infill panels, where needed, would be faced with opaque backed full height glazing. Flush finished perforated metal screens would conceal pivoting solid ventilators, acoustic trickle vents and extract ductwork terminals.

Sustainable Design and Construction.

For all forms of development, good design means sustainable design. Tall buildings should set exemplary standards in design because of their high profile and local impact. The Energy Statement sets out in detail a site wide analysis with regards to energy efficiency and scheme sustainability to demonstrate that the proposals will meet the requirements of the Manchester City Council Core Strategy. The design of the towers has adopted a hierarchy approach to the design by looking at passive design methods to reduce energy and provide a high level of energy efficiency.

The Energy Statement states that the percentage reduction saving over Part L (2013) has been estimated as a 27.2% improvement over Part L1A 2013 for residential use, 29.3% improvement over Part L 2010 for retail use and 13.2% improvement over Part L2A 2010 for hotel use.

The particular characteristics of the towers that have contributed to this saving includes the use of building components with good thermal properties, the schemes' connection with the proposed CHP district heating network with its low carbon characteristics and the benefit of good daylighting and the use of appropriate lighting controls to reduce the electrical energy consumption.

The towers are orientated to take best advantage of the daylight hours with a high proportion of glazing providing good levels of natural light and promoting beneficial winter solar gain to all areas of the development. The Environmental Standards Statement sets out how the development has been designed to address key areas of sustainability.

Credibility of the Design

Tall buildings are expensive to build, so it is important to be sure that the high standard of architectural quality required is not diluted throughout the process of procurement, detailed design, and construction. Location, use, the commitment of the developer, and ability and expertise of the consultant team will have a fundamental bearing on the quality of the completed building.”

The proposals have been prepared by a client and experienced design team familiar with the issues associated with developing high quality buildings in city centre locations and with an exceptional track record and capability to deliver a project of exceptional quality.

The design properly reflects the site owner's commitment to this development, together with the requirements of market demand. These are important factors in terms of the deliverability of the scheme and ensure that the scheme as submitted would be constructed.

St John's is to be delivered by Manchester Quays Limited, a joint venture between Manchester City Council and Allied London, a developer with a proven track record in Manchester. Allied London has delivered world-class buildings and public realm within the Manchester City Centre context including at the neighbouring Spinningfields.

The design team recognises the high profile nature of the Site and the bar has been set high in terms of design quality and architectural excellence, to deliver a landmark building that is complementary to the wider development of St John's.

Contribution to Public Space and Facilities

The Proposed Development would deliver a significant enhancement to the environment of Quay Street and Water Street, re-establishing building lines and incorporating ground floor uses that provide activity and animation.

New and improved public realm would be provided on the site and the tower would front onto the new pedestrian boulevard leading from the junction of Gartside Street and Quay Street to the River Irwell. The building would also have a raised base to allow for the creation of residential winter gardens at ground level.

A number of key routes would be provided through the site that would be reinforced through tree planting, with new avenues leading to and from, and adjacent to the tower. The tower would contribute significantly to creating a sense of place and an identity for the newly regenerated area.

The proposed soft landscaping has been designed to respond effectively to the known wind microclimate in this location, through a team workshop and a wind tunnel session. Water Street would have a number of traffic calming measures implemented to ensure resident and visitor safety. Shared surfaces will be introduced throughout the site to reduce vehicular speeds.

The proposed public realm, along with the active ground floor uses, would provide pedestrian connections and assist in developing the St Johns area. It would generate activity and natural surveillance throughout the day and night, leading to a more user-friendly environment.

Effects on Local Environment and Amenity

- *Wind*

The proposed development introduces a number of significant structures regarding wind effects. Wind tunnel testing of a physical scale model has been combined with long-term wind statistics from Manchester Airport to provide a detailed assessment of pedestrian level wind conditions in and around the site, in accordance with the industry standard Lawson criteria for pedestrian safety and comfort.

Potential wind effects were identified at an earlier stage in design process and the ongoing detailed design has responded to these effects. Preliminary, indicative, landscaping measures and canopy options on the south elevations of St. John's Place Zone 1 have been incorporated.

For the completed Masterplan Development, pedestrian level conditions around the northeast corner and on the west side of St. John's Place Zone 1 marginally rate as unsafe for the general public. These localised effects would be mitigated to negligible by either the introduction of consented future developments within the surrounding area or further development of the wind mitigation measures, comprising landscaping features and canopies. Conditions are otherwise safe for all users.

Wind conditions are expected to be suitable only for fast or business walking around the northeast corner of St. John's Place Zone 1. This localised effect would be mitigated through further development of the landscaping features and canopy. Conditions are also marginally windy, but tolerable, for leisurely strolling on Water Street, adjacent to the east corner of the Marriott Hotel, and on the riverside, to the southwest of Riverside Tower 1. Conditions are otherwise suitable for strolling through the site and surrounding area.

The eastern residential entrance to the St. John's Place tower is too windy for comfortable pedestrian ingress/egress and the north-western hotel entrance is marginally windy, but likely tolerable, for pedestrian ingress/egress during winter and spring. These localised effects would be mitigated through further development of the landscaping features or recessing of the entrances. Soft landscaping would also be developed further to protect drop-off points and ensure at least tolerable conditions for associated activities. The remaining main entrances to the towers would have suitable conditions for pedestrian ingress/egress and there is no impact on entrances to existing buildings in the surrounding area, including the Victoria and Albert Marriot, Great John Street Hotel and other buildings on Atherton Street.

The development includes several amenity spaces with suitable conditions for recreational activities including outdoor seating during at least summer. The St. John's Place Zone 4 riverfront terrace enjoys suitable conditions for outdoor seating. The Zone 3 space would be suitable for a viewing area for example, but would require additional

landscaping measures to extend the amenable conditions for seating across the full extent of the terrace. The introduction of consented future development to the west of the site would shelter the St. John's Place Zone 3 and 4's riverfront terrace and create suitable conditions for outdoor seating across the terrace. Otherwise, landscaping features and canopy options would be further developed to ensure conditions are generally suitable, and no worse than tolerable, for planned recreational activities. The adjacent area of the riverfront remains suitable for general recreational uses.

The proposal is expected to shelter the neighbouring Leftbank Apartments, alleviating the potential exceedance of the safety criteria threshold on New Quay Street.

Conditions within the Marriott Hotel outdoor seating area are expected to be too windy for prolonged periods of outdoor sitting; however, existing conditions in this location are considered marginally windy for such activities. In this respect, a condition is recommended which will require wind mitigation measures, should conditions so require.

- *Sunlight and Daylight*

The Sunlight, Daylight and Overshadowing Assessment considers the impact of the proposed development on the levels of daylight and sunlight to the surrounding windows of sensitive receptors, including residential apartments and hotel buildings. The potential effects of overshadowing have also been considered in respect of the adjacent outside amenity space including balconies. The extent of the windows analysed is based on professional experience and are those that are unable to pass the initial 250 test set by the Building Research Establishment (BRE) Report 209 "*Site Layout Planning for Daylight and Sunlight – a guide to good practice*".

BRE Report 209 is generally accepted as the industry standard and is used by most local planning authorities in considering the impact on sunlight, daylight and overshadowing. However, it should be noted that BRE Report 209 is based on a suburban setting (equivalent to the light available over two storey houses across a suburban street), no guidance is given as to suggested daylight and sunlight levels in city centres.

The baseline condition demonstrates that very few of the adjacent properties are able to meet with the BRE guidance for all the windows analysed.

In the context of the city centre setting it is considered that the overall impact of the development is comparable to other high rise developments in the City. The overall impact on daylight and sunlight is less than would be expected in a typical city centre high rise development and only one residential property is significantly affected.

The overall impact of the Scheme relates to the windows facing the development rather than the property as a whole. For example, whilst there is an adverse impact to 10-18 Leftbank, this impact is largely restricted to one elevation; not the building as a whole. The worst affected windows to 10-18 Leftbank have balconies over windows which reduces the amount of visible daylight from the upper section of the sky; an area normally accessible to windows. The daylight levels to the worst affected windows are comparable to windows in 10-18 Leftbank overlooking the adjacent RBS building on Hardman Boulevard

In summary, of the 1,887 windows tested, 67% of the windows analysed have not had the daylight to their face reduced by more than the BRE recommendation of 20% of their former value; the BRE Guidance considers that a 20% reduction is the point at which people begin to notice the reduction in light. 373 (20%) of the windows have had their daylight reduced by slightly more than the 20% reduction recommend; 179 (9%) windows have had their day light reduced moderately below the BRE recommendation and 69 (4%) have been reduced substantially below the 20% reduction suggested by the BRE Guidance for sub-urban areas. .

The windows which see the largest reduction to the VSC are to the Marriott Hotel, the Premier Inn and 10-18 Leftbank. These properties are in close proximity to the proposed towers. Many of these windows have access to daylight in excess of the 27% VSC given in the BRE Report 209; this is due to the low rise nature of the existing Granada television site allowing excellent sky visibility for a city centre location.

10-18 Leftbank has a significant reduction in the VSC levels to the windows which overlook New Quay Street. These windows currently have a high level of VSC; well above that which would normally be considered appropriate even for a sub-urban street. The most significant reductions to the windows in this elevation bring the VSC levels down to a similar level to the windows in 10-18 Leftbank which overlook the RBS building on Hardman Boulevard.

Consideration has been given to the impact of the development on the daylight received by the surrounding properties. The towers with the most significant height are set away from the perimeters of the site, where adjacent properties are in closer proximity. The tower in front of the Leftbank apartments is of a lower height and the block has been chamfered to allow a greater amount of sunlight and daylight to reach the New Quay Street elevation apartment windows.

- *Air Quality*

An Air Quality assessment considers the impact of the proposal during construction and in operation, on local air quality and its subsequent effect on sensitive locations, such as residential properties and educational facilities. The assessment has focussed on the effect of the proposal on nitrogen dioxide and particulate matter concentrations, as the main pollutants of concern in the Manchester area.

It is likely that there would be some temporary adverse impacts associated with dust soiling during the construction period, potentially for sensitive receptors including Listed Buildings and people. A detailed Construction Environmental Management Plan would be put in place to mitigate these potential impacts.

Modelling of the changes in traffic volumes as a result of the Proposed Development demonstrates that it would result in relatively small changes in air quality in relation to sensitive receptors, with changes in relation to the most sensitive (e.g. residential properties) largely being of negligible magnitude for both nitrogen dioxide and particulate matter in both 2017 and 2032.

A range of mitigation measures are identified for incorporation into the construction methodology to minimise the generation of dust and its release from the site. The

Transport Assessment proposes a number of mitigation measures such as the adoption of strategic and sustainable transport practices as part of a Travel Plan, which would provide reductions in vehicular emissions associated with the Proposed Development.

- *Noise & Vibration*

An environmental noise survey has been undertaken and unattended and attended sample noise measurements were carried out at strategic locations around the site to determine the existing noise levels from road traffic, pedestrians and other significant noise sources in the area.

The noise assessment includes maximum sound pressure levels and sets out measures to be employed to ensure that these levels are met. All plant would be appropriately insulated to minimise noise impact to residents and appropriate insulation would be included to ensure suitable levels of noise ingress and egress. Therefore, no significant residual noise effects are expected.

The Noise Assessment identifies some impacts during the construction phase on neighbouring properties and sensitive receptors. However, mitigation measures are proposed. The construction phase would be temporary and appropriate mitigation measures would be implemented and local residents and community groups would be informed.

Once the development is operational, noise associated with servicing would be mitigated through the application of time restrictions for commercial servicing (between 07:00 and 20:00) to reduce disturbance to resident's and visitor's amenity.

The increase in road traffic noise outside the nearest noise sensitive premises due to the operation of the proposed development is expected to result in negligible significance impact.

It is therefore considered that the impact of noise will be negligible in the long-term and that, with appropriate mitigation measures in place, the operation of the towers would not have an adverse impact on surrounding uses.

- *TV Reception*

A baseline TV Reception survey has been undertaken that highlights two potential impact zones; one for terrestrial television reception and one for satellite reception.

The impact for terrestrial television covers an area to the southeast of the site and a section of the St. John's Masterplan site. It highlights a number of apartment blocks and commercial properties in the area.

The towers could shadow existing viewers from the Winter Hill television transmitter, resulting in interference being received.

The impact on satellite reception covers an area to the north of the site and also a large part of the site itself owing to the majority of the potential impact being created by the tower.

The tower has could shadow the line of sight to the Astra satellites from Zones 3 and 4, and a large section of Zone 2, along with other properties within the impact zone at Leftbank Apartments. This could result in a loss of satellite television reception in the case of existing viewers, or the inability to receive satellite television in Zones 3 and 4. The Survey sets out a number of mitigation measures to remedy these potential reception issues including:

- Change of aerial type to one most suited to the type of interference being received.
- Resisting of the television aerial to a position on the property where interference is reduced or not present.
- Increase or decrease of aerial height.
- Installation of masthead amplification to improve television signal strengths being received.

A condition is recommended which addresses the issue of TV reception.

Contribution to Permeability of the Site and the Wider Area

The proposed development forms part of the wider St John's regeneration area and sits in a key gateway location. The public realm strategy has there been designed to ensure permeability and linkages with the wider City Centre and key development sites.

The development opens up access throughout the site. Permeability through has been central to the design with a significant new pedestrian boulevard linking the east side of the site to the west and the frontage onto the River Irwell. The proposals are being brought forward with consideration to the wider St John's site and neighbouring planning applications. The overall vision for the area is to create a new permeable neighbourhood that reinstates the original and historic tight-knit street patterns.

Traffic calming measures would be implemented to ensure that pedestrian permeability measures are not adversely impacted by traffic on existing roads within the site, such as Water Street.

Pedestrian permeability would be improved throughout the site creating new north-south routes through the site and along the River Irwell.

The Provision of a Well-Designed, inclusive Environment

The Design and Access Statement sets out the overall design aspirations of the proposals and provides full details of the design of the environment. The design aims to contribute to and enhance the quality of life for residents, workers and visitors.

The proposal would deliver significant improvements to the public realm providing a series of newly landscaped public spaces and assist in the creation of a sense of place. The tower would maximise space for gardens to be used by residents, with an elevated first floor underneath which winter gardens are provided.

Other Planning Issues

Archaeology

A Desk-Based Archaeology Assessment aims to establish the nature and significance of the sub-surface archaeological resource within the area, and assess the impact of any future development upon this resource. None of the sites of potential archaeological interest identified within the site are afforded statutory designation, and are thus not considered to necessarily merit preservation in-situ. Most of these non-designated heritage assets have been determined to be of negligible significance. Should well-preserved remains of these latter heritage assets survive as buried remains, then they may merit preservation by record, where they will be directly affected by development.

The archaeological assessment states that the requirement for any further archaeological recording of buried remains within the Site would be decided by the Greater Manchester Archaeological Advisory Service, in its capacity as archaeological advisor to Manchester City Council. However, if any further archaeological investigation of the site is deemed necessary, it is envisaged in the first instance that this will be in the form of a watching brief during the removal of the ground slabs following the demolition of Albert Shed and the Globe & Simpson Building, although more detailed investigation may be anticipated if significant archaeological remains are encountered.

Flood Risk & Drainage

The site is fully developed and is served in its entirety by a series of drains/sewers. These sewers discharge un-restricted into the surrounding United Utilities Adopted Sewer Network. The site is defined within the Manchester City Council Strategic Flood Risk Assessment (SFRA) as being located within a "Critical Drainage Network". The implication of which requires an overall reduction in peak discharge rates of 50% (comparing existing peak flows to the proposed peak flows).

Two drainage strategies have been developed for the entire St John's development. This holistic review is required as certain individual plots within the development site could achieve the drainage reduction stipulated:

*Option 1 – Drain to Existing Sewer Networks: The development plot would drain back to the existing adopted sewer network within Grape Street. The flows would be restricted to in excess of 50% of the current flows and attenuation within the footprint of the development site would be required.

*Option 2 – Drain to the River Irwell: A separate surface water drainage network will need to be installed to serve St John's development within its entirety. Into which this development plot would connect. The discharge into the River Irwell would be un-restricted; as such no attenuation is required within the plot boundary.

The preferred drainage strategy is Option 2 and the final strategy will be informed by further detailed design work and on-going discussions with stakeholders.

In line with Paragraph 103 of the National Planning Policy Framework and recently updated National Planning Guidance (April 2015) in relation to SUDS, Manchester City Council has confirmed its commitment to exploring the use of SUDs on new major development proposals. The Flood Risk and Drainage Strategy sets out that attenuation of surface water flows from the proposed development will be dependent on the final choice of drainage strategy; however, there is potential for the following types of SUDs to be incorporated into the development:

- * Pervious pavements with 30% void sub-base and permeable paving.
- * Oversized pipes.
- * Proprietary below ground attenuation tanks.
- * Green roofs.

Ground Conditions

An assessment of risks posed by ground contamination, as well as the potential environmental impacts posed, has been included as Chapter 12 of the Environmental Statement and its technical appendix (Phase 1 Ground Conditions Report).

The Environmental Statement concludes that both the Site's development process, and the completed development, will have a Minor Beneficial impact; owing to the fact sources of contamination beneath the site will be investigated and treated during the construction process. The site development is also considered to have a Minor Beneficial impact when viewed cumulatively with other developments proposed or completed within the local area for similar reasons.

An Explosive Ordnance Threat Assessment has also been completed in respect of the wider St. John's Masterplan site and is submitted as a technical report in support of the application. The report identifies that the majority of the Site falls outside of a UXB Threat Zone and as such it is concluded that Explosive Ordnance threat levels in this location are negligible.

However, the northern tip of the site does fall within a UXB Threat Zone; this location is considered to be at medium risk from 50,250, 500 and 1,000kg bombs and British AAA projectiles. A Threat Mitigation Strategy is set out within the report, which identifies appropriate mitigation measures to be conducted on site in relation to potential site investigation and intrusive engineering activities.

Given that the overall impact is beneficial, the proposals are considered justifiable with regards to impact on ground conditions.

Ecology

An ecological survey, including a licensed Bat Survey, has been carried out by ERAP and submitted as part of this application. The appraisal presents the results of a desktop study, extended Phase 1 Habitat Survey and a licensed bat survey carried out in July 2015.

Following the appraisal, the survey concludes that the proposals will have no adverse direct effect on statutory or non-statutory designated sites for nature conservation and

that they are acceptable in accordance with ecological considerations and relevant planning policy. Furthermore, it is considered that redevelopment at the site will provide an opportunity to secure ecological enhancement for wildlife associated with urban habitats.

Opportunities to add to the current ecology of the Site are included in the proposals. Surrounding the base of the towers, landscaping including planting, will create new urban habitats.

In relation to trees, the Arboriculture Officer notes that although this application is accompanied by a detailed Ecological Survey and Assessment, which mentions the trees present on site, there does not appear to be a BS Tree Survey, Arboricultural Method Statement, Tree Protection Plan or any indication of Root Protection Areas on a Topographical Plan. There is mention that some existing trees will be removed and new trees planted but no detailed indications as to where or how. A further survey is being prepared in response to these comments.

Apart from five trees located on the junction of Quay Street and Gartside Street, all existing trees on site are required to be removed to facilitate the proposed development.

The tree survey, which will comprise of an initial arboricultural survey and advisory report, together with an arboricultural assessment report and 'draft' protection plan. Details of species and locations of replacement tree planting and ground cover planting are yet to be determined, although the Public Realm Indicative Masterplan and Strategy submitted in support of the application identifies broad principles for soft planting. It is proposed that the final soft planting scheme is agreed via a planning condition.

It is the intention to undertake extensive new tree planting across the wider St. John's Masterplan area to create a green leafy environment, importantly, using a diverse range of tree species to enhance biodiversity.

Residential Space Standards

On 18 March 2015, Manchester City Council's Executive Committee resolved to adopt the Space Standards (with regard to size of units) set out within Section 4 of the London Housing Design Guide as an interim measure ahead of producing and adopting a Manchester Residential Design Guide. The Manchester Guide is not expected to be published until Summer 2016. The Report to Committee identifies that it is not the intention to adopt all of Section 4 as an interim; the measure in relation to overall apartment size will be adopted. The residential units have been designed to fully accord with these standards.

Residential Management Strategy

Residential Management Strategy has been prepared and submitted in support of this application.

A strong management regime will be established for the maintenance and administration of the community, which is being created. The responsibility for the long term stewardship of all shared and public areas of the scheme not otherwise demised or allocated to individual tenants, will be granted to this regime.

The main elements of the estate management delivery are as follows:

Core Services Provided by Site Management Staff.

The building management resource will deliver the majority of “soft maintenance services” to the development. The services will include:

- Cleaning of the communal areas.
- Refuse and waste management in line with the scheme refuse management strategy
- Non-specialist hard and soft landscape maintenance.
- Litter patrols.
- Porterage.
- Control of site deliveries and other site access arrangements.

Careful consideration has been given to the on-site staffing regime and the service charge budget will deliver a robust level of manned resource, suitably skilled to deal with resident issues, antisocial behaviour and general building issues.

In addition, the following maintenance services to be provided by specialist service Sub-contractors:

- Window Cleaning
- M&E Plant and Equipment - It is envisaged that the principle plant and equipment items to be considered may include passenger lifts; security systems including fire and intruder alarms; access controls, door entry systems, barrier and gate controls; water booster pumps; ventilation/extraction plant; general maintenance; and, Reserve Fund which will accrue over time and will contribute towards large items of communal expenditure, such as periodic redecoration of the communal areas.

The communal estate regime and service charge budget are critical elements of maintaining and maximising residential amenity within any building. The service charge budget will deliver a 24/7 staffing regime at the building and this will enable immediate response to any antisocial incidents.

It is recommended that a condition be imposed requiring approval of the Residential Management Strategy.

Crime and Security

A Crime Impact Statement has been prepared by Greater Manchester Police which confirms that GMP is fully supportive of the scheme; it provides a number of recommendations which will be considered during the detailed design stage through on-going dialogue with Greater Manchester Police. A condition requiring Secured by Design accreditation is proposed.

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

Retail, restaurant and bar uses.

The inclusion of retail, restaurant or bar uses within the lower floors of the development, will contribute towards creating a truly mixed-use development with active frontages on Water Street and the river frontage. A minimum of five retail units will be provided. Occupiers will be actively managed to ensure a complementary mix of tenants and uses; it is proposed that there will be a balance of uses across the use classes. It is likely that the units to the riverside frontage would be attractive to restaurant and café operators, who might wish to take advantage of the water setting.

The application proposes the maximum operational hours of the retail units is proposed as follows:

- Sunday to Thursday 0700-2400.
- Friday and Saturday 0700-0200.

However, particular operational hours will need to be confirmed as a requirement of a condition which relates to each unit.

The proposals include a series of external seating areas, which will add to the vitality and vibrancy of the area and help to draw people in. The seating areas would be managed by the individual unit operators and the St. John's on-site management team to ensure that they operated effectively in terms of preventing of nuisance including litter and noise. Whilst operational, the seating areas will be continually monitored by staff and will be subject to regular patrols by the St. John's team, who will also ensure that regular dialogue takes place with building management for the existing and future buildings to address any issues that arise.

All loose furniture within external seating areas will be selected by the occupier. Occupiers will continue to store furniture inside the units at the end of each day or neatly lock up furniture within their outdoor seating area.

The proposed external seating areas would be operated in accordance with the requirements of relevant conditions.

Night-time Appearance

The appearance of the proposed development outside the hours of daylight is an important consideration

The appearance of the development at night will continually change with the use of internal lighting to individual hotel or apartment rooms. Whilst the configuration of artificially lit spaces will appear random they are placed within a structured and ordered expressed grid. The grid will provide visual interest and a level of coherence to the reading of the illuminated spaces behind the façade.

The duplex winter gardens and lighting of roof top terraces will create high level night-time interest and the uplighting of trees will provide further emphasis to the reading of the stepped form of the elevation and silhouette of the building at night.

Subtle differences to the façade grid on Zone 3 & 4 will provide a similar enhancement to the reading of the façade.

Careful consideration will be given to the lighting of building entrances, feature walls and columns, stairs, lifts, landings and doors.

Externally applied lighting to illuminate the buildings would cause unnecessary light pollution to neighbouring properties and has been avoided.

The public realm design has been developed to provide a variety of high quality lighting solutions which are appropriate to the character areas, complement each other and the proposed architecture. LUX levels will be designed so as not to impact on residential amenity.

Narrow spaces through the site will be lit by catenary lighting, suspended between the buildings. The design of these fittings will be bespoke and will complement the distinct architecture of the St John's Place. Trees will be lit with uplighters throughout. Low level lighting will create a softness to intimate spaces such as dining areas and private gardens, whilst also being used to delineate smaller spaces.

It is recommended that a condition be imposed to ensure a lighting strategy of the highest standards is provided as part of the development.

RESPONSE TO CONSULTATIONS

- The Historic Buildings and Conservation Panel have made the following comments:

The Panel stated that the proposals needed to maintain a sense of place and felt that the riverfront had been oversimplified and there was a lost opportunity to create more landscaping / public realm.

A comprehensive public realm strategy has been developed for the wider St. John's Masterplan area, which will lead to the creation of a series of new spaces and routes with high quality public and private environments around the proposed buildings. These would take into account the need for active, usable spaces and create uncluttered public realm with well-defined routes and gateways through the site to key entrances to buildings to allow easy orientation. The proposals would mitigate against microclimate issues such as wind tunnelling and heat islands through well-informed design, and deal with level differences in simple, elegant ways, maximising inclusive access.

The elevated waterfront area, located to the north west of the site will be re-vitalised and is to become a high quality dining space. The existing pedestrian route alongside the river will be retained and improved through upgrade of surface materials and proposed building frontages.

The Panel felt that the proposed tall buildings were bland and repetitive and didn't create an interesting skyline and gave little consideration to the conservation area. They also felt that the highly reflective glazing would draw attention to the building. The Panel observed that Albert Shed is a heritage asset and a significant marker on the River Irwell and an important reference back to the trading activities along the river, which they felt should be retained. They felt that the proposals are detrimental to the listed bridge and hotel and would like to see a more suitable lower building in this location.

The Panel also felt that the existing building on the corner of Quay Street and New Quay Street is also of significance and its loss is regrettable.

The comments received from Historic England on the Masterplan note that the northern and southern ends of Water Street offer potential to accommodate clusters of tall buildings without harming the significance of the historic environment. The application site has therefore been considered as being a suitable location for tall buildings and the proposals have been developed within this context. The proposed location of the towers within the site has been carefully considered to respect the neighbouring listed buildings and natural topography. The four buildings will range in height from ground plus 3 storeys to ground plus 51 storeys. The tallest tower at a maximum height of 168.4m will be positioned at the heart of the scheme (south side of the site) and the axis with Quay Street. It is located away from the Grade II Listed Victoria and Albert Warehouse so as not to over-shadow the building or damage its setting and away from the frontage onto the River Irwell.

The remaining three buildings create a transition to the riverside and Spinningfields. Building 3 (Zone 3) is located adjacent to the Grade II Listed Victoria and Albert Marriott Hotel and as such, has been reduced in scale to four storeys to respond to the scale of this heritage asset.

It is considered that the proposed development will introduce a new feature to the city skyline signifying presence and activity within a key gateway site. It will create a point of interest and encourage movement through the surrounding area, which will help to revitalise the area and act as a catalyst for further development.

In terms of the existing buildings on site, Albert's Shed is an existing warehouse built in the early part of the 20th century. The utilitarian 'shed' structure incorporates parts of an early 19th Century former warehouse wall. It is an open sided shed with three new gable ends with a series of new window openings. Albert Shed is not listed and it is not considered to be of sufficient interest to be a non-designated heritage asset, although it does have some local value. Overall, Albert Shed is assessed as being of low significance.

The Globe and Simpson Building was constructed in the 1930's on a 'flat-iron' island site; the two storey office building was previously occupied by ITV as a business service centre. The building is simply constructed of red-brick with a more detailed, low-rise, modest Art Deco clock tower using painted stone/concrete blocks. The building is not listed and it is not considered to be of sufficient interest to be a non-designated heritage asset although it does have some local townscape value. Overall, the Globe and Simpson building is assessed as being of low significance.

Given the low historic contributors of the extant two buildings, the Heritage Appraisal submitted in support of the application concludes that there is a capacity for much change and an opportunity to enhance the architectural and urban qualities within and surrounding the subject site.

The Panel would like to see a much better integration of the proposals with the surrounding area and would like to see more generous spaces / public realm around the building.

In addition to the Waterfront area, the proposals also incorporate four further areas of amenity space, including Arrival Plaza, a space to the east of the site which sits adjacent to New Quay Street and is the key gateway between Spinningfields in the north east and the St John's neighbourhood in the south. The high quality public realm continues to run through from Spinningfields and is emphasised by the use of natural stone, ornamental planting and feature lighting throughout. The junction of Quay Street and Gartside Street will be enhanced to provide a strong new pedestrian connection between Spinningfields and St. John's.

At Water Street, it is proposed that the surface materials and character of the space tie into those of the surrounding public spaces, with natural stone surfacing indicating a change of space from the adjoining traditional highway. Pedestrian movement through the area will be prioritised with a feature crossing creating a visual link between the elevated waterfront area and entrance spaces to the proposed buildings to the south.

Centrally located are the main foyer spaces to the restaurants and the St. John's Place buildings which will provide high quality functional entrance spaces. Resident gardens will add to the provision of landscaping within the development.

The Panel would like to see the view from the Town Hall to see how much of an impact it makes.

The viewpoints include a representation from Albert Square (View 37), which confirms that the tallest element along with the shorter block to the right will both be only partially seen above the rooftop and chimneys of the Grade II listed Lloyd House. The impact of the proposals on the view from Albert Square is therefore assessed as being negligible.

- Neighbour Comments

Objection 1. In relation to concerns regarding the impact of the proposed development on the setting of the Castlefield Conservation Area and nearby Listed Buildings, as well as the appropriateness of tall buildings in this location and as a signal to mark the gateway to St. John's these comments are addressed above, as part of the response to comments made by the Historic Buildings and Conservation Panel. An assessment of how the proposals contribute towards relevant policy, including the National Planning Policy Framework and Manchester Core Strategy Policies is set out earlier in this report.

Objection 2. In relation to car parking, it is proposed to provide 114 car parking spaces for the residents of St. John's Place, equating to a ratio of circa 30% which is considered appropriate for a city centre development. 40 spaces will be delivered on-site within basement car parking; a further 74 spaces will be provided through the Central Basement Car Park to be delivered as part of the Village Phase 2 scheme.

In the event that St. John's Place is operational prior to completion of the Central Basement Car Park, it is proposed that an interim provision of spaces will be made from existing surface car parking areas within the wider estate. Valet parking capable of accommodating up to 82 cars will be provided for the hotel operations within St. John's Place within the Central Basement Car Park.

Objection 3 regarding sunlight and daylight impact to Left Bank, the submitted Sunlight, Daylight and Overshadowing Assessment considers the impact of the proposals on the levels of daylight and sunlight to the surrounding windows of sensitive receptors, including residential apartments and hotel buildings. The baseline condition demonstrates that very few of the adjacent properties are able to meet with the BRE guidance for all the windows analysed; this is expected given the city centre locality of the proposals.

In the context of the city centre setting it is considered that the overall impact of the proposals is comparable to other high rise developments in the city. In consideration of the scale of the proposals it is considered that the overall impact on daylight and sunlight is less than would be expected in a typical city centre high rise development; only one residential property is significantly affected.

It is noted that the overall impact of the proposals is in relation to the windows facing the development rather than the property as a whole. For example, whilst there is an adverse impact to 10-18 Leftbank, this impact is largely restricted to one elevation; not the building as a whole. The worst affected windows to 10-18 Leftbank have balconies over windows which reduces the amount of visible daylight from the upper section of the sky; an area normally accessible to windows.

Objection 4 to any form of blade at the top of the 52 storey tower on the grounds of noise that would be created, it is not proposed to incorporate a blade at the top of any of the buildings.

CONCLUSION

The application proposals accord fully with the key tenets of relevant national and local planning policy. The proposals will provide a high quality, mixed use residential led development including retail, restaurants, public realm and landscaping in an accessible City Centre location that will integrate with and support existing surrounding uses.

The proposals are of the highest design quality and will create dynamic and interesting buildings whilst complementing the surrounding area, and help to revitalise this area of the City Centre.

The scheme has excellent sustainability credentials and accords fully with Government's objective of encouraging sustainable development. The application site is located on previously developed land within the City Centre and easily accessible by a range of modes of public transport

The development area encompasses several different uses – retail, restaurant and bar uses at the lower floors will encourage activity and vitality to the area and provide natural surveillance to the wider area.

The site occupies a prominent location at the northern most tip of the wider regeneration area. The proposals would provide a suitable landmark building to accentuate this strategic position, which is located on a gateway entry point into the City and on a key axis route through the City (Quay Street).

The development would also deliver a variety of apartment sizes from 1 to 3 bedrooms which will appeal to young professionals and families. There is a clear and identified need for housing provision in Manchester and to provide a strong sense of place and high quality neighbourhoods. New buildings and associated uses would replace the existing buildings which have not been fully utilised for several years. Direct job creation and supply chain job creation during and post construction phase. There would be increased permeability with the surrounding areas and the proposals will create a new entry point into St. John's that will connect into new and reinstated pedestrian and cycle routes across the wider Masterplan site. In addition, there would be enhanced access to the River Irwell through the delivery of a high quality new pedestrian route and public realm

Accordingly, the application is recommended for approval, subject to the imposition of appropriate conditions.

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 polices of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

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

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Plans

Existing Plans and Elevations:

7326-A-MP-G100-XP-001-099	Location Plan (Existing)	Rev 04
7326-A-MP-G100-XP-002-099	Existing Site Plan	Rev 01
7326-A-MP-G100-XP-004-099	Existing Riverside	Rev /
7326-A-MP-G100-XS-AA-099	Existing Contextual Section River Irwell	Rev 01
7326-A-MP-G100-XS-BB-099	Existing Contextual Section Quay Street and New Quay Street	Rev 01
7326-A-MP-G100-XS-CC-099	Existing Contextual Section Quay Street	Rev 01
7326-A-MP-G100-XS-DD-099	Existing Contextual Section Water Street West	Rev 01
7326-A-MP-G100-XS-EE-099	Existing Contextual Section Water Street East	Rev 01

Demolition Plan:

7326-A-MP-G100-XP-003-099	Demolition Plan	Rev 02
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Masterplan Drawings:

7326-A-MP-G100-P-B2-099	Basement Level 02	Rev 01
7326-A-MP-G100-P-B1-099	Basement Level 01	Rev 02
7326-A-MP-G100-P-00-99	Masterplan Ground Level	Rev 03
7326-A-MP-F100-P-00-099	Use Plan	Rev 01
7326-A-MP-F100-P-01-099	Phase Plan (Indicative)	Rev 01
Zone 01 Drawings:		
7326-A-Z1-G200-P-000-099	Ground Floor Plan	Rev 01
7326-A-Z1-G200-P-001-099	Level 01 Plan	Rev 01
7326-A-Z1-G200-P-002-099	Level 02 Plan	Rev 01
7326-A-Z1-G200-P-003-099	Level 03 Plan	Rev 01
7326-A-Z1-G200-P-004-099	Level 04-15 Plan	Rev 01
7326-A-Z1-G200-P-005-099	Level 16-17 Plan	Rev 01
7326-A-Z1-G200-P-006-099	Levels 18-21 (Typical Plan 001)	Rev 01
7326-A-Z1-G200-P-007-099	Levels 22-31 (Typical Plan 002)	Rev 01
7326-A-Z1-G200-P-008-099	Level 32-33 Plan	Rev 01
7326-A-Z1-G200-P-009-099 Plan 003A) Rev 01	Level 34, 36, 38, 40, 42, 44 & 46 Plans (Typical	
7326-A-Z1-G200-P-010-099 003B) Rev 01	Level 35, 37, 39, 41, 43 & 45 Plans (Typical Plan	
7326-A-Z1-G200-P-011-099	Level 47 Plan	Rev 01
7326-A-Z1-G200-P-012-099	Level 48 Plan	Rev 01
7326-A-Z1-G200-P-013-099	Level 49 Plan	Rev 01
7326-A-Z1-G200-P-014-099	Level 50 Plan	Rev 01
7326-A-Z1-G200-P-015-099	Level 51 Plan	Rev 01
7326-A-Z1-G200-P-RF-099	Roof Plan	Rev 01
7326-A-Z1-G200-S-AA-099	Section AA	Rev 02

7326-A-Z1-G200-E-AA-099	Elevation AA South	Rev 03
7326-A-Z1-G200-E-BB-099	Elevation BB North	Rev 03
7326-A-Z1-G200-E-CC-099	Elevation CC East	Rev 03
7326-A-Z1-G200-E-DD-099	Elevation DD West	Rev 03
7326-A-Z1-G251-D-T1-099	T1 Detail Elevation AA	Rev 01
7326-A-Z1-G251-D-T2-099	T2 Detail Elevation BB	Rev 01
7326-A-Z1-G251-D-T3-099	T3 Detail Elevation CC & DD	Rev 01
7326-A-Z1-G251-D-T4-099 Rev 01	T4 Detail Elevation AA (Duplex Apartments)	
7326-A-Z1-G251-D-T5-099	T5Detail Elevation BB (Plant Louvres)	Rev 01
7326-A-Z1-G251-D-T6-099	T6 Detail Ground and First Floor Levels	Rev 01
7326-A-Z1-G251-D-T7-099	T7 Detail Roof Parapet Detail	Rev 01
7326-A-Z1-G251-D-T8-099	T8 Detail Ground Floor Louvre Detail	Rev 01
7326-A-Z1-G251-D-T9-099	T9 Detail Wind Mitigation Canopy	Rev /
Zone 02 Drawings:		
7326-A-Z2-G200-P-00-099	Ground Floor Plan	Rev 01
7326-A-Z2-G200-P-M-099	Mezzanine Plan	Rev /
7326-A-Z2-G200-P-TY-001-099 Rev /	Levels 01-07 Plan(Typical Upper Level Plan)	
7326-A-Z2-G200-P-08-099	Level 08 Plan	Rev /
7326-A-Z2-G200-P-RF-099	Roof Plan	Rev /
7326-A-Z2-G200-S-AA-099	Section AA	Rev 02
7326-A-Z2-G200-E-AA-099	Elevation AA	Rev 02
7326-A-Z2-G200-E-BB-099	Elevation BB	Rev 02
7326-A-Z2-G200-E-CC-099	Elevation CC	Rev 02
7326-A-Z2-G200-E-DD-099	Elevation DD	Rev 02

7326-A-Z2-G251-D-T1-099 Rev 01	T1 Detail Typical Façade Detail	
7326-A-Z2-G251-D-T2-099 Rev /	T2 Detail Ground and Mezzanine Levels	
7326-A-Z2-G251-D-T3-099	T3 Detail Balcony Detail	Rev 01
Zone 03 & 04 Drawings:		
Zone 03 Plans		
7326-A-Z3-G200-P-00-099	Ground Floor Plan	Rev 02
7326-A-Z3-G200-P-M-099	Mezzanine Plan	Rev 03
7326-A-Z3-G200-P-01-099	Level 01 Plan	Rev 02
7326-A-Z3-G200-P-TY-001-099 001) Rev 02	Level 03, 05, 07, 09, 11 and 13 Plans (Typical Plan	
7326-A-Z3-G200-P-TY-002-099 Plan 002) Rev 02	Level 02, 04, 06, 08, 10, 12 and 14 Plans (Typical	
7326-A-Z3-G200-P-15-099	Level 15 Plan	Rev 02
7326-A-Z3-G200-P-16-099	Level 16 Plan	Rev 02
7326-A-Z3-G200-P-17-099	Level 17 Plan	Rev 02
7326-A-Z3-G200-P-18-099	Level 18 Plan	Rev 02
7326-A-Z3-G200-P-RF-099	Roof Plan	Rev 02
Zone 04 Plans		
7326-A-Z4-G200-P-00-099	Ground Floor Plan	Rev 02
7326-A-Z4-G200-P-M-099	Mezzanine Plan	Rev 02
7326-A-Z4-G200-P-01-099	Level 01 Plan	Rev 02
7326-A-Z4-G200-P-02-099	Level 02 and 03 Plan	Rev 02
7326-A-Z4-G200-P-RF-099	Roof Plan	Rev 02
Zone 03 & 04 Site Plans		

7326-A-Z3-G100-P-LG-099 Rev /	Proposed Riverside Lower Ground Floor Level	
7326-A-Z3-G100-P-UG-099 Rev /	Proposed-Riverside Upper Ground Floor Level	
7326-A-Z3-G100-P-TY-099 Leftbank Rev /	Zone 03 Loft Apartments Relationship with	
Zone 03&04 Section and Elevations		
7326-A-Z3-G200-S-AA-099	Section AA	Rev 02
7326-A-Z3-G200-E-AA-099	Elevation AA	Rev 02
7326-A-Z3-G200-E-BB-099	Elevation BB	Rev 02
7326-A-Z3-G200-E-CC-099	Elevation CC	Rev 02
7326-A-Z3-G200-E-DD-099	Elevation DD	Rev 02
7326-A-Z3-G200-E-EE-099	Elevation EE	Rev 02
7326-A-Z3-G200-E-FF-099	Elevation FF	Rev 02
Zone 03 Details		
7326-A-Z3-G251-D-T1-099	T1 Detail Elevation AA	Rev 01
7326-A-Z3-G251-D-T2-099	T2 Detail Elevation CC	Rev 01
7326-A-Z3-G251-D-T3-099	T3 Detail Elevation EE	Rev 01
7326-A-Z3-G251-D-T4-099 Rev 01	T4 Detail Ground and Mezzanine Levels	
7326-A-Z3-G251-D-T5-099 Rev 01	T5 Detail Elevation AA (Roof Parapet Detail)	
7326-A-Z3-G251-D-T6-099	T6 Detail Wind Mitigation Canopy	Rev /
7326-A-Z3-G251-D-T7-099	T7 Detail External Balustrade Detail	Rev /
Zone 04 Details		
7326-A-Z4-G251-D-T1-099	T1 Detail Elevation BB	Rev 01
7326-A-Z4-G251-D-T2-099	T2 Detail Elevation CC	Rev 01

7326-A-Z4-G251-D-T3-099 3 Detail Ground and Mezzanine Levels Rev 01

Documents

Design and Access Statement prepared by Simpson Haugh and Partners.
Public Realm Strategy prepared by Gillespies.
Environmental Standards Statement prepared by SAL.
BREEAM Pre-Assessment prepared by SAL.
Energy Statement prepared by CWC.
Ecological Assessment prepared by ERAP.
Travel Plan Framework prepared by Vectos.
Crime Impact Statement prepared by Greater Manchester Police.
Servicing and Waste Management Strategy prepared by Vectos.
Ventilation Strategy prepared by CWC.
TV Reception Survey prepared by Taylor Bros.
Archaeological Desk-Based Assessment prepared by Oxford Archaeology.
Explosive Ordnance Threat Assessment prepared by Planit UXB.
St. John's Place Transport Assessment prepared by Vectos.
St. John's Place Acoustic Planning Report prepared by Sandy Brown Associates.
St. John's Place Heritage Statement prepared by Heritage Architecture.
Flood Risk Assessment & Surface Water Drainage Statement prepared by RoC.
St. John's Place Phase 1 Desktop Study prepared by RoC.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy policies DM1 and SP1, and saved UDP policies DC10.1, DC10.2, DC18.1, DC19.1, DC26.1 and DC26.5

3) Conditions 4 to 44 inclusive of this planning permission shall apply separately to the different phasing zones of the site as defined on drawing ref: 7326-A-MP-F100-P-01-099 Rev 01 submitted to the City Council as local planning authority.

Reason - For the avoidance of doubt to allow the development to be carried out in a phased manner, pursuant to Policy DM1 of the Core Strategy.

4) Prior to the commencement of each phase of the development, a programme for the issue of samples and specifications of all material to be used on all external elevations of that phase of the development shall be submitted to and approved in writing by the City Council, as local planning authority. Samples and specifications of all materials to be used on all external elevations of that phase of the development to include jointing and fixing details and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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.

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

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

6) Samples and specifications of all hard landscape materials, together with a layout plan identifying the location of the materials shall be submitted to and approved in writing by the City Council as local planning authority. Each phase of the development shall be submitted in accordance with a timescale and schedule to be agreed in writing by the City Council, as local planning authority.

The development shall be constructed only using the approved materials and the approved scheme shall be implemented not later than 12 months from the date each phase of the development is first occupied

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

7) No phase of the development shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date any of the buildings within that phase are first occupied. The scheme shall include details of all seating, planters and other items of street furniture, together with full details of all planting arrangements, including trees. 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 SP1, EN9 and DM1 of the Core Strategy.

8) Full details of all external seating areas within each phase shall be submitted to, and approved in writing by the City Council, as local planning authority, prior to the first occupation of ground floor use to which the external seating areas relate. The details shall include areas to be used for the consumption of food and drink, means of demarcation, furniture, lighting, signage and a schedule of days and hours of operation.

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

9) Prior to the commencement of each Class A3 restaurant and cafe use or Class A4 Drinking Establishment use, full details showing provision of toilets, including those for disabled people, 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, prior to commencement of use, and shall remain in situ whilst the use or development is in operation.

Reason: In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

10) Prior to the first occupation of each phase of the development, a detailed parking strategy, including provision for disabled parking, shall be submitted to, and approved by, the City Council, as local planning authority. The detailed parking strategy shall include a temporary parking strategy and shall also consider introducing fast charging for electric vehicle points. The parking strategy shall be fully implemented in relation to each phase, prior to the first occupation of any part of the relevant phase.

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

11) Prior to the first occupation of each phase of the development, a detailed strategy for visitor pick-up and drop-off locations and hotel valet services shall be submitted to, and approved by, the City Council, as local planning authority. Details are also required regarding ad-hoc residential deliveries and short-term pick-up / drop-off arrangements.

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

12) Before each phase of the development commences, full details of the design and location of all taxi areas, has been submitted to, and approved in writing by, the City Council as local planning authority.

Reason: In the interests of amenity and highway safety, and to ensure the details of the development are acceptable, pursuant to Core Strategy Policy DM1.

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

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

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

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

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

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

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

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation.

17) Before occupation of the first phase of the development a signage design strategy for all parts of the development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason: To protect the visual amenity of the area and to ensure the development is carried out in a satisfactory manner pursuant to policy DM1 of the Core Strategy and Guide to Development 2 (SPG).

18) The Retail (Class A1), Restaurant and Cafes (Class A3) and Drinking Establishments (Class A4) hereby approved shall not be occupied unless and until the opening hours of such uses have been agreed in writing by the City Council as local planning authority. Those uses shall thereafter not open outside the approved hours.

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area in accordance with saved policy DC 26 in accordance with

the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

19) Prior to the first occupation of any premises within each phase of the development, a schedule of days and hours of operation of all external areas shall be submitted to and approved in writing by the City Council as local planning authority, and shall not allow for the use of amplified sound or any music in external areas at any time. All external areas shall thereafter not open outside the approved hours.

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area in accordance with saved policy DC 26 in accordance with the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

20) 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 DC26.1 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

21) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme for each phase of the development, to be submitted to and approved in writing by the City Council as local planning authority before the use within the relevant phase commences and any works approved shall be implemented before the relevant uses within each phase commences.

Reason - In the interests of the amenities of occupiers of nearby properties.

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

The scheme should be submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of each phase of the development, in order to secure a reduction in the level of noise emanating from the site.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site.

23) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse 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 the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

24) Before any A3 or A4 use hereby approved commences, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the development and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

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

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties.

25) Before each phase of the development commences, a scheme for acoustically insulating the proposed residential accommodation against noise from the local area, including nearby road network, train lines, venues and other sources of noise, shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The internal noise criterion are as follows:

Bedrooms (night time - 23.00 - 07.00)30 dB LAeq (individual noise events should not normally exceed 45 dB LAmax by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00)35 dB LAeq

Gardens and terraces (daytime)55 dB LAeq

Additionally, where entertainment noise is a factor, in the noise climate, the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125 Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance.

26) No phase of the development shall take place, unless and until full details of all wind mitigation measures, if required, have been submitted to, and approved in writing by the City Council, as local planning authority. All such measures shall be fully wind tested, and accompanied by a detailed report confirming that wind conditions related to the development are satisfactory and acceptable.

Reason - To ensure that the details of the development are satisfactory, pursuant to policy DM 1 of the Core Strategy.

27) An air quality impact assessment for the development shall be submitted to and approved in writing by the City Council as local planning authority, prior to the commencement of any phase of the development.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect future residents from air pollution.

28) The development hereby approved shall be carried out in accordance with the Environmental Standards statement received by the City Council, as Local Planning Authority, in support of the application. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

29) The development hereby approved shall not commence unless and until a Construction Management Plan, including a Site Waste Management Plan, Air Quality Plan, a Noise and Vibration Plan (in addition to a dust emission section) and a plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction, has been submitted to and approved in writing by the City Council as local planning authority. The strategy shall include details on the timing of construction of scaffolding, the lighting and operation of cranes during construction, and a Human Impact Management Plan. In addition, the Construction Management Plan shall include 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 and scaffolding
- * A Human Impact Management Plan, including a community consultation strategy which will include how and when local residents and businesses will be consulted.

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)

30) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

- * Monday - Friday: 7.30am - 6pm
- * Saturday: 8.30am - 2pm
- * Sunday / Bank holidays: No work

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase.

*Whilst other legislation exists to restrict the noise impact from construction / demolition activities, this is not adequate to control all construction noise, which may have a detrimental impact on general amenity in the area. Therefore it is considered appropriate to control this impact at the planning application stage, and the above condition is recommended.

31) 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 and Core Strategy policies EN14 and EN17

32) Before first occupation of each phase of the development, full details of a Management and Maintenance Strategy for the external areas, including planting arrangements, boundary treatments, furniture and lighting, shall be submitted to, and approved in writing by, the City Council as local planning authority.

Reason: In the interests of visual amenity, and to ensure the details of the development are acceptable, pursuant to Core Strategy Policy DM1.

33) No infiltration of surface water drainage into the ground on land affected by contamination is 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 controlled waters. The development shall be carried out in accordance with the approval details.

Reason: To ensure a safe form of development which poses no unacceptable risk of pollution, pursuant to policy DM1 of the Core Strategy.

34) The development hereby approved shall include a lighting scheme for each phase of the development, including the illumination of any part of buildings and areas of public realm during the period between dusk and dawn. Full details of such a scheme, including how the impact on occupiers of nearby properties will be mitigated, shall be submitted to and approved in writing by the City Council as local planning authority before each phase of the development is completed. The approved scheme shall be implemented in full before each phase of the development is first occupied.

Reason: In the interests of amenity, crime reduction and the personal safety of those using the proposed development, pursuant to policy E3.3 of the Unitary Development Plan for the City of Manchester DM1 of the Core Strategy.

35) Prior to occupation of each phase of the development incorporating residential use, a Residents Management Strategy shall be submitted to, and approved in writing by, the City Council, as local planning authority. The Residents Management Strategy shall include details of maintenance, security, energy management, Janitorial services, common parts cleaning, exterior services, and building policies in relation to waste disposal, storage and deliveries.

Reason: To ensure the development is managed in interests of the general amenities of the area, pursuant to policies SP1 and DM1 of the Core Strategy.

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

1. A preliminary risk assessment which has identified:
 - * all previous uses
 - * potential contaminants associated with those uses
 - * a conceptual model of the site indicating sources, pathways and receptors potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete

and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

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

Reason

To ensure a safe form of development which poses no unacceptable risk of pollution, pursuant to policies DM1 and EN18 of the Core Strategy.

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

Reason

To ensure a safe form of development which poses no unacceptable risk of pollution, pursuant to policies DM1 and EN18 of the Core Strategy.

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

Reason

To ensure a safe form of development which poses no unacceptable risk of pollution, pursuant to policies DM1 and EN18 of the Core Strategy.

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

Reason: In the interests of pedestrian and highway safety, pursuant to policies SP1 and DM1 of the Core Strategy.

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

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

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

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

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

Reason: To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built will effect TV reception and to ensure that the development at least maintains the existing level and quality of TV signal reception as advised in PPG 8 and pursuant to policy

42) The demolition hereby permitted shall not be undertaken before a contract has been made for the carrying out of the building works for each phase of the redevelopment of the site to which such demolition relates, which is the subject of this application (ref 109660/FO/2015/C1). Evidence of that contract for each phase of the development shall be supplied to the City Council as local planning authority.

Reason - To ensure the satisfactory development of the site, pursuant to policies DM1 and SP1 of the Core Strategy.

43) No development shall commence on site until a Radar Mitigation Scheme (RMS), (including a timetable for its implementation during construction), has been agreed with the Operator and approved in writing by Manchester City Council.

The Radar Mitigation Scheme (RMS) shall thereafter be implemented and operated in accordance with the approved details.

Reason: In the interests of aviation safety.

44) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The

works are to be undertaken in accordance with Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSIs shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - evaluation trenching
 - informed by the above, targeted archaeological excavation
 - a targeted archaeological watching brief
2. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds
 - production of a final report on the significance of the archaeological and historical interest represented.
3. A scheme to disseminate the results of the archaeology to the local and wider community, commensurate with their significance.
4. Provision for archive deposition of the report and records of the site investigation.
5. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 12, Paragraph 141 - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible.

45) 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.

46) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs.

Reason: In the interest of visual amenity and pursuant to policy DC18.1 of the Unitary Development Plan for the City of 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: 109660/FO/2015/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
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport for Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Network Rail
Housing Strategy Division
Environment & Operations (Refuse & Sustainability)
Travel Change Team
United Utilities Water PLC
Canal & River Trust
National Air Traffic Safety (NATS)
MCC Flood Risk Management
Salford City Council

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:

Apartment 906, 18 Leftbank, Manchester, M3 3AL
Flat 436, Abito, Clipper's Quay, Salford, M50 3BN
1103, 18 Leftbank, Spinningfields, Manchester, M3 3AL

Relevant Contact Officer : David Brettell
Telephone number : 0161 234 4556
Email : d.brettell@manchester.gov.uk



Site shown edged red



Site Plan



View from above Quay Street



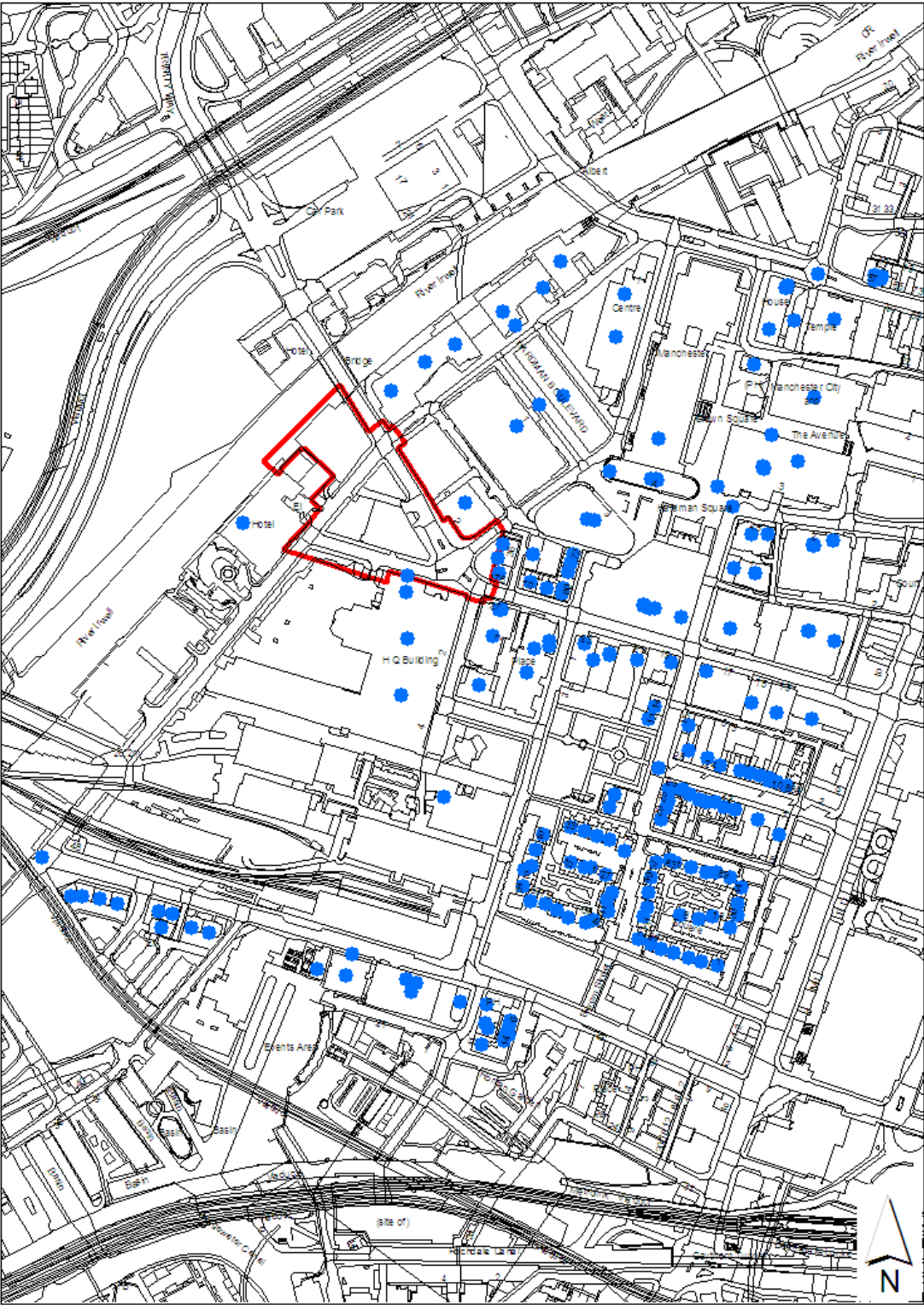
Zone 1 tower



Zone 1 tower



Upper elevation detail. Zone 1



□ Application site boundary ● Neighbour notification
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