

Application Number	Date of Appln	Committee Date	Ward
113832/FO/2016	6th Sep 2016	17th Nov 2016	City Centre Ward

Proposal Block 14 - Demolition of any existing structures and erection of part 12, part 18 storey building to comprise a multi-storey car park (maximum 1,100 spaces including 55 spaces for disabled car users) (ground to 11th floor) a hotel (150 beds) (12th to 17th floor) and an energy centre (ground floor and mezzanine) with ground and mezzanine commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (drinking Establishment), B1 (Offices), D1 (Non-Residential Institutions Creche only) and D2 (Assembly and Leisure Gym only))

Location New Broadcasting House, Oxford Road, Manchester, M60 7HB

Applicant , Bruntwood Ltd, C/O Agent,

Agent Mr Mark Underwood, Deloitte Real Estate, 2 Hardman Street, Manchester , M60 2AT,

INTRODUCTION

Planning permission was granted on 3 June 2016 for the demolition of any existing structures on this site and the erection of 10 storey, 1028 space, multi-storey car park (including 50 spaces for disabled car users). The proposal included ground and mezzanine floor commercial uses for Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions Creche only) and D2 (Assembly and Leisure Gym only)) and associated access, servicing, landscaping and cycle parking facilities.

This was part of a package of applications that formed phase 1B of the wider development of the Circle Square site. The wider master plan site measures 4.68 hectares and is bounded by Oxford Road, Charles Street, Brancaster Road, Sorton Street, Cloak Street, Upper Brook Street and the River Medlock and was cleared in 2012 when vacated by the BBC.

The site is part of the Corridor which contains a high concentration of commercial, cultural and education facilities and is the focal point of Manchester's 'knowledge economy'. The Corridor is a key focus of investment and represents a major opportunity to deliver economic growth.

The buildings adjacent to the site vary in height from 2 storeys at the junction of Princess Street and Charles Street to Montana House which ranges in height from 8 to 12 storeys, Princess House at 12 storeys, the Ibis Hotel at 9 storeys and Salisbury House at 10 storeys. Montana House and Princess House, which together comprise 130 apartments, are located on the opposite side of the River Medlock. Consent was

granted in 2014 for an additional 2 floors on Montana House (application ref no 103013).

There are a number of residential developments adjacent to the site including Montana and Princess Houses. Buildings to the south are mainly commercial in nature, including the Manchester Technology Centre Oxford House and Armstrong House, which are included in the wider Masterplan. There are a number of hotels on Oxford Road. The North Campus, formerly UMIST, lies to the north east and the campuses of MMU and the University of Manchester are to the south east and south respectively. A number of bars, cafes, restaurants, clubs and shops are located on Princess Street, Charles Street and Oxford Road.

The Whitworth Street Conservation Area is to the north-west beyond the railway viaduct. The Lass O'Gowrie on Charles Street is Grade II listed and further Grade II and Grade II* listed buildings are located further north on Princess Street and Whitworth Street. The Palace Hotel on Oxford Road is Grade II* listed and the Dancehouse Theatre on Oxford Road is Grade II Listed. 94-98 Grosvenor Street and Oddfellows Hall are Grade II listed.

A Strategic Regeneration Framework (SRF) was endorsed by the City Council in July 2013 for the wider Masterplan site. The site was acquired by Bruntwood in March 2015, who developed a revised Masterplan which reflected the commercially-led vision of the SRF. This was endorsed by the Council's Executive Committee in April 2015 and identified early interventions that would provide the basis for the long term redevelopment. The Council's Executive endorsed a Delivery Strategy and Phasing Plan for the Site on 29 July 2015.

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

Planning permission has been granted previously for :

Phase 1A

The development of 280,000 sq. ft. of serviced apartments, plus a substantive first phase of the site-wide public realm, on 8 January 2016 (reference 110055/FO/2015/C1).

Phase 1B

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

ii) -The erection of a part 17, part 36 storey building, to comprise 411 apartments (Class C3) with roof level private dining / media room/ gardens. The ground and mezzanine floor would accommodate residential amenity uses including a gym, with the lower ground, ground and mezzanine level incorporating commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1 (Non-residential Institutions Creche only) and D2 (Assembly and Leisure - Gym only). Junction improvements are proposed to Oxford Road / Charles Street on 30 June 2016 (application ref no 111026/FO/2016/C2)

iii) The erection of a 17 storey building to comprise 266 apartments (Class C3) with roof top level private dining / media room / gardens, with residential amenity uses including a gym and home working lounge at ground and mezzanine floor. There would also be commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1 (Non-residential Institutions Creche only) and D2 (Assembly and Leisure - Gym only) at ground and mezzanine level with associated access, servicing, and landscaping on 30 June 2016 (application ref no 111027/FO/2016/C2).

The Site

This application site is 0.53 ha and bounded by Cloak Street, Princess Street, Mancunian Way and Oxford House. The Mancunian Way is a physical and visual barrier between the site and the main University Campuses and there are a number of car parks and sports pitches beneath the Mancunian Way.

The application proposes the demolition of all existing buildings on site and the construction of a part 12/part 18 storey building creating an 1100 space MSCP, a 150-bed hotel, an energy centre and ground and mezzanine floor commercial uses. The footprint of the 18 storey element covers approximately one quarter of the overall building footprint, and would overlook Princess Street. The MSCP would provide car parking to serve the Circle Square site and the wider area. The entrances to the MSCP and to the energy centre would be on Princess Street. Levels 2-11 would consist solely of car parking spaces plus a rooftop car parking deck. The MSCP would be constructed of brickwork with a design that is similar to that previously consented.

The seven storey Hotel would sit above the MSCP building and the design approach has been to create a contemporary lightweight structure in contrast to the MSCP below, in order to reduce and breakdown the massing of the overall building.

The hotel would be accessed off Princess Street with lifts taking guests to a main hotel lobby at Level 11. The lobby floor would be fully glazed and set back from the façade of the MSCP the rest of the hotel so that the two elements can be read as separate components. The lobby would incorporate the reception, a bar and restaurant area accommodating a total of 84 covers and, back-of-house facilities. There would be 150 bedrooms across the upper 6 floors.

The energy centre would be gas fired and provide heat and power for all of Circle Square. It would be located within a ground floor 'double height' space with flues rising through the car park and hotel to roof level. The Energy Centre proposed as part of this development is effectively a boiler house but on a larger scale. The size that is proposed here is of a similar scale to the Energy Centres that are located in a number of hospitals around Manchester. The technology is traditional and very low risk. A risk assessment for its location, operation and servicing has been submitted and the recommendations in this are capable of being a condition of any consent granted.

The façade of the energy centre facing the car park access road would be fully louvered to provide ventilation and air for combustion. The energy centre would deliver an overall carbon emission savings of around 2,400 tonnes of CO2 per year which is the equivalent of taking around 570 average family cars off the roads. 15 secure cycle spaces to serve the hotel would be provided in a secure room accessed via the ground floor hotel lobby.



The design aims to create a building that looks and responds differently depending on where it is viewed from. This could be by pedestrians at street level or at speed from along the Mancunian Way. The building would appear to have two separate and separated components with masses that would be seen at these different urban scales.

The site would be serviced in line with the Masterplan, with hours restricted in the public realm areas to avoid conflict with pedestrians during business hours. Larger deliveries could take place via a new the loading bay without affecting pedestrian movement in the wider Masterplan

It is expected that the 150 bed Hotel would generate 22,500 litres of waste per week when using guidance from the British Standard BS 5906:2005. Based on six collections per week the provision of four Eurobins would be required for the hotel. A further two bins would be required for the commercial unit on ground floor and bar/restaurant uses in the hotel lobby, again based on six collections per week. Six Eurobins would be provided at the bins store at the south of the site.

The Energy Centre would be serviced by one delivery per week for new oil and one collection per week for waste oil for the Combined Heat and Power Plant. These deliveries/collection would be made via the loading bay, which is within the building domain.

Associated Works

Some associated highway works are also required to facilitate the use of the building as a car park as follows:

Improvements to the Oxford Road/Charles Street Junction Improvements -

One of the key objectives of the masterplan is to limit vehicle movements to provide pedestrian and cycle routes that are safe and attractive. It is proposed that Brancaster Road, Sorton Street and Cloak Street are formally stopped up to general traffic and become a space dominated by pedestrians. The route would allow access to service vehicles and taxis

Removal of abandoned Mancunian Way Spur - to accommodate the MSCP building it is necessary for this to be removed.

Access to the MSCP – Vehicle access and egress to and from the car park would be off Princess Street / Brook Street via a new signalised junction.

Existing subway under Brook Street - this would be retained. Works are required to construct a new retaining wall and significant ground works would be necessary adjacent to the existing retaining wall to support the additional left turn lane from the Mancunian Way Off Slip.

Existing pedestrian/cycle paths on the western side of the subway – these would tie into the proposed public realm adjacent to the car park.

The development would incorporate energy saving strategies to limit the use of energy. The tenant fit-out of the retail areas would achieve a 10% improvement over

Building Regulation Part L2a, 2010, in accordance with the Manchester Core Strategy.

This site is in Flood Risk Zone 1 (low risk) and flood Zones 2 (medium risk), although part of the wider phase 1B site is in Flood Zone 3a (high risk),.

The primary servicing routes would be via Brancaster Road and from Princess Street. A second, route is also proposed forming a loop around the Masterplan, along Medlock Place and around the west side of 'The Green'.

A total of 13 trees would be affected by development, including eight Category C trees and three Category B trees. These are all affected by the junction improvements proposed at the Site. The Applicant proposes to store and replant these trees following development.

The public realm works associated with all 4 of the Phase 1B applications would be delivered concurrently as part of single contract and whilst it is not anticipated that any long term temporary works would be required for any of the Phase 1B applications the red line associated with each application is larger than the intended scope of works to facilitate the construction of a temporary landscape / access road to allow servicing and access to the buildings.

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

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

- Retail, commercial and ancillary uses at the lower floors would encourage activity and vitality to the area and provide natural surveillance to the wider area.
- The mix and quality of the development is intended to transform the character of the area, creating a new community based within a new neighbourhood, which becomes a magnet for future developments.
- Direct job creation and supply chain job creation during and post construction phase
- The applicant engaged in pre-application consultation with adjoining owners and occupiers based around a public exhibition of the proposals. The applicant has also undertaken pre-application consultations with council officers, local members and statutory and amenity bodies.

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

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

Consultations

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

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

The objections relate to design in relation to built form , impacts on amenity and impacts on Regenerations and are summarised as follows:

Impact on Amenity / Environment

1. The development would have a further deleterious effect on daylight and sunlight on Princess House, which, as a result of the Council's previous planning decisions already is below the BRE206 guidelines upon which Council policy is supposed to be based.
2. This overshadowing of Princess House would adds to that of the previously approved development on the wider site which has been of major concern to all residents here. The addition of the hotel, rising well over the height of existing buildings around is a major loss of amenity to us all.
3. Directly across Brook Street from this proposed building, next to the University Bio Sciences building, there is a small area of footpaths and grass with a few trees. It is a nice oasis in the urban landscape. It is already in the shadow of the Mancunian Way in the middle of the day, but this new building will mean that it will additionally be in the shade from 2pm every day, so it will be spoilt.
4. Loss of solar gain means that our heating bills will also be more expensive for adjacent occupants affected by the overshadowing from this development.

Design

1. The overall design and appearance of the building leaves much to be desired. I appreciate that the attractiveness or otherwise of a development is partly subjective, but architects do have basic principles of design, spacing, massing, shape and decorative finish which are generally applicable. Such principles seem to be ignored here. Even on the developer's drawings, the car park looks ungainly and the finish is quite out of keeping with everything else around. The way the hotel is perched on top of it, with a totally different decorative style looks, frankly, ugly. I would propose it for a future Carbuncle Award.
2. The proposed building is too tall. Tall buildings cast long shadows. Manchester is often quite gloomy because the weather here tends to be damp

and cloudy. If we have too many tall buildings, then even when the sun shines these tall buildings will make it dark.

3. Whilst the car park on its own might have been OK - not pretty, but coherent. The design of the hotel might have been OK - again, not pretty, but coherent. But just putting one on top of the other looks horrible. The developer might say that it is "brave" or "edgy" but they don't live here.
4. The existing permission for this site (111028/FO/2016/C1, the MSCP) is quite sufficient.
5. The proposed development would be an eyesore entirely out of keeping with the area.

Regeneration

1. The proposed development would do nothing for "the knowledge economy" and seems to be about Bruntwood's profits and the Council's political vanity and delusions of civic grandeur. It is appalling that a Labour council particularly would behave in this fashion.
2. In strategic terms, there is as yet *nothing* in the wider development of the BBC site which supports the basic principle of the 2013 Report, namely to develop an innovation and knowledge-based region which would support Manchester's great creative, scientific and technological skills. It is accepted that a car park (which is what building 14 primarily is) is a useful adjunct to any major scheme, but it hardly flags up the main purpose of the scheme as set out in 2013. Nothing else does, either.

Places Matter – The panel noted the wider masterplan context and the landmark position of this proposal. The need to consider the implications of the access from a wider area for cyclists and pedestrians was discussed in the context of the underpass and positioning close to the elevated highway carriage, as well as the interaction of the wider masterplan ambitions from the south. The need to carefully consider the volume of public space and the use of thoughtful lighting between the building and the elevated highway was also stressed, in order to avoid this area becoming unused or threatening.

Encouragement was given to the presentation of a bold vision for these connections and the establishment of a the hierarchy of routes, perhaps considering the closure of the underpass and the introduction of at grade crossings. In this context, it was also considered that the main hotel entrance would benefit from a further review to establish its presence and clarity.

The panel was supportive of the overall concept and would encourage further development of the ideas to avoid any unhelpful visual tensions between the two elements of the proposal. The emergence of a more structured pattern of perforations was noted and the panel would further encourage this to support the

development of a more solid base as a clearer counterpoint to the more flamboyant addition of the hotel above

Car Park

The panel debated the pattern and scale of the openings within the car park block and the blind service core frontages, which present themselves on these elevations. The approach to celebrating the internal structures and operations of the car park and particularly the energy centre was supported and the need to ensure that the visible elements are constructed of high quality attractive materials to ensure the success of the approach was identified.

The pattern and scale of the perforations was considered to be less convincing as presented and it was felt that a greater size of perforation, with less variation, would better emphasise the intended heroic nature of the building. It was considered that the visual strengthening of the car park top edge was required and that careful considerations should be given to avoid views directly through the corners of the building, which would visually weaken these elements of the proposal.

The entrance facing the main areas of the masterplan was currently felt to be a little underwhelming and more attention to this was required. Overall it was felt that overworking the solid brick box should be avoided and instead perhaps some elements of colour through shifting patterns of LED lighting should be introduced. .

Hotel

It was recognised that the hotel element had been a late introduction to an existing scheme. In terms of the distinction between the two elements, with the lighter hotel element sitting on top of the podium provided by the car park. The preferred option of a crenelated lower edge to the hotel, with significant east and west terraces was encouraged, as this was felt to be a way to 'future-proof' the project beyond the level of ambitions of the current intended operator. The option to further explore the upper roofline should be taken, to create a more playful and flamboyant approach, which ensures that no service elements are visible

The following key comments were also made in relation to the car park:

- The MSCP should be a facility that is easily located with a visible and welcoming entrance. Signage, legibility and ease of movement through the car park will be critical. This will be one of the dominant buildings seen from the Mancunian Way and as such consideration needs to be given to how it signals where it is located as part of this wider ambitious masterplan.

Highway Services – Has no objections

Head of Regulatory and Enforcement Services (Environmental Health)- Has no objections but has recommended conditions relating to the storage and disposal of refuse, acoustic insulation of the accommodation, acoustic insulation of associated plant and equipment, fume extraction and the hours during which deliveries can take

place. Advice has also been given about appropriate working hours during construction.

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

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

Tree Officer – Has commented that whilst they have no objection in principle to this, they state that it would be preferable to lift and relocate the semi-mature trees where possible, as these have established past the first difficult years and it would be bad practice to simply fell and dispose. Is this something that can be considered.

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

Greater Manchester Archaeological Unit – Note that Supporting documentation for the application includes an archaeological desk based assessment undertaken by Pre-Construct Archaeology (August 2015). This was not available for the previous proposal for this site. They note that potential remains that might be found at Plot 14 could be considered to be of local to at most regional significance and therefore will not require preservation in situ but will nonetheless need to be preserved by record prior to their destruction by development groundworks. The archaeological works should be secured through a condition attached to any consent granted.

Environment Agency - Have no objections but note that that the development site is located in a sensitive environmental location being immediately above a Principal Aquifer and within close proximity to a surface watercourse (R. Medlock). They have recommended conditions to mitigate any potential contamination risk to waterways and in relation to risks to adjacent ground and controlled waters from piling and foundation design.

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

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

United Utilities - Have no objection but have made comments in relation to drainage and water supply (which have been passed to the applicant) and have recommended that specific conditions are included in any planning permission granted to ensure

that no surface water is discharged either directly or indirectly to the combined sewer network and that the site must be drained on a separate system, with only foul drainage connected into the foul sewer.

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

NATS - The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal

ISSUES

Local Development Framework

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

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC2, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC8, and DM1 for the reasons set out below.

Saved UDP Policies

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

Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of its policies:

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.

SO2. Economy - The proposed hotel use would support a significant further improvement in the City's economic performance. The scheme would provide new jobs during construction along with permanent employment and facilities in the hotel,

in a highly accessible location and would support the business and leisure functions of the city centre and the region.

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.

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 6 & 7). Paragraphs 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraph 12 states that:

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

The proposed development is considered to be consistent with sections 1, 2, 4, 6, 7, 10, 11 and 12 of the NPPF for the reasons outlined below.

NPPF Section 1 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus -

The SRF site is identified as a potential employment area within The Corridor. Whilst no large scale office use is proposed as part of this application the wider proposal would deliver the type of activity described in this Framework.

The development would be highly sustainable and be consistent with the aim of bringing forward economic and commercial development 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 enhance and create character and reduce the need to travel

The proposal would develop an underutilised, previously developed site and provide a high-quality development. The development would be highly sustainable, supporting economic and commercial development, alongside high quality city living, in a location. This would create employment during construction and permanent employment in the commercial units and hotel on completion and therefore assist in

building a strong economy. It would complement the well established community within this part of the City Centre and contribute to the local economy through residents using local facilities and services.

The development would make a positive contribution to neighbourhoods of choice by enhancing the built and natural environment and creating a well designed place that would enhance and create character. The hotel and associated uses would support the business and leisure functions of the city centre and the region and provide good access to sustainable transport provision and maximise the potential of the City's transport infrastructure.

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

City Centre and Fringe), CC8 (Change and Renewal)– The SRF site is identified as a potential employment area within The Corridor. Whilst no large scale office use is proposed as part of this application the wider proposal would deliver the type of activity described in this Framework.

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NPPF Section 2 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) - One of the spatial principles is that the Regional Centre will be the focus for economic and commercial development, leisure and cultural activity, alongside high quality city living. The proposal fully accords with the aims of this Policy by supporting the creation of a neighbourhood which would help to attract and retain a diverse labour market. The proposed hotel would significantly increase activity in the area and support the business and leisure

functions of the city centre and the region and therefore would assist in the promotion of sustained economic growth.

Policy EC1 – (Land for Employment and Economic Development) –The proposal would support the City’s economic performance and by developing a site on the fringe of the City Centre, spread the benefits of growth across the City thereby helping to reduce economic, environmental and social disparities and creating inclusive sustainable communities. The application site is well connected to the City’s existing transport infrastructure.

The City Centre is a key location for major employment growth and the proposal would create a number of new jobs during the construction and operational phases which would in turn contribute to economic growth. The design of the development would make good use of the site in terms of the efficient use of space, enhancement of the sense of place within the wider area, and would consider the needs of users and employees on the site in terms of a range of transport modes and the reduction of opportunities for crime.

Policy EC 8 (Central Manchester)- identifies The Corridor area as being capable of providing the majority of the 14ha of employment land expected to be delivered in Central Manchester over the plan period. The policy notes that the Council will promote development that has regard to: opportunities offered by key transport routes; ensuring employment complements the wider uses within the city centre; improving connectivity; and creating a positive sense of place. Large scale employment use is the fundamental plank of the Masterplan proposals. The proposal also promotes better connectivity between the site, Oxford Road and the wider city centre and university campuses.

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

NPPF Section 6 CC7 (Mixed Use Development), and Policy CC10 A Place of Everyone, Saved UDP Policy DC10.1 (Food and Drink Use) - The wider proposal

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

The ground floor commercial uses and the hotel element would, help to create be an appropriate mix of uses and would provide facilities for local residents and businesses; subject to appropriate control of in terms of the hours of operation and the need to deal satisfactorily with noise, fumes, smells and storage and disposal of refuse. The proposed car parking supports the delivery of wider site wide objectives.

NPPF Sections 7 (Requiring Good Design), and 12 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) - The proposal has been the subject of significant design consideration and consultation. It would maximise the use of land and would be appropriate to the City Centre context. The building would be classified as tall building within its local context but would be of a high quality and would help to raise the standard of design more generally in the area. The proposal would be appropriately located within the site, contribute positively to place making and would bring significant regeneration benefits. The proposal involves a good quality design. It would respond positively at street level. The positive aspects of the design of the proposals are discussed in more detail below.

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

The application submission includes a Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement, which demonstrates that the overall the proposed development would have a beneficial impact on the surrounding area. The present condition of the site makes no contribution to the townscape and has a negative impact on the setting of the above designated heritage assets.

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

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

Paragraph 131 - Advises that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their

conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

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

Paragraph 133 - Advises that local planning authorities should refuse consent for proposals that will lead to substantial harm to or total loss of significance of a designated heritage asset, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. This is essentially a matter of judgement and will depend on the weight that is attached by decision makers and consultees to the various issues.

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

The proposal would introduce a good quality building that would make a positive contribution to the townscape. Some of the existing modern developments around the site have a negative impact on the setting of the heritage assets, and as such, the proposed changes to the setting of the Conservation Area is considered to be acceptable when balanced by the beneficial aspects of removing the negative influence the present site has on the heritage assets around the site.

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

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

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

Section 10 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management- Breeam requirements) -The application site is in a highly sustainable location. The Environmental Standards Statement submitted with the application demonstrates that the development would accord with a wide range of principles intended to promote the responsible development of energy efficient

buildings integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation. The proposed development would follow the principles of the Energy Hierarchy to reduce CO2 emissions. The application is supported by an Energy Statement, which sets out how the proposals would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. In addition the NPPF indicates that development should not increase flood risk elsewhere. The wider phase 1B application site is approximately 3.2 hectares in size and includes areas classified as Flood Zones 1, 2 and 3a indicating that the risk of flooding from rivers and sea ranges from low to high across the site. A Flood Risk and Drainage Statement accompanies the application which includes a sequential test as defined in the NPPF. The EIA includes a chapter on Flood Risk, Water Resources and Drainage, and a Flood Risk Assessment has been submitted with the application. These documents demonstrate that the development would have no significant adverse impact on flood risk.

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

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

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

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

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

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

The above issues are considered in detail in below.

Other Relevant City Council Policy Documents

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones. For the reasons set out later in this report the proposals would be consistent with these principles and standards.

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

The site of the current planning application falls within the area designated as the Corridor. It states that the successful development of Corridor Manchester is fundamental to driving future economic growth and investment in the Manchester City Region and describes the former 4 hectare BBC as a major strategic development opportunity, and therefore a regeneration priority for the city which it is intended will provide a high-quality, vibrant, mixed-use development that will create a new and distinctive neighbourhood, taking advantage of the location's unique attributes.

The Former BBC Strategic Development Framework (BBC SRF) and Masterplan –
The aims of the SRF are set out in the Background section above. The SRF recognises that non-employment generating uses would to be required, and would therefore be accepted, where they support the delivery of investment e.g. in public

realm, which supports the key objective of establishing the wider site as a strategic employment location.

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

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

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

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

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

“A renewed urban environment”

- the development would be a key component of part of the first phase of development, marks a key stage in the broader regeneration of the BBC site, which will comprise new buildings and public realm of exceptional design quality, which will in turn transform the character of the site and have a positive impact on Central Manchester as a whole relationship between Central Manchester, the City Centre and other key employment areas”
- the development will significantly enhance connectivity between the wider Masterplan site, the City Centre and other surrounding areas particularly through the resultant increase in footfall, thus assisting in the future growth and regeneration of these areas.
- in addition to the high aesthetic design quality of the proposed buildings and the public realm, the development will help create the “sense of place” on the Masterplan site so that it becomes a recognisable heart of a distinctive new neighbourhood that has a positive impact on the image of Central Manchester as a whole.

The Corridor Manchester Strategic Vision to 2025- The Corridor Manchester Partnership brings together Manchester City Council, the University of Manchester, Manchester Metropolitan University and the Central Manchester University Hospitals

NHS Foundation Trust with the aim of generating further economic growth and investment in the knowledge economy for the benefit of the City Region.

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

Corridor Manchester's Strategic Vision to 2025 is for this area to be:
"Manchester's cosmopolitan hub and world-class innovation district, where talented people from the city and across the world learn, create, work, socialise, live and do business; contributing to the economic and social dynamism of one of Europe's leading cities"

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

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

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

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

Conservation Area Declarations

Princess Street / Whitworth Street Conservation Area Declaration

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

Other National Planning Legislation

Legislative requirements

Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

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

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

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

Environmental Impact Assessment

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

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

A formal EIA scoping request was submitted to Manchester City Council on 26th August 2016

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

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

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

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

The Schemes Contribution to Regeneration

Regeneration is an important consideration in the evaluation of this proposal as the City Centre is the primary economic driver in the Region and is crucial to its longer term economic success.

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

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

The city's population is expected to increase by 100,000 by 2030, and together with trends and changes in household formation will result in an increase in demand for residential accommodation. A minimum of 25,000 new homes are required over the next 10 years to sustain economic and population growth. The wider proposal would contribute to meeting that need in an area which has been identified as being a suitable location for new activity.

The wider site has been identified as one of the most significant opportunities for jobs and investment in the region and the SRF makes it clear that the site should be delivering employment generating development and creating a critical mass of economic activity, to promote and encourage investment and growth opportunities.

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

The provision of a hotel at the site would further diversify activity and strengthen its position as a strong commercial destination. The hotel would complement the commercial activity at the site and would be well located to support other commercial, educational, health and cultural activity elsewhere in the Corridor.

The provision of car parking on site is considered to be essential to the delivery of the wider vision. Whilst the number of spaces may appear to be high, it would support a large quantum of residential, commercial and leisure space. The aim is to use the parking spaces efficiently throughout a 24 hour period to maximise its contribution to this part of the city. However, the majority of the transport needs of the site and the area would continue to be provided through public transport.

The development would be consistent with the most recent version of the SRF, and be consistent with the objectives of the Central Manchester Regeneration Framework, the City Centre Strategic Plan, and The Corridor Manchester Strategic Vision to 2020 and would complement and build upon Manchester City Council's current and planned regeneration initiatives and as such would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC2, CC5, CC7, CC8, CC10, EN1 and DM1.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider is whether the scale of the development is appropriate for the site. The development would be taller than other buildings in the vicinity, although not as tall as some that have recently been approved, and is considered to be tall within its current context. As such it needs to be assessed against Core Strategy Policies that relate to Tall Buildings and the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE.

Design Issues, Relationship to context and impact on Heritage Environment

This considers the effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments and Archaeology and open spaces.

The site is not located in a Conservation Area but is adjacent to the Whitworth Street / Princess Street Conservation Area and there are no World Heritage Sites in the immediate vicinity. Nearby listed buildings include the grade II listed 94-98 Grosvenor Street and Oddfellows Hall

The proposal would introduce a new feature to the city skyline and would be seen in the context of the larger schemes that have recently been approved at the wider SRF site and it is consistent with the development principles that have been endorsed. The orientation of the building respects the historic urban grain and the historic street plan. Historic buildings within the nearby Whitworth Street Conservation Area are of a grand scale and are themselves significantly larger than their surrounding neighbours, even though not part of the traditional centre. These historic buildings are built to back of pavement with a strong base, middle and top with heavily modelled and articulated street frontages, with plainer facades to the rear, around tighter courtyard spaces. The proposed building responds to back of pavement alignment and the MSCP component presents a contemporary interpretation of this overall approach.

The choice of materials for the MSCP has been influenced by nearby Victorian buildings which comprised solid, heavy masonry warehouses, commercial and civic buildings, using brick, stone and ceramic tiles with metal detailing. This aesthetic has informed a site-wide approach, providing a contemporary interpretation of the historic material whilst utilising the efficiencies of, and flexibility afforded, by modern production technologies to construct high quality and well articulated facades

The proposed development would reflect the larger scale and massing of modern buildings that have been developed around the area, particularly those within the adjacent University Campuses, reflecting the change in the areas function. The scale also relates to the large buildings that form a key characteristic of the nearby Whitworth Street Conservation Area.





The overall delivery of the SRF requires development of a large quantum of floorspace to ensure that essential components of public realm, that are critical to place-making, can be delivered.

The site can be viewed in conjunction with the Whitworth Street / Princess Street Conservation Area. A Heritage Statement submitted with the Phase1b applications (which included the original MSCP application (111028) appraised identified features of the historic built environment, in order to understand the potential impact of the proposals. The height of the current proposal could affect the setting of a number of listed buildings. As with the original proposals, these include the Grade II* Listed Palace Hotel, a number of 19th century and early 20th century mill/warehouse buildings within the Whitworth Street Conservation Area, the Dancehouse Theatre, Oxford Road Station and the Lass O’Gowrie. In order to assess any additional impacts from the revised proposals, an Addendum Statement has been submitted which whilst using the appraisal and statement of significance set out in the Phase 1b Heritage Statement in order to understand the potential impact of the new Hotel proposal, has identified additional listed buildings whose setting could be affected at 94-98 Grosvenor Street and Oddfellows Hall.

The combined Heritage Statement and Addendum note the potential for the Phase 1B developments to impact on the setting of the Palace Hotel because of its

prominence at street level and within the city's wider skyline. A Visual Impact Assessment (VIA), has assessed likely townscape and visual impacts of the Phase 1B proposals upon the application site and surrounding area, including on the adjacent Whitworth Street Conservation Area and those listed buildings affected. Of the 14 viewpoints from the original VIA, which assessed all of the 4 Phase 1B sites, 5 have been used within the addendum assessment with a further viewpoint added. These are viewpoints 2, 5,9,11, 13 and 15 as shown below providing a 360 degree analysis of the application site.



The current condition of the site has a negative impact on the townscape quality of Upper Brook Street and has an adverse impact on the setting of nearby listed buildings. There is therefore considerable capacity for change within the site which could enhance the setting of adjacent heritage assets and wider townscape.

Section 66 of the Listed Buildings Act requires members to give special consideration to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it. Section 72 of the Listed Buildings Act requires members to give special consideration to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord

with the requirements of Section 12 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 132, 133 and 134.



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

The proposal has the potential along with the previously approved phase 1A and 1B to act as a catalyst for the wider regeneration of one of the City's key regeneration areas and would fully utilise a previously developed, but under-utilised site. The public benefits of the proposals are clearly set out elsewhere in this report but would include the delivery of strategically important site delivering much needed housing provision, employment generation, significant areas of public open space and much needed retail and amenity space. The site is a key component of the strategic vision for The Corridor Manchester. It would deliver high quality buildings, a substantial number of new high quality residential units and new sources of employment both during construction and post completion, the delivery of a large public space and enhanced connectivity for use by users of and residents of the City Centre and a large MSCP.

The site currently makes no contribution to the townscape. The proposed development would introduce a well designed building of an urban scale and would

therefore make a positive contribution to the wider townscape. Therefore, this development could enhance the setting of affected heritage assets in line with NPPF paragraph 56-68 and 131.

The Heritage Statement concludes that this revised proposal would result in instances of minor adverse impacts upon the setting of the Grade II listed nos 94-98 Grosvenor Street and Oddfellows Hall. However, this impact would not be significantly different to that brought about by the previously approved MSCP proposed on Plot 14 (111028/FO/2016/C1).

The VIA also demonstrates, that mitigation for adverse impacts of the development would be accrued in other views where the proposal would provide enhancements to the street frontage in particular, by reinstating the current fragmented historic building line and through improvements to the streetscape.

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

A Desktop Archaeological Assessment was carried out for the SRF area. The report concluded that the Site lies within an area that was intensively developed for housing from the early 19th century, and early buildings survived on parts of the site up until the 1970s when the BBC complex was developed. The potential for encountering remains of early 19th- to 20th century date is therefore very high across the site, and particularly in areas not affected by the former BBC building.

As part of an Enabling Works application (reference 109647/FO/2015/C1), trial-trenches confirmed archaeology was more in tact in areas which had been less intensively developed in the 20th century. This site has yet to be investigated by trial-trenching and the area has some archaeological potential and trial-trenching would be required across the site. Should important remains be unearthed which are threatened by the scheme and further work be necessary, it is expected that the requirement for such work can be secured by condition attached to any planning consent.

Relationship to Public Transport Infrastructure

The site is highly accessibility via public transport including Metrolink, Metroshuttle, mainline rail and bus. The site is close to the City Centre with its wide range of retail, leisure and employment opportunities. The on-going public transport improvements will further enhance the accessibility of this area. Major planned investment includes: an expanded Metrolink network; the Northern Hub; Bus Priority Package and Cross City Bus schemes.

The hotel would complement the commercial activity at the site and would be well located to support other commercial, educational, health and cultural activity elsewhere in the Corridor. Cycle parking spaces would be provided in the basements of developments within the wider Masterplan site. The Proposed Development incorporates 15 cycle spaces that are located within a secure bike store in the Hotel Lobby. The scheme would be delivered as part of Phase 1B of the Circle Square Masterplan, which will deliver 872 cycle spaces across seven plots of the masterplan.

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

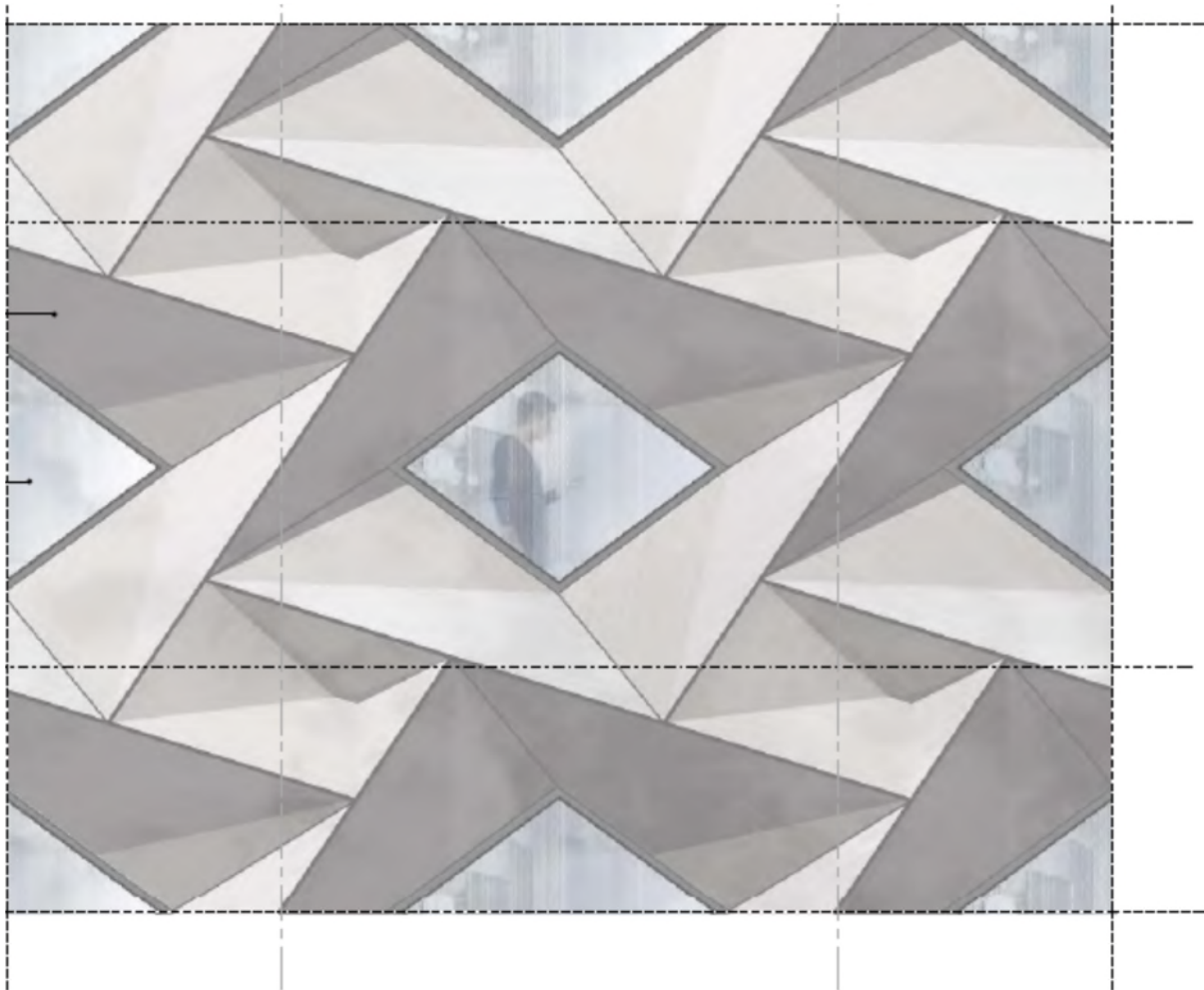
Architectural Quality

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

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

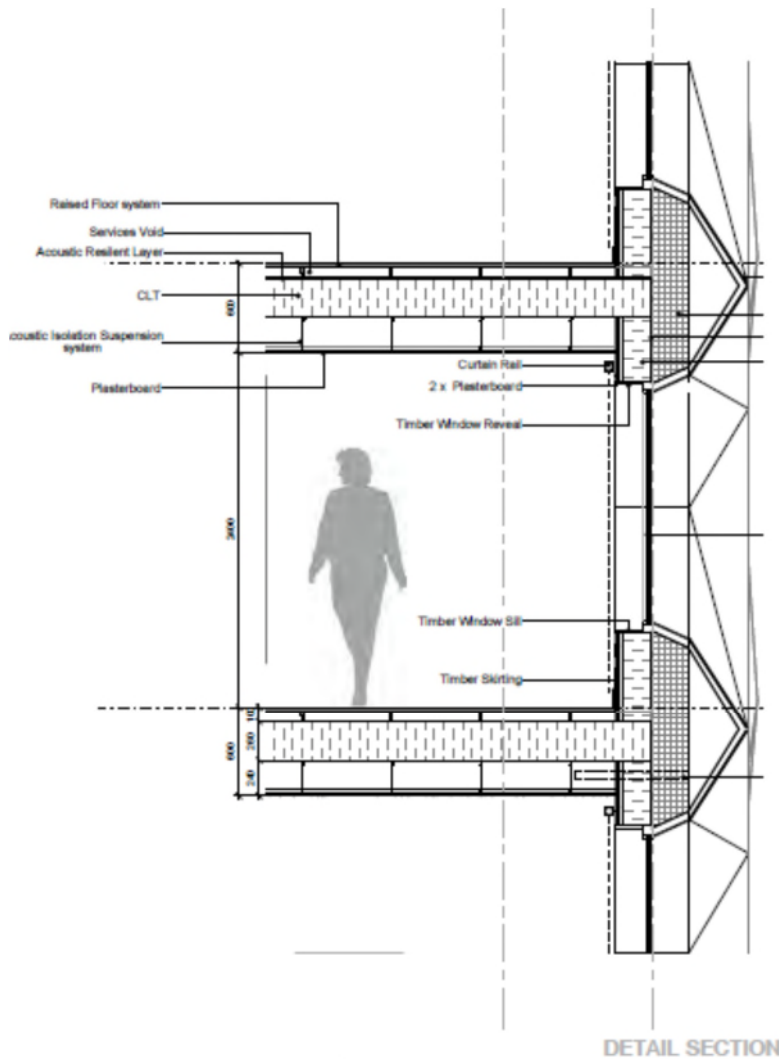
The application proposes a well designed building, with a clearly defined street edge. The building would be located at the southern edge of the site and therefore it would have minimal impact on heritage assets in isolation. However, the massing of the wider scheme would impact on the setting of adjacent or nearby listed buildings and conservation areas and this was considered as part of earlier reports. This building would add a positive element to the city centre particularly when viewed along the Mancunian Way and would sit amongst other modern high quality buildings that have improved the setting of the Mancunian Way considerably over the past 10 years. .

The design of the MSCP reflects the scale and materials of the warehouses that once dominated the area. It would be constructed mainly of brickwork and would have a series of circular openings and a repetitive façade. The hotel would be constructed of folded metal panels which would have a diagonal emphasis, articulated further with diamond shaped bedroom windows and larger scale twisted diagonal panels which repeat across the facade. The top and bottom of the hotel would have a crenulated edge as the modules repeat. The corners of the Hotel facade are also articulated with the folded panels as the three dimensional panels wrap all facades.



The elevations of the MSCP would appear open and ordered with a strong vertical and horizontal order. The large areas of brickwork reflect the traditional architecture of the 19th century and the large open arches and circular openings respond to the repetitive order of the viaduct. The Hotel has a more solid appearance with articulation emphasised through the faceted metal cladding material. The overall order and rhythm is maintained throughout the whole building.

The glazing at the first floor of the hotel separates the two building forms so that whilst they do sit together, they are also read as separate elements, reducing the perception of the overall mass. The ground floor treatment to the car park uses a different scale to the upper floors to allow the commercial areas to be perceived as individual spaces.



The materials have been selected to relate to the surrounding context whilst giving the building its own identity within the master plan. The masonry is sustainable, cost effective and durable with a low maintenance requirement. The lightweight façade of the Hotel element would contrast with this, sitting above the solid plinth and using its own architectural language to compliment the masonry construction. Whilst the architecture and function of the two parts of the building are very different, the overall result is a building that sits as one form with its contrasts providing suitable scale and massing both at pedestrian level and from its views along the Mancunian Way.

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

Sustainability

Tall buildings should attain high standards of sustainability because of their high profile and local impact. The application is supported by an Energy Statement and Environmental Standards Statement (ESS) which set out how the proposal accords with this objective. It provides a detailed assessment of the physical, social,

economic and other environmental effects of the proposed development and considers the proposals in relation to sustainability objectives. The ESS sets out the measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability in addition to ensuring compliance with local planning policy.

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

Good practice sustainability measures have been incorporated in the design of all the proposed buildings. In accordance with Manchester City Council's Core Strategy Policies EN4 and EN6, the principles of the energy hierarchy have been applied and with the combination of energy saving measures results in a potential total CO2 emissions reduction over the current Building Regulation target (2013). It is anticipated that the Hotel (assessed under BREEAM New Construction 2014) would achieve a minimum rating of 'Very Good'. The car park area is not assessable under the BREEAM standard and the occupied spaces of the development to the lower floors are to be completed to shell-only standard, and are not considered significant in terms of floor area – hence assessment against the BREEAM standard is not thought to be applicable. However, the sustainable design and construction principles being applied to the rest of the hotel and overall masterplan development will be extended to these spaces.

The energy centre would include four high efficiency boilers and two combined heat and power units to provide low carbon heat and power across the wider site.

The Hotel would be connected to the site-wide CHP to be housed within the Energy Centre. This will provide for the heat and hot water demand, as well as being a source of low-carbon electricity. The Energy Centre housed in the building would also serve much of the rest of the Circle Square masterplan. Renewable energy in shell-only areas will likely be provided, following tenant fit-out, via the proposed Air Source Heat Pumps and / or the district CHP. The renewable energy strategy has been arrived at as part of a greater master planning exercise, which has considered all forms of renewable energy suitable for the site.

The energy performance of the development is therefore considered to be in full accordance with the Manchester Core Strategy.

Credibility of the Design

It is important to ensure that the standard of design and architectural quality would be maintained through the process of procurement, detailed design and construction. The design team recognises the high profile nature of this site which has ensured that the design response is appropriate.

The Applicant has worked with experienced consultants in developing and delivering complex schemes. The core design team all have experience delivering projects in the city centre.

This project would maximise the development potential of the site and would also help to enhance the connectivity and regeneration of the surrounding area. The applicants acknowledge that the market is competitive and that quality is paramount. The proposed materials have been selected following detailed research and discussions with contractors and suppliers, to ensure that they can be delivered within the cost parameters and are of appropriate quality and longevity for the project.

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

Circle Square would deliver a significant amount of new publicly accessible space that would be which would be largely car free and places pedestrians first, encouraging users

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

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

Effects on the Local Environment/ Amenity

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

Daylight, Sunlight and Overshadowing

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

A daylight and sunlight technical analysis has been undertaken, using specialist computer software in order to scientifically measure the amount of daylight and sunlight that is available to windows in a number of neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011). However, the building subject of this application does not impact upon any nearby residential accommodation.

The revised proposal does not change the daylight and sunlight impacts upon Bracken House, Oxford Place, the Quadrangle and the effect would be minor to moderate adverse within Montana House. The change in the daylight and sunlight impacts on Princess House is marginal and the overall impact of the Phase 1B development is concluded to remain minor adverse both in terms of daylight and sunlight.

The revised Plot 14 proposals lead to a change in the overshadowing impacts from the January 2016 Environmental Statement. The assessment of the 9th floor terrace in Princess House indicate that this area will fall short of the BRE criteria, however this area experiences no change from its existing value therefore the effect is negligible. The proposed amenity space will meet the BRE criteria and therefore there is no change to the conclusions on overshadowing.

Wind

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

A Wind Tunnel Study has been used to provide a detailed quantitative assessment of the wind environment at key locations throughout the proposed development in terms of accepted, UK industry standard, pedestrian comfort and safety criteria (Lawson criteria) This has informed an assessment of the likely significant effects in relation to wind, and any mitigation measures required to prevent, reduce or offset likely significant environmental effects.

Key locations have been identified for wind speed sensors to ensure that all areas of potential accelerated winds and areas of sensitive pedestrian activities have been assessed, including:

- Pedestrian access routes
- Building entrances
- Recreational spaces including outdoor seating areas

The Report concludes that with landscaping and mitigation measures in place, wind conditions in and around the site are largely suitable for existing and planned usages upon introduction of the Phase 1B including the revised Plot 14 proposals, proposal within the context of existing and approved future surrounding conditions, and both prior to and following the introduction of the wider masterplan.

With the introduction of additional localised mitigation measures (recessed entrance, screening / soft landscaping either side of the entrance) around the entrance to the south of building 2, all measured locations would be considered suitable.

Solar Glare

An assessment of potential solar glare arising from the façade of the proposed hotel

element of the building indicates that minor adverse effects may arise along Mancunian Way but that these do not raise significant concerns and no further mitigation is considered necessary.

Air Quality

Activity on site during the construction phase may cause dust and particulate matter to be emitted into the atmosphere but any adverse impact is likely to be temporary, short term and of minor adverse significance. This aspect can be mitigated through appropriate construction environmental management techniques such that the effects are not significant. A condition would be attached to any consent granted requiring a scheme for the wheels of contractors' vehicles leaving the site to be cleaned and the access roads leading to the site swept daily to limit the impact of amount of dust and debris from the site on adjacent occupiers.

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

Noise and vibration

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

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

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

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

The contractors would be required to engage directly with local residents. The enabling works package has followed this process. The provision of a Construction Management Plan should be a condition of any consent granted. This would provide details of mitigation methods to reduce the impact on surrounding residents

TV and Radio reception

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

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

Conclusions in relation to CABE and English Heritage Guidance

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

On balance, it is considered that the applicant has demonstrated that the proposals would meet the requirements of the guidance as well as the policy on Tall Buildings within the Core Strategy and as such the proposal would provide a tall building of a quality acceptable to this site such that the development would be consistent with sections 1, 2, 4, 6, 7 and 8 of the National Planning Policy Framework policies SP1, DM1, T1, EN1, EN2, EN4 EN6, EN9, EN11, EN16, CC4, CC6, CC9 and CC10 of the Core Strategy and saved UDP policies DC26.1 and DC26.2.

Ventilation

The ventilation for the energy centre would be provided via passive means through acoustic weather louvres in the south facade of the MSCP. The exhausts and flues would discharge above roof level in order to achieve acceptable air quality in the local area. The flues would be appear as a single, consolidated flue system on the south eastern corner of the building to minimise the impact on the local residents. The energy and associated equipment would be acoustically treated.

The Ventilation Strategy for the hotel and MSCP sets out the strategy for the hotel, MSCP and ground floor commercial unit. The MSCP would be naturally ventilated in accordance with Building Regulations with openings in the façade. Bedroom windows in the hotel would be non-opening. The supply and extract of air provision to each room would be via a mechanical supply and extract ventilation unit.

Parking, Servicing and Access, Green Travel Plan / Cycling

20% of the spaces within the MSCP would be available for lease to residents if such demand exists.

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

The overall Masterplan site would be run and managed by a Management Company. On site managers would have overall control of the vehicle access and movement across the development. The Service Level Agreement for waste collection, deliveries and general development would manage any conflict between development users. Permissible hours for servicing would be contained within each of the unit leases together with behaviour and control measures. The principles of the access strategy are set out in the Landscape & Public Realm Design & Access Strategy. Further detailed design of this strategy will be embodied in the Management Company's "rules" and the building lease.

A Transport Statement Addendum confirms that the additional 72 parking spaces now proposed in the MSCP would not adversely affect the highway or transport network.

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

Crime and Disorder

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

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

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

Archaeological issues

On the basis of the Desk Study it is considered that the appropriate mitigation is acceptable. Prior to development commencing an archaeological evaluation through trial trenching would be undertaken to establish the presence, character, extent and

relative significance of any archaeological remains. Should this locate well preserved archaeology, the areas of interest would be opened out and recorded through further controlled archaeological excavation. This work can be secured by a condition that would be attached to any consent granted.

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

Biodiversity/Wildlife Issues

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

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

Tree planting within the site and along site boundaries would enhance the quality of the environment helping to establish a green character and sense of place. Where trees are proposed within paved areas, care would be taken to maximise the growing conditions, by using appropriate tree pit design and irrigation methods. The correct choice of trees, planted in the right conditions with proper maintenance are fundamental to maximise the life cycle of the trees and have all been considered within the design proposals.

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

Waste and Recycling

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

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

Flood Risk and Sustainable Urban Drainage Strategy

The overall Phase 1B site includes areas classified as Flood Zones 1, 2 and 3a and the risk of flooding from rivers and sea ranges from low to high across the site. The

area along the northern boundary around Charles Street are within Flood Zone 3a (high risk), Flood Zone 2 (medium risk) and Flood Zone 1 (low risk) follow the topography south to and beyond Brancaster Road.

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

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

Whilst this development does not include any residential accommodation. The FRA demonstrates that the development would be safe for its lifetime, and reduce flood risk elsewhere. The Environment Agency have no objections but have recommended conditions in relation to ensuring the risks to adjacent ground and controlled waters, relating to piling and foundation designs and that the development should only be carried out in accordance with the submitted Flood Risk Assessment be attached to any consent granted. Cumulative effects with other committed developments where there are likely to be significant effects for flood risk and surface water would be negligible.

A re-assessment of the effects of the proposal on water quality, drainage and flood risk concludes that the proposal results in no changes.

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

Contaminated Land Issues

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

Disabled access

Parking for disabled people would be provided within the MSCP (48 spaces approx 5%) with spaces on each floor above 1st floor level close to the lifts (application ref no 111028). The approved design for Phase 1A includes a number of drop off / loading bays along Brancaster Road and Medlock Place. It is envisaged that these would

serve phase 1B and the whole masterplan. The bays on Medlock Place would be accessed via a controlled access point, which will be actively controlled by the on-site management team 24/7 should access to these bays be required. Where necessary, arrangements would be made through the management company for taxis to continue past the barriers on Medlock place and follow the route around The Green.

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

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

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

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

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

Consideration of alternative Locations

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

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

Response to Places Matters Comments

The pre-application comments made by Places Matter have largely been dealt with within this report. However in addition the following is noted:

Provision for cyclists and cycle storage has been carefully considered from the outset of the project. The provision of strategic cycling routes are an integral component of the masterplan. The underpass provides a strategic crossing point beneath Princess Street and helps to connect Circle Square with the University's northern campus.

The space between the Car Park and the Mancunian Way has been carefully designed to provide an acceptable route, with clear, legible sight lines creating a safe and secure pedestrian environment. The lighting columns are those used elsewhere in the masterplan to ensure that the route is an integral part of the masterplan.

The hierarchy of routes has been a fundamental component of the masterplan. The only street without an active frontage is from the underpass adjacent to the MSCP but this route has been designed to create a safe and inviting experience. Replacing the underpass with an at-grade crossing was discounted owing to its strategic importance.

The elevations have been developed to include larger and smaller openings to prevent the overall mass becoming overbearing and providing more variety in the façade.

Consultee Comments

A condition will be attached to any consent granted requiring the identification of an alternative location for the trees to be removed.

Response to objectors' comments

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

Plot 14 is in a strategically significant area of the site. It would complement the offices, homes, shops and public realm being delivered at Circle Square and bring more activity and vitality to the south east corner of the masterplan site.

Circle Square is well located to enable visitors to reach a number of key leisure and business facilities in the City Centre and is within easy access to a choice of means of transport. Hotel uses are specifically supported in the 2013 SRF and subsequent Executive Reports.

The location of two different functions within one building, positioned on top of each other is not an unprecedented situation. The design expresses these different functions with contrasting language of the facades. The separation helps articulate the two sections and clarifies the function within the volumes. The heavy masonry MSCP forms a base, the Hotel extends up over part of the plot footprint and is an elevated, light weight element braking down the scale of the street facade. This

separated architectural language can successfully be seen at the Hamburg philharmonic building. The current condition of the site is considered to be a negative element within the streetscapes to Upper Brook Street and Charles Street and in terms of wider townscape quality.

The design has evolved alongside an evaluation of the wind, visual and sunlight/daylight/overshadowing effects of the development. The conclusions of this work are considered in detail within the submitted Environment Statement that has been submitted alongside this application.

The energy centre would provide a low-carbon source of energy to the wider Circle Square Masterplan and would help Circle Square to achieve a reduction in carbon emissions in line with carbon reduction targets set both nationally and locally.

CONCLUSION

The latest release of the Greater Manchester Forecasting Model (GMFM) January 2015, prepared by Oxford Economics, provides a summary outlook for Greater Manchester between 2014 and 2024 of growth in the order of: 128,300 more people; 109,500 net new jobs; and £17.3 billion more GVA and the Phase 1B proposals would contribute to achieving that predicted growth in both respects. The wider Masterplan site has been identified as one of the most significant opportunities for jobs and investment in the region and the SRF makes it clear that the site should be the deliver employment generating development and create a critical mass of economic activity to promote and encourage investment and growth opportunities

The SRF acknowledges that in order to strengthen the ‘sense of place’ at the site and ensure that it is able to attract employment generating uses, a wider range of complementary uses and ancillary facilities would have to be delivered at the earliest available opportunity. The combined Hotel and MSCP can therefore be seen as key element of place-making at the site which would help to attract employer investment

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

The current condition of the site is considered to be a negative element within the streetscapes to Upper Brook Street and in terms of wider townscape quality. There is

the clearly considerable capacity for change within the site which could enhance the setting of adjacent heritage assets and wider townscape.

The report has outlined that the proposals would not affect the setting of any Heritage Assets. Considerable weight must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act. It is considered that any harm caused as a result of this development would as with the original MSCP proposals be less than substantial. On balance, it is considered that the public benefits do outweigh the harm caused thus fulfilling the requirements set out in paragraphs 132 and 134 of the NPPF.

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

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

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

Recommendation APPROVE

Conditions and/or Reasons

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

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

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

(a) 1829-FCB-0100/P1 and 1829-2/P/0120/P2

- (b) 1829-2/P/0010/P2 and 1829-2/P/0130/P2
- (c) 1829-2/P/0200/P2 L00, 1829-2/P/0201/P2 L01, 1829-2/P/0202/P2 L02
1829-2/P/0203/P2 L03, 1829-2/P/0204/P2 L04, 1829-2/P/0211/P2 L11
1829-2/P/0212/P2 L12, 1829-2/P/0218/P2 L18
- (d) 1829-2/P/0500/P2, 1829-2/P/0600/P2, 1829-2/P/0601/P2, 1829-2/P/0602/P2,
1829-2/P/0603/P2, 1829-2/P/0604/P2, 1829-2/P/0605/P2,
- (e) 1829-2/P/0700/P2 and 1829-2/P/0701/P2
- (f) 1829-2/P/0800/P2, 1829-2/P/0801/P2, 1829-2/P/0802/P2, 1829-2/P/0803/P2,
and 1829-2/P/0804/P2;
- (g) PL1502-1B3-P-002, PL1502-1B3-P-003, PL1502-1B3-P-004, PL1502-1B3-P-101,
PL1502-1B3-P-201, PL1502-1B3-P-301, PL1502-1B3-P-401;
- (h) Mitigation measures as set out in the Flood Risk Assessment (FRa) from Curtings
Consulting (Ref ICMA0040/FRA/P1B dated 15th January 2016
- (i) Recommendations contained in Hilson Moran Energy Statement dated 26-08-16
and Sustainable Assessments Ltd Environmental Standards Statements dated 19-
08-16 and 26-08-16 to enable compliance the achievement of a reduction in
compliance with the MCC's Policy EN6; and
- (j) Recommendations in sections 3.3 and 4 of the Crime Impact Assessment Version
A dated 17-08-16 ;

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

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

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

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

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area

within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

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

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

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

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

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

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

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

*Hours of site opening / operation

* A Site Waste Management Plan,

* Air Quality Plan;

*A plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction;

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

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

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

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

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

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

8) The development hereby approved (excluding the demolition, clearance and the junction improvement works) shall not commence unless and until a Construction Management Plan, including details of the following shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

9) The development hereby approved (excluding the demolition, clearance and the junction improvement works) shall not commence unless and until a Construction Management Plan, including details of the following) a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full before use of the premises first commences.

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

10) Prior to commencement of development (excluding the demolition, clearance and the junction improvement works) final details of the public realm works shall be submitted and approved in writing by the City Council as Local Planning Authority to include an implementation timeframe and the following:

- (a) A strategy for the planting of street trees within the pavements on Princess Street/ Upper Brook Street including details of overall numbers, size, species and planting specification, constraints to further planting and details of on going maintenance; and
- (b) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and brick, bird boxes and appropriate planting;
- (c) Details of the proposed hard landscaping materials;
- (d) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (e) Details of the proposed street furniture including seating, bins and lighting;
- (f) Details of external steps and handrails;
- (g) Details of an external signage strategy in relation to way finding within the development and associated public realm;
- (h) A public realm management and maintenance strategy;
- (l) Details of location for and planting specification for the 13 trees that are to be removed from the site

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

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

11) The development hereby approved (excluding the demolition, clearance and the junction improvement works) shall not commence until final details of the wind

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

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

12) No development shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works to be undertaken in accordance with a Written Scheme of Investigation (WSI), prepared by the appointed archaeological contractor. The WSI should be submitted to and approved in writing by the local planning authority. The development shall not be occupied until the site investigation has been completed in accordance with the approved WSI. The WSI shall cover the following:

(a) A phased programme and methodology of site investigation and recording to include:

- targeted field evaluation trenching
- (depending upon the evaluation results) a strip map and record exercise
- targeted open area excavation

(b) 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.

(c) Provision for publication and dissemination of the analysis and report on the site investigation.

(d) Provision for archive deposition of the report, finds and records of the site investigation.

(e) Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in the National Planning Policy Framework.

13) The development hereby approved (excluding the demolition, clearance and the junction improvement works) shall not commence unless and until a Construction Management Plan, including details of the following) shall take place until surface water drainage works have been implemented in accordance with SuDS National Standards and details that have been submitted to and approved in writing by the local planning authority. The following additional information has to be provided:

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

(a) Maximising opportunity for SuDS inclusion into the proposed green spaces;

(b) Assessment of overland flow routes for exceeding conditions the flow routes need to divert surface water runoff away from properties on and off site;

(c) Surface water management during construction; and

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

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

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

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

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

15) Prior to occupation of the development, details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the back of pavement to Princess Street / Upper Brook Street and the line of the proposed building shall be submitted to and approved in writing by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes and in accordance with Core Strategy policies SP1 and DM1.

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

- (a) servicing and refuse (storage and removal);
- (b) misuse of Brancaster Road as a rat-run;

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

Reason

In the interests of amenity pursuant to Core Strategy policy DM1

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

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

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

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

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

20) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment to ensure that it achieves a background noise level of 5dB below the existing background (La90) in each octave band at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

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

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

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

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

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

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

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

Reason

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

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

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

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

Reason

In the interests of amenity pursuant to Core Strategy policy DM1

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

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

27) The Commercial Units shall be acoustically insulated in accordance with the Recommendations in Noise Impact, Phase 1B Circle Square dated January 2016 by Fisher Acoustics and the specifications in relation to structure borne noise as set out in Fisher Acoustics letter dated 6th April 2016 with the implementation of these

approved works to be confirmed within a Verification Report to be submitted to and approved in writing by the City Council as Local Planning Authority prior to occupation of any part of the development. The approved measures shall remain in situ whilst the use or development is in operation. For the avoidance of doubt any changes to the approved the structure are prohibited at any time without written approval of the planning authority.

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

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

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

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

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

30) In the event that the developments within Phase 1B have not commenced on site prior to occupation of the development approved by this application details of any temporary access requirements and the temporary treatment to plots 2,3,4, 7,8 and 14 including a delivery timetable shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall thereafter be fully implemented in accordance with these details.

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

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

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

32) The uses hereby approved shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse for each of the ground floor units has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

33) Before the development commences (excluding the demolition, clearance and the junction improvement works) studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority:

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

b) Measure the existing television signal reception within the potential impact area identified in (a) above before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Independent Television Commission, and shall include an assessment of the survey results obtained.

(c) Assess the impact of the development on television signal reception within the potential impact area identified in above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (b) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception. In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

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

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

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 113832/FO/2016 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:

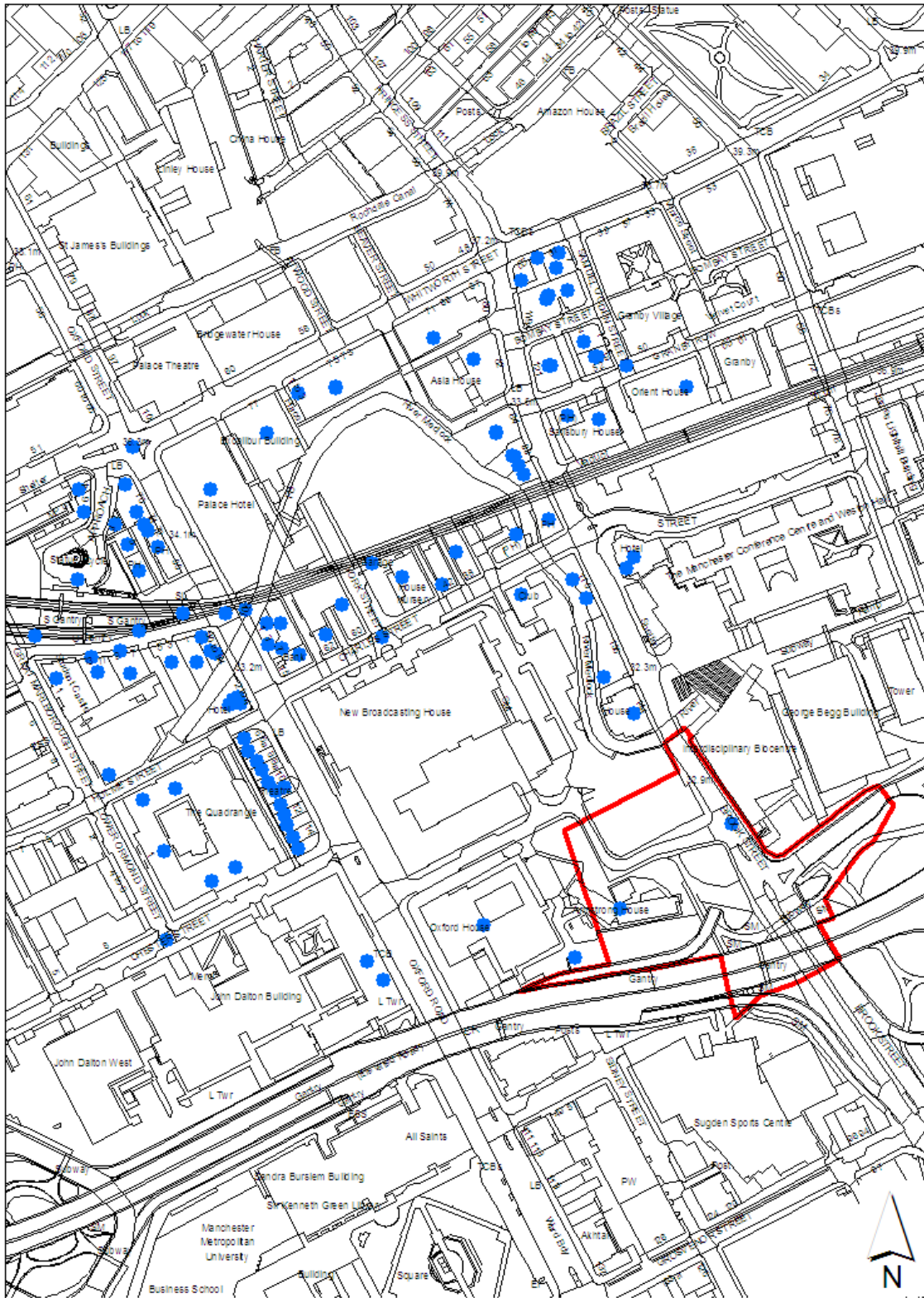
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Civil Aviation Authority
Highway Services
Environmental Health
Corporate Property
MCC Flood Risk Management
Travel Change Team
City Centre Regeneration
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Wildlife Trust
National Planning Casework Unit

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:

65 Princess Street
Flat 12 Princess House, 144 Princess Street
65 Princess House, 144 Princess Street

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



Application site boundary ● Neighbour notification
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