

Application Number	Date of Appln	Committee Date	Ward
114723/FO/2016	7th Dec 2017	9th Mar 2017	City Centre Ward

Proposal Demolition of existing buildings and structures to enable construction of 36 storey residential tower (Class C3) with retail uses at lower floors (Classes A1, A2, A3 and A4), new public realm, landscaping including the first phase of Riverside Park and Walkway, provision of external seating areas, car and cycle parking, access arrangements and other associated works.

Location Land Bounded By River Irwell Canal Basin To The North, Water Street To The East, Princes Bridge To The South & The River Irwell To The West, Manchester

Applicant Manchester Quays Ltd, C/o Agent

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

INTRODUCTION

The application site is within land previously occupied by ITV and is within an area that has been identified as a regeneration priority by the City Council. It is bounded by the River Irwell, a canal basin arm to the north, with the Grade II Victoria and Albert Hotel beyond, Water Street to the east and Princes Bridge to the South.

The site is being used as a site compound in connection with the construction of the Ordsall Chord as part of the Northern Hub rail improvements. It was previously used as a surface car park. The site extends to the south beyond the T2 building line and public realm works to include basement car park works. It also includes part of Water Street where resurfacing works are proposed.

THE SITE AND ITS SURROUNDINGS

The site is within the Castlefield Conservation Area and is part of a wider Masterplan and Strategic Regeneration Framework for the St John's area. It does not contain any listed structures. Spinningfields is immediately to the north and Castlefield to the south. Beyond St John is to the east is Deansgate. There are offices and hotels on the opposite side of the river in Salford where a number of mixed-use regeneration initiatives are underway.

The St. John Street Conservation Area to the east and there are a number of listed structures within the immediate vicinity site including the grade II Zig Zag Viaduct, Victoria and Albert Hotel, Manchester and Salford Junction Canal tunnel (located underneath the existing annexe building to the former Granada HQ Building, but outside of the application site).

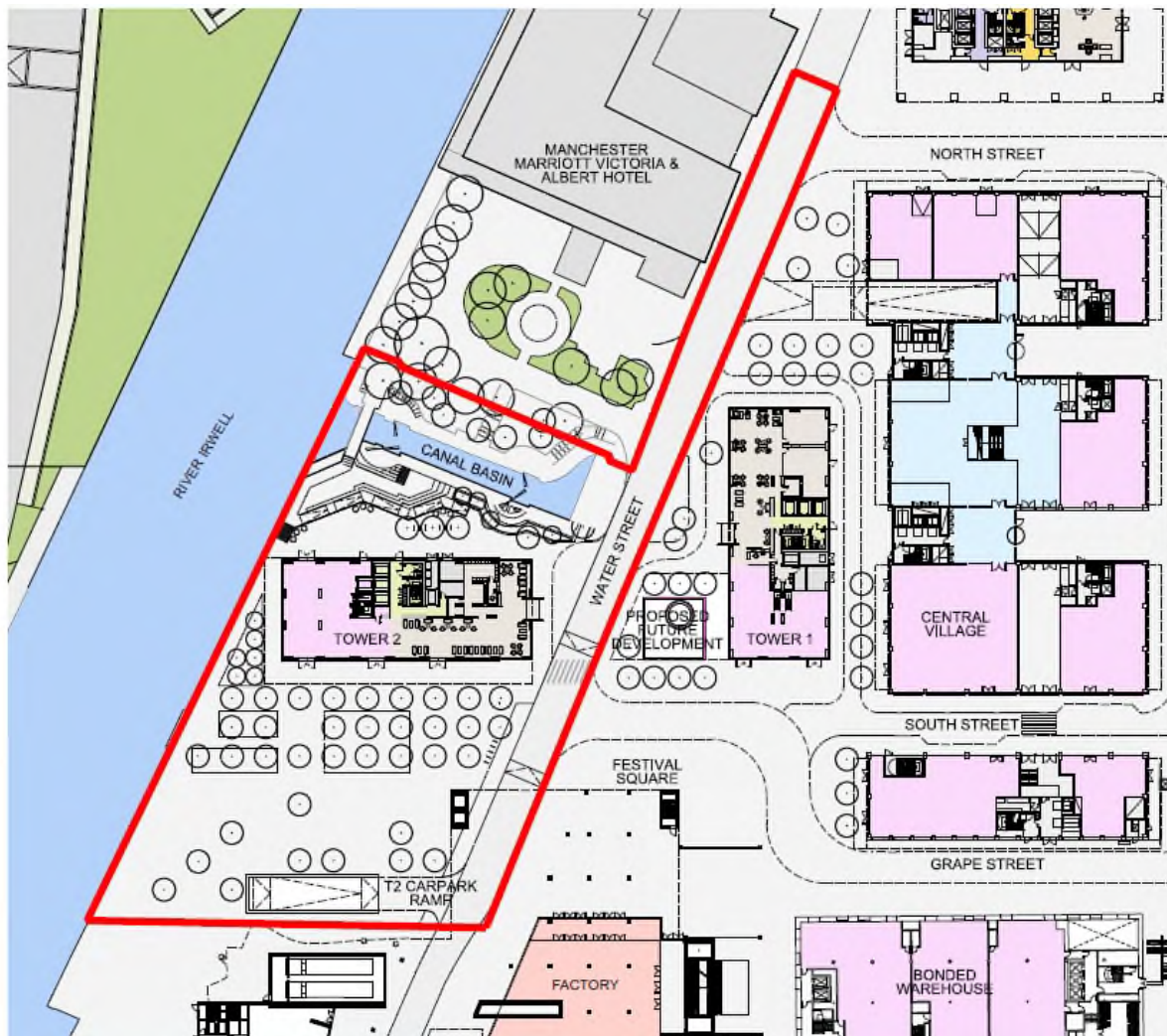
Within the adjacent MoSI site is the former train / goods station which is Grade I listed, and 5 Grade II listed buildings, including the Colonnaded Railway Viaduct and warehouse buildings.

Other non designated heritage assets include the Bonded Warehouse and the former Granada HQ Building and Studios.

The site is within 500m of Salford Central and Deansgate stations which been upgraded as part of the Northern Hub programme. This has enhanced the capacity of the stations, improving frequency and journey times of services and creating improved passenger experience. Metrolink stops at St Peter's Square and Deansgate-Castlefield are within walking distance the Metroshuttle service operates from Lower Byrom Street and Deansgate.

Planning Permission has been granted for the early phases of the regeneration of St. John's including: the refurbishment of the Bonded Warehouse as a mix of office, retail, restaurant and café (109466/FO/2015/C1); the refurbishment and redevelopment of the former HQ Building and Studios for a hotel and associated event space, together with a new office building (109246/FO/2015/C1); the development of 57 apartments at South Village together with retail and workspace and associated public realm and car parking (109241/FO/2015/C1); the development of a 52 storey tower on the former Globe & Simpson and Albert Shed buildings for residential and hotel use, together with associated public realm and car parking (109660/FO/2015/C1); and, The Factory (114294/FO/2016/C1).

An application elsewhere on this agenda proposes the erection of a 36 storey residential building (Class C3) with retail uses at ground floor (Classes A1/A2/A3/A4); an 8 storey mixed use building comprising workspace (B1), with retail uses (Classes A1/A2/A3/A4) and residential live/work uses; and, the creation of new public realm, landscaping, car and cycle parking, access and other associated works on land on the opposite side of Water Street, bounded by Quay Street, Granada House and Studios, the Bonded Warehouse, Starlight Theatre, and the Grade II Listed Colonnaded Railway Viaduct and Water Street (114385/FO/2016/C1).



Riverside site plan with red line application boundary

DESCRIPTION OF PROPOSED DEVELOPMENT

The application proposes the demolition of existing structures and the erection of a 36-storey residential building (Class C3) with retail uses at lower levels (Classes A1, A2, A3 or A4); new public realm and landscaping, including the first phase of a new riverside park and walkway, provision of external seating areas, car and cycle parking, access arrangements and highways works, rooftop plant and other associated works".

The 36 storey tower would comprise 24,849sq of floorspace including 305 apartments and retail space on the ground floor. It would include 201 two bed apartments, 101 one bed apartments and 3 three bed apartments. Amenity spaces for dining, entertaining, meeting and leisure would be located on the ground floor and first floor and roof level.

Appearance

The design objective for T2 is that it should be read alongside T1, with both towers being seen as an architectural pair. Therefore their appearance and size are very similar. The tower would be constructed with a butt jointed, glazed cladding system

with glazing to habitable rooms and opaque back-painted spandrel panels to solid areas. The opaque panels would match the appearance of the windows during the day. The glazing would be wrapped in a silver colour rain-screen cladding system that would have punched windows. T1 would be bronze coloured.



The design aims to create the appearance of a glazed tower that is wrapped in metal on three-sides. The wrap would be set forward of the glazing to reinforce the impression of a layer applied to a glass tower. The wrap would be to the residential floors only with windows openings punched through in an apparently random manner to create a textured effect.

The lower two floors, the south elevation and the upper roof levels of the tower would comprise floor to floor glazing.

The public realm around T2 would create a place by the river. Access to the river edge and to the canal basin to the north is down a series of wide angled steps. Disabled routes are also provided. The main entrance on the south facade of the building is accessed through a public garden which would provide a more tranquil setting than the activity that will take place in the main spaces of St Johns such as Festival Square.

The paving would be the same as that proposed at Central Village and T1 to create a seamless public realm. Variation in the size and colour of units would identify primary routes and define focal points within the scheme. Planting would soften the public realm and include blocks of herbaceous perennials, shrubs, ferns, evergreen hedges and trees.

Much of the public realm is either traffic free or traffic calmed and would be an attractive place for pedestrians. The careful management of traffic would create a safe public realm while allowing service access for the functioning of the site.

Access

Two levels of basement car parking would be provided providing 78 spaces (including 2 accessible bays, 2 city car club spaces, and 2 electric charging spaces) for the residential element of the scheme. The design would be future-proofed to allow capacity for further charging points to be added. 11 motorcycle parking spaces would be provided.

There would be 300 secure cycle parking spaces located within T2 and a further 20 spaces in the public realm within Sheffield cycle stands. Residents of T2 would have access to cycle parking within the Central Village cycle hub contains cycle parking for 200 cycles.

The cycle hub provided within Central Village will incorporate cycle parking, lockers and shower facilities and also a cycle hire arrangement which can include both short and long term hire secured via a deposit and preferential rates can be granted for St John's residents and occupiers.

Water Street would be calmed as part of the wider St Johns scheme and would include pedestrian crossings at key locations.

Servicing and Waste Management Arrangements

Most of the servicing would be time limited to avoid conflicts with pedestrians and most deliveries are expected to be made by vans. The servicing and waste collection would comply with the City Councils Waste Storage and Collection Guidance for New Developments offering sufficient space for vehicles to manoeuvre safely.

A private waste operator would collect waste on a regular basis with the management company ensuring that the internal and external areas are kept clean. Refuse store areas would also be subject to appropriate ventilation.

Residents within T2 would use a waste chute to deposit their rubbish from a waste lobby on each floor using colour coded waste buttons depending on which type of waste is to be deposited. There would be three waste streams with an automated tri-separator to segregate waste and these would be colour coded to help management and compliance. The waste streams expected are as follows:

General Refuse (including food waste)

Mixed dry recyclables Mixed Glass; Plastic Bottles; Foil, Food Tins; Drink Cans;

Pulpable Mixed Paper and Card.

The building managers would monitor the waste accumulation and call the waste operator as necessary. Given the scale and nature of development, it is possible that several refuse collections would be made per day.

The occupier of the retail or restaurant unit on the ground and first floor of T2 would store their waste within their own demise and arrange their own refuse collection as required, overseen by the T2 management team.

Inclusive Access

All entrances would be level and comply with or exceed statutory widths. The main reception areas is on the ground floor and the building has accessible lifts. All primary circulation corridors are a minimum of 1500mm wide and the internal layout of apartments would have regard to minimum turning circles, electrical fittings placements, glazing height and potential adaptations such as handrails. Apartments would be capable of adaptation to be DDA compliant. Parking would be provided in the basement with lift access to all levels.

The application is supported by the following documents.

The application is supported by the following documents, which have been agreed with the Local Planning Authority:

Planning application, certificates and notices

Existing plans, sections and elevations

Existing plans, sections and elevations

Proposed plans, sections and elevations

CGIs

Planning and Tall Building Statement

Statement of Community Consultation

Design and Access Statement

Archaeological Desktop Report

Public Realm Strategy

Environmental Standards Statement and BREEAM Pre-Assessment

Energy Statement

Ecological Assessment

Crime Impact Assessment

Travel Plan Framework

Site Waste Management Strategy

TV Reception Survey

Viability Assessment

Ventilation Strategy

Residential Management Strategy

Explosive Ordnance Threat Assessment

Environmental Statement (This is part of an EIA that covers St John's Place, Central Village and T1, T2 (formerly Riverside) and the St John's Energy Centre)

Land Interest

The City Council has a land interest in the site as the land edged red includes areas of highway and footway. Members are reminded that in considering this matter, they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land interest.

Local Residents/Businesses

The planning application has been advertised as:

- a major development;
- affecting the setting of listed buildings;
- affecting a conservation area;
- Environmental Improvement Assessment

and

- a development in the public interest.

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

Five individual letters have been received, raising the following issues:

Whilst the overall plan for St Johns is welcome, the size and mass should be more in scale with other buildings in the area, such as the Marriott Hotel.

The proposed building would be excessively high, over-bearing and out of character.

The development would not preserve or enhance the Castlefield Conservation Area.

Additional foot and vehicle traffic would paralyse flows on Quay Street, with traffic generation, access and health and safety problems resulting. Delivery vehicles would cause a problem. Congestion and lack of parking is already a serious issue in the area. More on-site parking should be provided.

Increase wind impact on micro-climate, to the detriment of users of the ground level environment.

Increase noise levels.

Overlooking and overshadowing of apartments at Leftbank, with loss of light and privacy.

Detrimental impact on St Johns residential area, which is a quiet environment

Pressures on utilities, drainage, and social provision, including health centres, schools and hospitals.

Impact on small bridge next to Marriott.

Detrimental impact on St Johns Gardens.

Impact on wildlife

Economic gain at the expense of the environment

Head of Regulatory and Enforcement Services (Environmental Health) –

Recommended conditions in relation to deliveries, fumes, Construction Management, external lighting, noise insulation, external area noise, residential noise criteria, waste disposal, air quality and opening hours.

Head of Regulatory and Enforcement Services (Contaminated Land) – Site investigation condition recommended.

The Head of Neighbourhood Services (Highway Services) – A number of comments have been raised, including observations from TfGM, in relation to Trip Generation, Junction Capacity, Parking, Drop off / Pick up, Vehicular Access, Pedestrian and Cycle routes, Cycle Parking, Travel Plan, Sustainable Travel. Public Realm, Servicing and Refuse Collection, Construction, Highway Works and On-Street Parking / Loading Bays. These are referred to later in the report, and conditions relating to Highway issues are recommended.

Flood Risk – No impact on flood risk.

Housing - In terms of affordable housing contributions on this application Housing would not want social housing provision in this location. Shared ownership units might be a possibility but have proved a risk for Registered Providers because of the difficulty of accessing mortgages for apartments. For this type of property the likely sale price might not make it a viable option. Also, it is often difficult to manage the service charge issues in this type of accommodation.

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

Travel Change Team – To be reported

Greater Manchester Ecology Unit - To be reported

Environment Agency – To be reported.

Greater Manchester Archaeological Advisory Service – Recommended condition for archaeological works.

Greater Manchester Police (Design for Security) – No objection. Crime prevention measures are recommended.

Transport for Greater Manchester – To be reported.

Historic England – No objection. The proposed development would not result in harm to the significance of the Grade I listed Liverpool Road Station and associated structures, nor the highly graded listed structures elsewhere in the City.

United Utilities – Recommended conditions regarding foul and surface water drainage, and Sustainable Urban drainage Systems.

Manchester Airport – To be reported

Canal and River Trust – In relation to drainage, the potential impact of surface water drainage into the River Irwell on the junction of the Manchester Bolton and Bury Canal which joins the river. This may make boats vulnerable to the impact of discharge velocities. It is suggested that a condition be imposed requiring full drainage details. It is also stated that the effect of wind on water craft be considered. In relation to the Manchester and Salford junction canal, where it runs in a tunnel, it is suggested that further recognition be given to the canal through, for example, the design of open spaces.

The Historic Buildings and Conservation Areas Panel – The Panel felt the tower was considered to be much weaker than other buildings proposed for St Johns in terms of design, with the top of the buildings very similar to the bottom and a reliance on an aluminium cladding system wrapping around the building to give articulation to the elevations.

The Panel also noted that the tall building would be highly visible and suggested further consideration should be given to the area around the roofline to improve its contribution the city's skyline. The Panel felt disappointed that the tower, along with the nearby proposed tower T1, showed little articulation and flair and did not relate well to the original masterplan for the area.

Greater Manchester Pedestrian Society – To be reported

ISSUES

In order to fully consider the proposals in relation to relevant planning policy, the following references are made.

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

Section 1 - Building a strong and competitive economy

The proposal would develop underutilised, previously developed land with a high-quality development. The development would be highly sustainable and consistent with the aim of bringing forward economic and commercial development, alongside high quality city living within the Regional Centre, in a location which would reduce the need to travel. This would create employment during construction and permanent employment in the live/work units and the building management on completion and would assist in building a strong economy. It would complement the well established nearby communities in St Johns and Castlefield and residents would use local facilities and services and support the local economy.

The development would enhance the built and natural environment and help to create a neighbourhood that is well designed where people would choose to live and work which has good access to sustainable transport facilities.

Section 2 Ensuring the Vitality of Town Centres

One of the key spatial principles is to focus economic and commercial development, leisure and cultural activity in the Regional Centre, alongside high quality city living. The proposal would contribute to the creation of a neighbourhood which would help to attract and retain a diverse labour market. This would deliver appropriate housing within a major employment centre in a well-connected location and would meet the requirements of a growing economy and population and therefore promote sustained economic growth in accordance with GM's growth objectives.

Section 4 Promoting Sustainable Transport

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

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

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

Section 6 Delivering a wide choice of high quality homes

Paragraph 50 of the NPPF is relevant and states that in order to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:

- *Plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);*
- *Identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and*
- *Where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.*

The proposals meet the aspirations set out in Paragraph 50 through providing an efficient, high quality mixed use development that will bring a total of 305 apartments, comprising a mix of apartments in a sustainable location within Manchester City Centre.

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

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

It is expected that a minimum of 16,500 new homes will be provided within the City Centre between 2010-2027. This scheme would contribute to meeting housing targets identified for the City Centre within the Core Strategy. The objection is to ensure that 90% of new housing is on brownfield sites. The development of this site would deliver this and would have a positive impact on the surrounding area.

Section 7 Requiring Good Design

The proposed scheme has been the subject of significant design consideration, consultation and evolution. The building would be of a high quality in terms of design, materials, appearance and its internal environment. It would be a high quality addition to the area and the city centre.

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

and built environment.

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

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

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

The design of the proposed development takes account of its relationship with surrounding development in terms of adjacencies, scale and height of development and will combine sensitively with the existing fabric of the Regional Centre whilst emphasising the unique gateway location.

The proposed development would involve a tall building and a high density development in the city centre and would represent an efficient use of the site. It would be appropriately located and would be of a high quality that would help to raise the standard of design more generally. The proposed development would contribute positively to sustainability and place making and would bring significant regeneration benefits. Its integration into the natural and built environment would improve connections with local communities in St Johns and Castlefield.

The good quality design would create a development which would enhance the character of the area and the overall image of the City. The design responds positively at street level and would improve the public realm around the site and within the wider area. The positive aspects of the design of the proposals are discussed in more detail below.

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

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

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

Section 8 Promoting healthy communities

The new residents would add to social interaction in the area and help to create a healthy, inclusive community. The new residents would provide increased levels of natural surveillance within the areas.

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

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

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

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

The proposals incorporate areas of new public realm and landscaping, providing an attractive waterside public area, which will benefit the wider St. John's Masterplan area.

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

Section 10 Meeting the challenge of climate change, flooding and coastal change

The application site is in a highly sustainable location. In respect of climate change, paragraph 95 of the NPPF advises that to support the move to a low carbon future, local planning authorities should:

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

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

- comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
- take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

The 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.

Section 11 Conserving and enhancing the natural environment

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 and biodiversity 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 and only negligible potential for roosting bats to be present within trees and structures on site was identified.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to growth and development objectives. The overall St Johns scheme involves the transformation of a significant area and would involve the creation of significant areas of public open and new routes including new tree planting. The River Irwell is identified as a major asset of St Johns and new development would open up access to it as a major resource.

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.

Section 12 - Conserving and Enhancing the Historic Environment

The proposals would not have an adverse impact on the character or appearance of the setting of listed buildings or nearby conservation areas and this is discussed later in the report.

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

Paragraph 131 advises that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

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.

A Heritage Statement submitted with the application identifies key views and assesses the impact of the proposed development upon these through a Visual Impact Assessment. It also evaluates the building in terms of its relationship to its site context. These impacts are discussed in more detail below.

The site is within the Castlefield Conservation Area and close to number of grade 1 and grade II listed buildings and the St Johns Conservation Area. The application

submission also includes a Planning Statement that includes a Justification Statement in relation to policies within the NPPF.

The condition of the site has a negative impact on the character and setting of adjacent heritage assets including the character of Castlefield Conservation Area and the setting of the adjacent listed building. The impact on these heritage assets is considered to be acceptable when balanced by the removal of the negative impact that the present condition of the site has on the heritage assets in the area.

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 demonstrates that the proposal would preserve the character and significance of the Conservation Area and have a beneficial impact on the visual appearance of the surrounding area, thus ensuring compliance with local and national policies relating to Heritage Assets. It is also noted that the quality and design of the proposed building would sustain the heritage value of the identified heritage assets.

Viability

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

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

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

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

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

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

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

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

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

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

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

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

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

Relevant Local Policies

Core Strategy

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

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

SO1. Spatial Principles The development would be in a highly accessible location and reduce the need to travel by private car and therefore support the sustainable development of the City and help to halt climate change.

SO2. Economy The scheme would provide new jobs during construction along with permanent employment and facilities in a highly accessible location. The development would provide housing near to employment opportunities and therefore help to support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S03 Housing The scheme provides 305 apartments in a highly accessible location and would meet demand for housing, near to employment opportunities, in a sustainable location. It would address demographic needs and support economic growth. The growing economy requires well located housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

S05. Transport The development would be highly accessible reducing the need to travel by private car and make the most effective use of public transport facilities. This would help to improve physical connectivity through the use of sustainable transport networks and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

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

Policy SP 1 (Spatial Principles) - This sets out the key special principles which will guide the strategy. Development in all parts of the City should:

"Make a positive contribution to neighbourhoods of choice including: creating well designed places that enhance or create character; making a positive contribution to the health, safety and wellbeing of residents; considering the needs of all members of the community regardless ofdisability; and, protect and enhance the built and natural environment"

The development would be highly sustainable and would deliver high quality City Centre homes alongside economic and commercial development within the Regional Centre. It would be close to sustainable transport provision, maximise the potential of the City's transport infrastructure and make a positive contribution to neighbourhoods of choice by: enhancing the built and natural environment; creating a well designed place that would enhance and create character; re-using previously developed land; and, reducing the need to travel.

Policy CC3 Housing - It is expected that a minimum of 16,500 new homes will be provided in the City Centre up to 2027. The development would be located within an area identified as a key location for residential development and thus would contribute to meeting the overall housing targets identified for the City Centre within the Core Strategy.

Policy CC5 – Transport - The proposed development, due to its location would contribute to improving air quality by being accessible by a variety of modes of sustainable transport.

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

The proposals would provide a high density residential accommodation including a 36 storey tower alongside quality public space.

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

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

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

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

Policy CC10 – A Place for Everyone - The units would be a mix of one and two bedroom apartments which would appeal to a wide range of people from single professionals and young families to older singles and couples.

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

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

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

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

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

*Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population

*Reflect the overall spatial distributions for housing within areas of Manchester that support growth on previously developed land in sustainable locations.

*Contribute to the design principles of Manchester's Local Development Framework including in environmental terms. The design and density of a scheme should contribute to the character of the local area.

*All proposals should make provision for useable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces). Scheme should make provision of parking cars and bicycles and the need for appropriate levels of sound insulation.

*Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development.

*Prioritise sites which are in close proximity to centres or high frequency public transport routes.

*Take account of any environmental constraints on a site's development (i.e. flood risk)

*Be designed to view privacy to both its residents and neighbours.

There is a clear and identified need for additional housing within Manchester and the proposals will provide 305 units towards the annual requirement for housing within the City. This site will contribute towards the ambition that 90% of new housing be built on brownfield sites as the site was previously developed and utilised as part of the former ITV Quay Street Estate. The proposals are situated within the City Centre and the mix of units (1 and 2 bedroom apartments) within the buildings are appropriate for the area. The site is in a sustainable location within the City Centre and ideally located within close proximity to a number of key transport routes.

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

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

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

*There is a very high level of affordable housing in the immediate area;

*There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes;

*Affordable housing would be prejudicial to the diversification of the existing housing mix.

*The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;

*It would financially undermine significant development proposals critical to economic growth within the City;

*The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;

*There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.

A Viability Appraisal has been submitted to the Local Planning Authority in order to consider the scope of the proposed development to contribute towards affordable housing within the city. The Appraisal demonstrates that the proposed scheme is viable and capable of being delivered; however, the appraisal cannot support affordable housing. The architecture and external appearance of the building has been maximised within the viability constraints of the development appraisal, and extensive new public realm and other infrastructure will be provided.

The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes (including the adopted St. John's SRF).

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

Policy T1- Sustainable Transport - The proposed development would encourage modal shift away from car travel to more sustainable alternatives and by redeveloping this redundant site this would improve key pedestrian routes.

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

Policy EN1- Design Principles and Strategic Character Areas - The proposal involves a good quality design, and would result in development which would enhance the character of this area and the overall image of Manchester. The design responds positively at street level and would create a significant landmark building.

Policy EN2 – Tall Buildings - Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and / or which significantly change the skyline. Proposals for tall buildings will be supported where it can be demonstrated that they:

- are of excellent design quality
- are appropriately located

- contribute positively to sustainability
- contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and
- will bring significant regeneration benefits

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

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

The proposed 36 storey building would be classified as a tall building. It would have a high standard of design quality, be appropriately located within the site, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits. A Tall Building Statement submitted with the application identifies key views and assesses the impact of the proposed tall building upon these. It also evaluates the building in terms of its relationship to its site context / transport infrastructure and its effect on the local environment and amenity.

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

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

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

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

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

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

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

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

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

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

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

In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA. All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.

The site falls primarily within Flood Zone 1 and partly in flood Zone 2 and is approximately 0.66 hectares in size. A Flood Risk and Drainage Statement therefore accompanies the application and sets out the strategy for drainage, including incorporation of SUDs, and which SUDs might be appropriate for the site.

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

Policy EN 17- Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN 18 - Contaminated Land and Ground Stability- A desk study which considers ground contamination issues has been submitted with the application.

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

Policy PA1– Developer Contributions - Where needs arise as a result of development, the Council will seek to secure planning obligations. Through such obligations, the Council may seek contributions for a number of benefits, including affordable housing, with priorities assessed on a site by site basis. This is discussed later in relation to the submitted Financial Viability Assessment.

Policy DM 1- Development Management - This sets out the requirements for developments in terms of BREEAM and outlines a range of general issues that all development should have regard to. Of these, the following issues are or relevance to this proposal:

- o Appropriate siting, layout, scale, form, massing, materials and detail;

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

These issues are considered full, later in this report.

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

Saved UDP Policies

The following saved UDP policies need to be considered in relation to the application.

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

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

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

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

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

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

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

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

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

Policy 17.1. Telecommunications – This places restrictions on telecommunications equipment

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

a). The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:

- i) the relationship of new structures to neighbouring buildings and spaces;
- ii) the effect of major changes to the appearance of existing buildings;
- iii) the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);
- iv) the effect of signs and advertisements;
- v) any further guidance on specific areas which has been approved by the Council.

b). The Council will not normally grant outline planning permission for development within Conservation Areas.

c). Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area.

d). Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.

e). Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

The application is supported by a Heritage Statement which provides an assessment of the significance of the site and provides an impact assessment of the effect of the proposals on the setting of adjoining heritage assets and the character of the Conservation Areas as a whole.

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

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

DC20.1 Archaeology - An archaeological desk based assessment has been carried out for the site and it is considered that the development would not have an impact on any potentially significant remains on the site.

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

DC26.2 Development and Noise – New noise-sensitive developments including large-scale buildings, such as housing, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can be realistically reduced.

DC26.4 Development and Noise – Where existing noise sources might result in an adverse impact upon a proposed new development, the Council will require the applicant to provide an assessment of the likely impact and the measures proposed to satisfactorily deal with it.

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

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

Other Relevant Guidance

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007)

Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all.

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

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

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

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

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

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

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

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

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

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

St John's Place represents the delivery of a significant proportion of residential development in the context of the wider St John's neighbourhood area and is therefore key to ensuring that the regeneration initiatives, as outlined in the City Centre Strategic Plan, are met.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

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

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

Draft Manchester Residential Quality Guidance (June 2016)

This document was endorsed by the City Council in June 2016. It seeks to underpin the City Council's ambition to create sustainable and popular neighbourhoods where people want to live and, at the same time, to contribute to raising the quality of life in the city.

The draft document seeks to provide clear direction to all those involved in the development of, the construction of and the management of new homes in the city.

It does, though, provide the minimum requirements and mandatory standards that all new residential proposals will be required to satisfy or exceed in order to be considered sustainable development. The proposal is considered to be compliant with the components of residential quality in the draft Guidance.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to growth and development objectives. The overall St Johns scheme involves the transformation of a significant area and would involve the creation of significant areas of public open and new routes including new tree planting. The River Irwell is identified as a major asset of St Johns and new development would open up access to it as a major resource.

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.

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.

Section 72 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

Section 149 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.

Section 17 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').

The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 0.66 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 in October 2015.

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

In accordance with the EIA Regulations, this ES sets out the following information:

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

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

CONSERVATION AREA DECLARATION

Castlefield Conservation Area Declaration

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

The Castlefield area has evolved bit by bit over a very long period of time and is a multi-level environment which is unique in the world. It has a mixture of buildings from small scale houses to large warehouses, with multi-level historical transport

infrastructure. There are a variety of building materials, which tend to be rugged and industrial in character.

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

ISSUES

Principle of the Proposed Use and the Scheme' Contribution to Regeneration

Regeneration is an important planning consideration. Over the past fifteen years the City Council has successfully regenerated areas such as Piccadilly, Spinningfields, the commercial core, around Manchester Central, the Northern Quarter, the Civic Quarter and Castlefield. This is an ongoing process and much remains to be done if the City Centre is to remain competitive. Manchester City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. It is essential therefore that the City Centre continues to grow and provide new homes and new commercial accommodation in order to deliver regeneration.

Manchester's population is expected to increase by 100,000 by 2030 and sixty thousand new homes are required in the City over the next 20 years (3,000 per annum). A significant proportion of the new housing will be developed in the City Centre which would inevitably result in higher densities and larger buildings. The proposed development would contribute to this need within a part of the City Centre that has been identified as a suitable location for further residential development. This would be consistent with a number of the Greater Manchester Strategy's key growth priorities and would deliver homes to meet the demands of a growing economy and population, in a well-connected location, adjacent to a major employment centre and promoting sustained economic growth.

Residential development would be consistent with a number of the Greater Manchester Strategy's key growth priorities. It would deliver homes for an increasing population and support the demands of a growing economy. The site is well-connected and within a major employment centre and would therefore promote sustained economic growth. It would regenerate a brownfield site and would be in keeping with the aspirations of the emerging Residential Growth Prospectus.

The proposal would deliver good quality apartments, intended for the owner occupier market and would complement the established residential community around St Johns and Castlefield. These communities are somewhat remote from the remainder of the city centre and the comprehensive regeneration of St Johns would help to integrate the area into the city centre. The scale, quality and quantum of development that is

proposed would improve connectivity in a physical and functional sense and in terms of perception.

The proposal would transform this important gateway and improve the perception and image of the area and act as a catalyst for further regeneration. A high quality development would deliver significant benefits and would continue the regeneration process. It would create urban environment which is attractive to all those who want to live, work in and visit it. It would help to ensure that the City Centre is competitive, would strengthen the retail and business sectors and promote investment opportunities. It would be accessible to all users, enhance the City's distinctive architectural and historic fabric; create jobs; and, therefore, help to continue the successful regeneration of the city centre and its economy.

Viability and Affordable Housing Provision

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

The NPPF sets out, in relation to brownfield sites and previously developed land, that local planning authorities should seek to work with interested parties to promote their redevelopment. To provide an incentive to the bringing back into use of such sites, local planning authorities should:

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

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

Core Strategy Policy PA1 considers the Council's specific policy requirements in relation to Planning Obligations and states that where needs arise as a result of development, the Council will seek to secure planning obligations and outlines the range of provisions that such obligations might need to be assessed on a site by site basis. Of relevance to this application could be provision of affordable housing, community facilities, provision of green infrastructure including open space, public realm improvements, protection or enhancement of environmental value and climate change mitigation / adaptation. In the past, City Centre residential developments have in some instances, contributed towards environmental and residential infrastructure improvements. However in determining the nature and scale of a planning obligation, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account.

There is a city wide requirement on all residential developments on sites of 0.3 hectares and above, or where 15 or more units are proposed for developments to contribute to the City-wide target for 20% of new housing provision to be affordable. There are exemptions where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing or a proportion; or where material considerations indicate that intermediate or social rented housing

would be inappropriate. The criteria that might qualify developments for exemptions that are of relevance in this instance include:

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

The application site is previously developed land which is no longer required for its previous purpose, The City Council's requirements for the highest quality of design and materials inevitably impacts on viability. The applicant has provided a viability appraisal for the site which demonstrates that the proposed scheme is viable and capable of being delivered.

In order to support the success of St Johns and contribute towards the objectives of the wider St Johns masterplan, it is vital that high quality public realm and the provision of urban spaces and routes are included in the proposals. The cost of providing these components of the scheme would be significant, and can justifiably be considered as a developer contribution to the overall benefits of the area.

Public benefits

The regeneration of the City Centre remains a key priority and must remain so if the region is to deliver its growth forecasts and projections. The mix of uses, together with the public realm proposals, would bring a wide range of economic, social and environmental benefits to the area.

The proposed development would produce a number of public benefits and would help to create an attractive environment for all those who live in, work in, and visit, the area, ensuring that the City remains competitive. It would be accessible to all users offering a safe and accessible environment, and would add to the diversity of vital functions and activities. The proposals would also enhance the City's distinctive architectural and historic fabric, demonstrate confidence in both the local area and the city centre and would create a major economic benefit in terms of job creation and investment.

The proposal would also bring forward significant environmental improvements alongside the River Irwell, including the area around the canal junction.

Design Issues / Impact on Townscape - Historic England Guidance on Tall Buildings

One of the main issues to consider in assessing this proposal is whether the scale of development is appropriate for the site. At 36 storeys, the proposal is considered to be a tall building and needs to be assessed against Core Strategy Policies that relate to Tall Buildings and the criteria as set out in Historic England's Advice Note 4 Tall Buildings (December 2015), which updates the Guidance on Tall Buildings Document published by English Heritage and CABE.

Manchester's Guide to Development SPD states that the Council "requires such proposals to be presented in the context of the CABE and English Heritage (Historic England) guidance for assessing tall buildings. The proposal is also assessed against the Manchester Core Strategy Policy EN2 on Tall Buildings.

The site is within the Castlefield Conservation Area and is used, for the most part, for surface parking. The size and scale of the proposal would provide a strong contrast to the nearby listed buildings and structures and other non-designated heritage assets such as the Bonded Warehouse which have a more linear form. The tower would become a landmark element at the western gateway to the City Centre and would form part of an obvious and identifiable cluster should other schemes in the immediate vicinity be developed. It would relate to other tall buildings across the city, such as the Beetham Tower and this would have a positive impact on the wider city panorama in short-range and long-range views.

A Townscape and Visual Impact Assessment has examined the impact of the tower on the City Centre and assesses its impact both in isolation and cumulatively alongside other tall buildings that are proposed and consented. Computer generated images show the impact of the proposal on the agreed views and the surrounding townscape. The proposal is tall and would therefore affect a wide area, but because it is on the south western edge of the City Centre, it would not impact on the entire City Centre. The development of St Johns should transform the character of the overall area in a major and beneficial way. This proposal would have a significant impact on the townscape of the area, transforming the skyline and the streetscape. The area would become more open and permeable, breaking down many of the current barriers to movement, and public space would increase significantly. Key buildings of heritage significance within the wider Masterplan would be retained and enhanced. The net overall effect on the character of the area is considered to be major beneficial.

Castlefield is of historic significance and is of high townscape quality, containing many listed buildings and structures of historic significance. Castlefield is also a popular residential area and attracts many visitors. Whilst the area around the application site is relatively low quality, the proposal would have an impact on parts of Castlefield that are much more sensitive.

A Heritage Statement appraises the heritage significance of the views that were identified in the Townscape and Visual Impact Assessment and assesses the potential visual impact on individual assets and the view as a whole. The viewpoints were agreed with Historic England as a basis for the heritage visual impact assessment. The Heritage Statement acknowledges that there is much capacity for change within the area, given the low contribution that existing land and buildings make to the character of the Castlefield Conservation Area. It also acknowledges that the proposal would enhance the architectural and urban qualities around the sites.

However, the proposal would have an adverse effect in several views around listed buildings at MoSI, particularly in relation to the visual impact on the understanding and appreciation of the setting to the east end of the MOSI complex (Grade II Lower Byrom Street Warehouse) and views along St Johns Street (Grade II terraces). However, it is not considered that the impact will affect the character and appearance

of the Castlefield, St John's or Peter Street/ Deansgate Conservation Areas as a whole.

Of 17 viewpoints assessed, 2 were major adverse impacts, 2 were moderate adverse impact, 3 were minor adverse impacts, 6 had negligible impacts and there were 4 instances where the proposal would not be visible. In particular, the proposal would not be visible to any extent from St. Ann's Square and only to a very minor extent (resulting in a negligible impact) from Albert Square, including the Grade I Listed Town Hall and significant grouping of Grade II and II* Listed Buildings.

T2 would be highly visible from the south side of Liverpool Road, at its junction with Potato Wharf, looking north-west and would be seen rising beyond the east end of the Grade I Listed 1830 Warehouse building. T2 would provide a strong vertical emphasis within an entirely low-rise, horizontal streetscape. It would be understood and appreciated as a backdrop to the historic industrial complex, but the understanding and appreciation of the heritage values of the Grade I Listed railway buildings would be affected to a noticeable effect, and therefore the overall impact would be moderate adverse.

The view from the south side of Liverpool Road, at the junction with Duke Street, looking south-west, has a high heritage importance and is dominated by the Grade II Power Hall of MOSI. The continuous elevation of the Grade II listed Power Hall, to the north side of Liverpool Road, leads on to the long elevation of the Grade I listed former Liverpool Road Station building. This enclosed streetscape provides a strong vista leading the eye down to an unterminated viewpoint. T2 would be visible to a lesser degree than T1 and although it would maintain the vista along Liverpool Road it would erode, to a noticeable degree, an established historic skyline which is dominated by the low-rise, horizontal forms of the MOSI site.

T2 would be highly visible in the view from the south-west side of the Irwell Street Bridge looking south-east where it would create a distinctive landmark behind the Grade II Victoria and Albert Warehouse following the line of the River Irwell. The overall impact of the proposal is considered to be minor adverse as its scale and form would dominate the Hotel and Irwell Street Bridge.

A key viewpoint is from an elevated position on top of the former train tracks within the MSI complex, looking north. The former 'Stage 2' building, within the ITV Granada site, dominates the view and the Grade I Listed 1830s Warehouse is seen to the left and the former tracks are seen in the foreground. This view provides a limited sense of the setting of the Grade I Listed former Liverpool Road Station buildings, and the close proximity of the ITV Granada site, and demonstrates how the industrial character of the complex is still prevalent.

The T2 tower and the proposed St John's Place and T1 tower would be highly visible within this view and would be seen as a clear cluster of tall buildings signifying a definable area that is clearly outside of the MSI complex. The height, form, scale, materiality and articulation of the proposed towers are such that they would not compete with those of the Grade I Listed 1830s Warehouse, or indeed the industrial character of its setting. There would be a clear visual break between the horizontality of the buildings in the foreground and the verticality of the buildings in the background.

The views become more limited as you move east or west within the complex which illustrates the limited impact of the proposed towers overall. The robust nature of the Listed warehouse was never intended to be a landmark feature of the skyline, and it would still be understood and appreciated, as would the wider setting of the MSI complex. However, the proposal would erode the established view to a minor extent and consequently this would be moderate adverse.

Beneficial impacts of the scheme include:

- i) Developing a site that currently has a negative impact on the surrounding built context.
- ii) Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the area.
- iii) Positively responding to the local character and historical development of the City Centre, delivering an innovative and contemporary design which reflects the transformation of the local context while retaining its significant components.
- iv) Creating a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life.
- v) Regeneration of underutilised site in a highly accessible location.
- vi) Creating sustainable development.
- vii) Redeveloping a key strategic site and transform a key point of entry into the City Centre dramatically improving the perception and image of this area and acting as a further catalyst for regeneration within the area. The proposal would enhance connections to the city centre as well as to new developments and regeneration initiatives in Central Salford.
- viii) The proposal would much needed residential development to support Manchester's projected economic and population growth estimates. Without new residential development in the places where people want to live (such as the city centre), Manchester will not be in a position to fulfil its economic growth potential or increase its overall productivity levels.
- ix) The development of residential apartments with active ground floor uses would complete the development of the urban block and create further activity during the day and early evening.
- x) The proposal have been designed by a professional design team with significant experience and track record of delivering projects of this complexity and scale.
- xi) The ground floor activity would support further services/ facilities for the local community in the area.
- xii) Residents would have access to high quality open space within the development and be able to gain access to the River Irwell and bank side

public spaces.

- xiii) Economic benefits including construction jobs which will be targeted at local people where possible.

When assessing the impact of development within the setting of a Listed Building a key consideration is whether or not the impact seriously affects an important element of its “special architectural or historic interest”. This impact could include its setting.

It is the degree of harm to the asset’s significance rather than the scale of the development that has to be assessed. As the proposal does not physically impact on the identified heritage assets or detract entirely from key views of them, the level of harm would be less than substantial.

There can be no doubt that new development is required in this part of the conservation area and this part of the city centre. The proposal is consistent with agreed regeneration priorities and would make a positive contribution to local character and distinctiveness in accordance with the requirements of the NPPF, paragraph 131.

The proposal would support the aims of the Core Strategy as it would: bring an underused City Centre site at a key gateway location back into active use; be located in a highly sustainable location with excellent access to public transport and employment, leisure and retail opportunities in the city centre; deliver much needed high quality residential and office accommodation; be of a high quality; improve public realm; and, provide active ground floor uses.

The Architectural Quality of the Building

The architectural quality of the building including its scale, form, massing, proportion and silhouette, facing materials and relationship to other structures is an important consideration.

The tower would form the first impression of the area for many people. It has a simple, repetitive design which would relate well to other tall buildings within the area and would contribute to the cluster of tall buildings associated with St John’s and the City Centre. It would be seen in the context of other tall buildings across the city including, Beetham Tower, Great Marlborough Street, Portland Tower and CIS tower and would have a strong relationships with the other tall buildings proposed within St John’s.

The building would have a distinctive sculptural form and would appear as a smooth glazed building that has been enclosed on three-sides with a metallic ‘wrap’. The wrap would be set forward of the glazing to re-inforce the impression of an applied layer over a glass tower. It would be located around the residential floors only, with openings for windows punched through the metallic layer in a random manner. T2 would have a silver coloured wrap.

Historic Environment

A detailed Heritage Impact Assessment has been submitted in support of the application that sets out the impact of the scheme on a wide range of heritage

assets. 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.

Within the MoSI site is the former train / goods station (Grade I), and 5 Grade II listed buildings, including the Colonnaded Railway Viaduct and warehouse buildings. Other Grade II listed buildings in the immediate area are the Manchester and Salford Junction Canal Tunnel, the Great John Street Hotel, which is opposite the site on Atherton Street and the Albert Warehouse Quay, which is occupied by the Marriot Hotel, on Water Street.

The harm that is caused to heritage assets has to be considered against the significant public benefits that would be delivered as set out in the NPPF (paragraph 134). The proposal would be an early phase of the regeneration of the St Johns area. It would fully utilise a previously developed site, delivering a high quality building within a priority regeneration area. It would add to the economic growth of the City in a key target growth sector identified in the Greater Manchester Strategy 2013-2020. The development would support economic growth in the City and create employment and housing in a strategic employment location. The proposal includes investment in the public realm which would enhance the quality of the environment of the area.

On balance, the proposed scheme preserves the setting of the conservation areas and the setting of the nearby listed buildings, and thus complies with Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. It does not lead to 'substantial' harm or any meaningful level of 'less than substantial' harm to the setting of the conservation areas, or any other heritage assets. The proposals would result in high quality regeneration.

Part of Manchester's historical evolution has involved large-scale regeneration and re-invention and this forms part of its modern day incarnation. The scale and materiality of the proposal has been carefully considered to ensure that whilst the setting of a number of heritage assets is changed, they are not harmed.

The only potential for 'less than substantial' harm would be the loss of something that had a direct relationship to what is central to the special character of appearance of the conservation area or the setting of nearby listed buildings. The proposals taken individually or cumulatively, do not reach the threshold of harm that would cause the scheme to fail to preserve the special interest of any listed building or conservation areas.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of Section

66 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.

Credibility of the Design

This section considers the technical and financial credibility of the scheme. Tall buildings are expensive to build so the standard of architectural quality must be maintained through the process of procurement, detailed design and construction.

The design of the scheme has been developed in consultation with the developer and a contractor from the outset. The design presented properly reflects a scheme that is agreed, viable and deliverable. It is understood that funding for the scheme is secured and that there is a real commitment to deliver the development. The applicants have confirmed that the viability reflects the quality of scheme shown in the submitted drawings and the applicant would commence on site at the earliest opportunity.

The proposals have been prepared by a client and design team that has experience of delivering high quality buildings in city centre locations and with a track record and capability to deliver a project of the highest quality.

Relationship to Transport Infrastructure

The site has excellent transport infrastructure including roads, footways, cycle routes, bus, Metroshuttle, rail and tram. The site is within 500m of Salford Central and Deansgate stations which been upgraded as part of the Northern Hub programme. This has enhanced the capacity of the stations, improving frequency and journey times of services and creating improved passenger experience. Metrolink stops at St Peter's Square and Deansgate-Castlefield are within walking distance the Metroshuttle service operates from Lower Byrom Street and Deansgate.

There are good pedestrian links to the wider City Centre with a wide range of amenities within a 10 minute walk. The Transport Assessment also demonstrates that nearly the entire City Centre is accessible within a 20 minute walk of the sites.

Sustainability

Tall buildings should attain high standards of sustainability because of their high profile and local impact. The environmental statement accompanying the application provides an assessment of the schemes sustainability in terms of its physical, social, economic impact and other environmental effects. This document, together with the Energy Statement demonstrates that the proposals accords with these objectives.

The design of the tower has adopted a hierarchy approach to design methods to reduce energy and provide a high level of energy efficiency. The tower is orientated to take best advantage of the daylight hours with a high proportion of glazing providing good levels of natural light and promoting beneficial winter solar gain to all areas of the development.

In relation to water management and weather resilience, the development would result in reduced surface water run off than that which is existing.

A full Site Waste Management Plan, including procedures for waste minimisation, recovery and recycling will be produced. Consideration has also been given to the use of sustainable materials for the development, in an approach which will encompass careful selection of new materials, as well as re-use of existing materials on-site, where possible.

The site benefits from excellent public transport links thereby reducing reliance of private cars, and the level of proposed cycle provision within the development contributes to the sustainability of the proposed scheme.

Archaeology

An Archaeology Desk-Based Assessment has established the nature and significance of the archaeology within the area and assess the impact of the development. There are no sites of potential archaeological interest that have statutory designation, and are not therefore considered to necessarily merit preservation in-situ.

Nine non-designated sites of archaeological interest could survive as buried remains, but others are likely to have been destroyed or damaged entirely during development in the 20th Century. The nine remaining sites are all considered to be of local / borough importance. Should well-preserved remains survive as buried remains, they may merit preservation by record, where they would be directly affected by development.

Any recording would be decided by the Greater Manchester Archaeological Advisory Service, as archaeological advisor to the City Council. This could involve the excavation of a series of trial trenches to establish the absence or presence of buried remains.

The Grade II Listed Manchester and Salford Junction Canal Tunnel structure sits partially underneath the annexe to the Granada HQ Building, which is located adjacent to the site but outside of the application boundary. This tunnel section of the canal is listed because of its use in World War II as an air raid shelter.

Beyond the tunnel section, the Canal ran under the application site and connected into the existing canal lock and River Irwell. The canal is now infilled but access to the tunnel would be retained as part of the Manchester Grande scheme.

This proposal does not affect the listed element of the canal tunnel and the impact on its setting is considered to be negligible. If the remains of a section of the underground canal do survive it could be of local/borough significance. An appropriate scheme of archaeological investigation should therefore be agreed with

Greater Manchester Archaeology Advisory Service) to establish the presence of buried remains. Should significant remains be found which would be damaged or destroyed, further excavation work in advance of development may be appropriate to ensure an archival record is compiled prior to their loss. It is not considered that their loss would warrant preservation in-situ.

It has been suggested that the canal should be re-instated but it is not considered to be of most significance and it does not warrant preservation in situ. The potential to re-instate it as a working canal has been assessed as part of the Masterplan but this is not considered to be practical. It is necessary to achieve a quantum and layout of development in order to regenerate this area and maximise its contribution to the city going forward. The proposed footprint and in particular the basement car parking is critical to the overall delivery of St Johns. The form of the development including the creation of a tight-knit, dense urban grain reflects the history of the City and allows the delivery of significant amounts of new public realm and cultural development.

The largest of the former ITV studios sits in place of the portal where the underground section once emerged into the open, effectively rendering reconstruction of the canal route impossible without demolition of the studio. The studio has significant heritage merit and a key strategy of the Masterplan is to retain it and bring it back into use.

There is an opportunity to provide improved public access to the Grade II Listed canal tunnel and access is retained through the OGS proposals. This would protect any future use of the tunnel, for example for public tours, events, or any other use.

The Masterplan includes the refurbishment of the canal lock adjacent to the River Irwell, to create a vibrant new riverside place and the Riverside schemes present an opportunity to deliver this enhancement of a currently underutilised piece of public realm. There are also opportunities to acknowledge that part of the canal which no longer exists through appropriate references the public realm.

A condition is recommended requiring the submission of a written scheme of investigation to be submitted to and approved in writing by the City Council.

Contribution to Public Space and Facilities

The proposals would deliver significant enhancements to Water Street, where surface car parking would be replaced by ground floor uses that provide activity and animation.

The public realm would create a sense of place for residents and visitors alike providing places to meander and relax by the river. Access to the river edge and to the canal basin is down a series of wide angled steps, and ramps are included for disabled access. The materials would create a distinctive character and an informal feel.

Water Street would have a number of traffic calming measures and landscaping treatment to ensure resident to maintain permeability across the site towards the River Irwell. Shared surfaces will be introduced where possible to reduce vehicle speeds.

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

Environmental Issues

(a) Sunlight / Daylight / Solar Dazzle

A Sunlight, Daylight and Overshadowing study assesses the impact of the proposals on the levels of daylight and sunlight to the surrounding windows including those at apartment and hotel buildings in the context of BRE guidance. The assessment considers the T2 Tower as well as the T1 tower and St. John's Place tower. The potential effects of overshadowing have also been considered in respect of the adjacent outside amenity space including balconies.

BRE is generally accepted as the industry standard and is used by most local planning authorities to assess the impact on sunlight, daylight and overshadowing. However, BRE is based on a sub-urban setting equivalent to the light available over two storey houses across a suburban street and no guidance is given as to suggested daylight and sunlight levels in city centres.

Of the 1,887 windows tested, 58% have not had the daylight to their face reduced by more than the BRE recommendation of 20% of their former value. 455 (24%) of the windows have had their daylight reduced by slightly more than the 20% reduction recommended, 226 (12%) of windows have had their daylight reduced moderately below the BRE recommendation, and 166 (6%) have been reduced substantially below the 20% reduction suggested .

The windows which see the largest sunlight reduction are to the Marriott Hotel, the Premier Inn and 10-18 Leftbank., although it is noted that the overall impact of the proposal is in relation to the windows facing the development, rather than the properties as a whole.

The worst affected windows to 10-18 Leftbank have balconies over windows which reduces the amount of visible daylight from the upper section of the sky; an area normally accessible to windows. The daylight levels to the worst affected windows are comparable to windows in 10-18 Leftbank overlooking the adjacent RBS building on Hardman Boulevard.

In the context of the City Centre setting it is considered that the overall impact of the proposal is comparable to other high rise developments in the City.

The layout of the proposals is set out so that the towers with the most significant height are away from the perimeters of the sites, where adjacent properties are in closer proximity. The tower in front of the Leftbank apartments is of a lower height and the block has been chamfered to allow a greater amount of sunlight and daylight to reach the New Quay Street elevation apartment windows.

(b) Wind

A Wind Microclimate report has been carried out. This assessed the potential impacts of the proposed development on pedestrian level wind conditions in and around the site.

The terraces on the south and west sides of T2, and the outdoor seating area to the north are susceptible to accelerated winds towards the tower corners. Away from the corners, conditions are expected to be suitable for general recreational activities and outdoor seating. Overall, these effects are considered negligible to no worse than minor adverse.

Upon completion of the development, the proposals will include a number of design details to mitigate effects. The details of any such measures can be required through the imposition of condition.

(c) 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. A condition would be attached to any consent granted which requires that the developers adopt a scheme for the wheels of contractors vehicles leaving the site to be cleaned and the access roads leading to the site swept daily to limit the impact of amount of dust and debris from the site on adjacent occupiers.

(d) Noise

An environmental noise survey has been undertaken which has established the existing noise levels from road traffic, pedestrians and other significant noise sources in the area. It establishes maximum sound pressure levels and sets out measures to ensure that they are met. All plant would be insulated and insulation to the development would ensure suitable levels of noise ingress and egress. Therefore, no significant residual noise effects are expected directly as a result of the proposal.

Some impacts would occur during the construction phase but these would be temporary, appropriate mitigation measures would be implemented. Once the development is operational, noise associated with servicing would be mitigated through time restrictions to protect amenity. .

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

(e) TV Reception

A TV Reception survey has highlighted a potential impact zone for terrestrial television reception around the old Granada Studios site and the Museum of Science and Industry. This could affect a number apartments and commercial properties. A number of mitigation measures are identified to remedy this including, but not limited to :

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

There should be no impact on satellite television reception.

A condition is recommended to address this issue and ensure that any appropriate and necessary action is taken.

(f) Waste

Most of the service vehicles accessing Central Village and T1 would be at restricted times to avoid periods of high pedestrian activity. Most deliveries are expected to be made by vans. The servicing and waste collection arrangements would comply with the City Councils Waste Storage and Collection Guidance for New Developments. A private waste operator would collect waste on a regular basis with the management company ensuring that the internal and external areas are kept clean.

Residents within T1 would use waste chutes from a waste lobby on each floor using colour coded buttons depending on which type of waste is to be deposited. There would be three waste streams with an automated tri-separator to segregate waste and these would be colour coded to help management and compliance. The waste streams expected are as follows:

- General Refuse (including food waste);
- Mixed dry recyclables Mixed Glass; Plastic Bottles; Foil, Food Tins; Drink Cans;
- Pulpable Mixed Paper and Card.

The building managers would monitor the waste accumulation and call the waste operator as necessary. Given the scale and nature of development, it is possible that several refuse collections would be made per day.

Provision of a Well-Designed Environment

The proposals include a high quality design and finish across the scheme. A mix of apartments would be created to ensure choice for a wide range of potential occupants and to help foster a mixed community within the development.

The proposals would provide significant areas of high quality public realm. A series of newly created landscaped public spaces would bring individual character and create a sense of place, with pedestrians, cyclists, residents, visitors and workers able to mix.

Full Access and Inclusive Design

The design principles adopt an inclusive approach to allow easy, safe and secure access to all areas of the building for disabled visitors and residents and the scheme will fully comply with the requirements of Part M.

The proposed scheme would provide level access at the main entrances and throughout the scheme. Once inside the building, all floors are accessible via large passenger lifts, and the stairs are designed to the ambulant disabled standard. Lifts and stairs are easily accessed from each building's reception area.

Crime and Disorder

A Crime Impact Statement has been prepared by Greater Manchester Police which confirms that they are fully supportive of the scheme.

In view of the above the proposals are considered to be consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Ecology and Biodiversity

An Ecological Report explains that the proposal would have no adverse effect on statutory designated sites. The reports highlight that the proposal provides an opportunity to secure ecological enhancement for fauna, typically associated with urban areas such as breeding birds and foraging bats.

The proposal would be beneficial for wildlife and the landscaping strategy and green spaces provided would improve quality of life for residents.

Contaminated Land and Impact on Water Resources

A Phase 1 Desktop Study considers this to be a low risk environmental setting, unlikely to be impacted or affected by industrial activities. The site is located within a relatively un-industrialised setting, bounded by a combination of uses including museum, commercial office, residential and hotel development.

Historically, the site is situated within the former Manchester & Salford Junction Canal wharf side which contained engineering works, terraced housing, warehousing, timber yards and other potential sources of contamination. The canal did cross the site but has been infilled with demolition and domestic waste material to depths circa 5.8m.

Therefore a Phase 2 Site Investigation should be completed prior to commencement of demolition and construction. The development would produce beneficial impact by investigating and treating any contamination.

Flood Risk

The site is fully developed and supported by drains/sewers which discharge unrestricted into the surrounding Adopted Sewer Network. The site is within a Critical Drainage Network as defined in the Manchester City Council Strategic Flood Risk Assessment (SFRA, which requires an overall reduction in peak discharge rates of 50% (comparing existing peak flows to the proposed peak flows).

The preferred drainage strategy involves draining to the River Irwell: A separate surface water drainage network would need to be installed to serve the whole of the St John's development, which this development plot would connect into. The discharge into the River Irwell would be un-restricted; as such no attenuation is required within the plot boundary.

In line with Paragraph 103 of the National Planning Policy Framework and recently updated National Planning Guidance (April 2015) in relation to SuDS, Manchester City Council has confirmed its commitment to exploring the use of SUDs on new major development proposals.

The scheme could incorporate a number of SUDs elements including pervious pavements, oversized pipes, below ground attenuation tanks and green roofs.

Parking, Servicing and Access

Parking, servicing and access would all take place within the application site. The regeneration of the St Johns area would increase the scale and intensity of vehicles using the local highway network. Activity on the surrounding roads would increase with Water Street being used to service central areas of St Johns.

The St Johns area is highly accessible and can be reached by a range of modes of transport, including by foot, bicycle, bus, train and tram. It is envisaged that many visitors are likely to arrive at the site by means other than private car.

Should consent be granted, conditions are recommended to cover parking, servicing, deliveries and access.

Night-time Appearance

The appearance of the proposed development outside the hours of daylight is an important consideration, with the areas of illumination continually changing with the use of internal lighting to individual apartment rooms. This would provide visual interest from the tower as a result of the seemingly random arrangement of windows within the building cladding.

Green Travel Plan / Cycling

A Framework Travel Plan which aims to reduce unnecessary car journey's and increase the number of people who walk, cycle and use public transport for journeys as opposed to car based journeys has been submitted with the application. This recognises the need to encourage those employed within the development and visitors to travel to work and business by sustainable transport modes and the applicant has indicated their commitment to the development and implementation of a Travel Plan that would promote car sharing, cycling, walking, and public transport, thereby reducing the demand for on-site parking spaces. Cycle parking facilities for bikes would be provided within the development.

A Green Travel Plan would be required by use of condition.

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

Smoking arrangements.

The proposals would need to accommodate for smokers in external areas. This is likely to be of relevance to daytime office workers and visitors to eating and drinking establishments. This issue needs to be carefully controlled, and it is recommended that a strategy for the control of smokers be imposed as a condition.

RESPONSE TO CONSULTATIONS

In relation to the issues raised by neighbours, these have been addressed in the body of this report. The proposed development accords with the provisions of the regeneration framework for St Johns, and the details are considered acceptable, subject to the imposition of appropriate conditions.

Highway Services comments. Further to the points raised in the consultation response, the following comments are made.

Junction capacity assessment mitigation measures are proposed throughout the St Johns Highway Strategy. It is noted that the proposals do not result in significantly more traffic than when it was operating as Granada Studios. Traffic calming is proposed along Water Street and there is considerable improvement in highway and pedestrian facilities.

A Waste & Servicing Strategy Report has been prepared and supports the planning application. This document sets out the vehicle forecasts accessing the lay-bys. The busiest period is mid-morning 10- 1100 when there are up to 5 Rigid HGVs and between 11-14 light good vehicles accessing the area. The service road is an active street with a variety of businesses operating there. This street is private land and similar to Spinningfields where the on-site management have a great deal of influence and control over the activities that occur there. The business occupiers will be made aware of the Servicing Strategy and would agree to that regime as part of the tenancy agreement. The service loop will be monitored by on site management and CCTV will be used to observe activity.

The main service activity is intended to occur outside of peak pedestrian periods. This is because most large servicing activity occurs early in the morning. As described in the Waste & Servicing Strategy Report the main servicing period will be 0700-1100 and businesses will be expected to adhere to that. A second period of service activity may occur in the afternoon (1500-1800) by agreement with on-site management. It is possible that exceptional servicing requirements could occur at any time of the day and again this would need to be approved in advance with on site management. All services vehicles can access and leave the loading areas in a forward gear, therefore generally there is no need for reversing manoeuvres. A banksman would not therefore be required.

Canal and River Trust – In relation to drainage, the potential impact of surface water drainage into the River Irwell has been accounted for in the development of the surface water design.

In relation to the effect of wind on water craft, there are no available guidelines for wind effects on boats, although it is noted that there is some potential for a slight

effect on the river wind conditions around the canal outlet to the river. The Environmental Statement also indicates that pedestrian level conditions on the riverbank at the canal junction are expected to be suitable for recreational purposes.

The design of the public realm, and the materials proposed relate strongly to the geometry, levels and materials at the lock basin, highlighting the importance of the canal as a significant feature and cultural heritage asset.

CONCLUSION

The vision for the 'Village' is to create a vibrant, mixed use, residential led neighbourhood enhanced by workspace for creative industries together with spaces for enterprise, retail and cafes. It will be a neighbourhood that is not over reliant on one particular use type, but activated around the clock by a mix of users from residents, families, employees of both workspace and retail and visitors to the cultural venues which underpin the spirit of St John's.

The approach for developing the application site is entirely supported by the provisions of the National Planning Policy Framework. It clearly provides a sustainable development, as defined by the NPPF, and the benefits in bringing forward this major development opportunity justifies approval of this scheme.

The proposed development would provide a major contribution to the economy of the City Centre and the region. It would signal the commencement of the wider ambitions of the St Johns masterplan area, and represent the start of important regeneration development proposals planned for the area over the next ten years and beyond. This significant initiative would ultimately link the heart of the City Centre, and Spinningfields, towards the waterside frontage of the River Irwell. In economic, land use and townscape terms, this represents a key project within the wider regeneration agenda and would make a significant contribution towards the Council's ambition to generate further economic growth for the benefit of the City Region.

The impact of the development proposals at St Johns, of which the current application forms a part, would be experienced throughout the City Centre. Investment, visitors, activity (both pedestrian and vehicular), environmental change, economic growth, perceptions of Manchester and the provision of an iconic development would, it is expected, provide a start to the longer term regeneration objectives of the area.

As such, the application which is the subject of this report is therefore recommended for approval, subject to the imposition of appropriate conditions.

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

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

Recommendation APPROVE

Article 35 Declaration

In assessing the merits of an application for planning permission officers will seek to work with the applicant in a positive and pro-active manner to seeking solutions to problems arising in relation to dealing with the application. Planning officers have worked with the applicant, and details can be addressed in a satisfactory manner with the imposition of appropriate conditions.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Plan Reference 6510-T2-P-B500-E-E - Tower 2 - East Elevation
Plan Reference 6510-T2-P-B500-E-N - Tower 2 - North Elevation
Plan Reference 6510-T2-P-B500-E-S Rev A - Tower 2 - South Elevation
Plan Reference 6510-T2-P-B500-E-W - Tower 2 - West Elevation
Plan Reference 6510-T2-P-B500-E-E-001 - Proposed Contextual East Elevation
Plan Reference 6510-T2-P-B500-E-N-001 - Proposed Contextual North Elevation
Plan Reference 6510-T2-P-B500-E-S-001 - Proposed Contextual South Elevation
Plan Reference 6510-T2-P-B500-E-W-001 - Proposed Contextual West Elevation

Plan Reference 6510-T2-P-B500-MP-00-001 - Master Plan - Ground Level
Plan Reference 6510-T2-P-B500-MP-00-100 - Use and Hours Plan - Tower 2
Riverside
Plan Reference 6510-T2-P-B500-P-00-001 - Tower 2 - Proposed Site Plan
Plan Reference 6510-T2-P-B500-P-00-101- Demolition Plan
Plan Reference 6510-T2-P-B500-P-B1 Rev A - Tower 2 - Basement [Upper] Part
Plan [LB1]
Plan Reference 6510-T2-P-B500-P-B1-001 Rev A- Tower 2 - Basement Plan [Upper]
Level B1
Plan Reference 6510-T2-P-B500-P-B2 - Tower 2 - Basement [Lower] Part Plan [LB2]
Plan Reference 6510-T2-P-B500-P-B2-001 - Tower 2 - Basement Plan [Lower] Level
B2
Plan Reference 6510-T2-P-B500-P-00 - Tower 2 - Ground Floor Plan
Plan Reference 6510-T2-P-B500-P-01 - Tower 2 - Level 01 Plan
Plan Reference 6510-T2-P-B500-P-02-05 - Tower 2 - Level 02-05 Plan
Plan Reference 6510-T2-P-B500-P-06-21 - Tower 2 - Level 06-21 Plan [Excluding
Level 17]
Plan Reference 6510-T2-P-B500-P-17 - Tower 2 - Level 17 Plan
Plan Reference 6510-T2-P-B500-P-22-31 - Tower 2 - Level 22-31 Plan
Plan Reference 6510-T2-P-B500-P-32-34- Tower 2 - Level 32-34 Plan
Plan Reference 6510-T2-P-B500-P-35 - Tower 2 - Level 35 Plan
Plan Reference 6510-T2-P-B500-P-RF - Tower 2 - Roof Plan
Plan Reference 6510-T2-P-B500-S-AA - Tower 2 - Section AA
Plan Reference 6510-T2-P-B500-S-BB - Tower 2 - Section BB
Plan Reference 6510-T2-P-B500-A-001 Rev A - Tower 2 - Typical Facade - Level 00-
04 South
Plan Reference 6510-T2-P-B500-A-002 - Tower 2 - Typical Facade - Level 00-04
East
Plan Reference 6510-T2-P-B500-A-011 Rev A - Tower 2 - Typical Facade - Veil to
Glazed Façade
Plan Reference 6510-T2-P-B500-A-021 Rev A - Tower 2 - Typical Facade - Roof
Level

Planning and Tall Building Statement prepared by Deloitte Real Estate dated
December 2016
Statement of Community Consultation prepared by Deloitte Real Estate dated
December 2016
Design and Access Statement prepared by Denton Corker Marshall and Cartwright
Pickard dated December 2016
Public Realm Strategy prepared by Gillespies dated December 2016
Archaeological Desktop Report by Salford Archaeology dated November 2016
Environmental Standards Statement and BREEAM Pre-Assessment prepared by
SAL dated November 2016
Energy Statement prepared by Crookes Walker Consulting dated November 2016
Ecological Assessment prepared by ERAP dated November 2016
Crime Impact Statement prepared by Greater Manchester Police dated August 2015
Crime Impact Statement Addendum prepared by Deloitte dated December 2015
Travel Plan Framework prepared by Vectos dated December 2016
Servicing and Waste Management Strategy prepared by Vectos dated December
2016

TV Reception Survey prepared by Taylor Bros dated July 2015
Ventilation Strategy prepared by Crookes Walker Consulting dated November 2016
Residential Management Strategy prepared by JLL dated December 2016
Explosive Ordnance Threat Assessment prepared by Planit USB Limited dated March 2016
Tree Survey by Indigo Surveys dated November 2016
Environmental Statement Volume 1 prepared by Deloitte with input from technical consultants dated December 2016
Environmental Statement Volume 2 (Appendices) prepared by Deloitte with input from technical consultants dated December 2016:
- T2 Heritage Statement prepared by Stephen Levrant: Heritage Architecture dated December 2016
- Flood Risk Assessment and Drainage Strategy prepared by RoC Consulting dated December 2016
- Transport Assessment prepared by Vectos dated December 2016
- St John's Phase 1 Desktop Study Ground Conditions prepared by RoC Consulting dated December 2015
- T2 Phase 1 Desktop Study prepared by Curtins dated July 2016
- Acoustic Planning Report prepared by Sandy Brown dated December 2016
Environmental Statement Non-Technical Summary prepared by Deloitte with input from technical consultants dated December 2016

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

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

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

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

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

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

5) No part of the development shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date any of the buildings within the development are first occupied. The scheme shall include details of all seating, planters and other items of street furniture, together with full details of all planting arrangements, including trees. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1 and DM1 of the Core Strategy.

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

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

7) Before the development hereby approved is completed, a paving and surfacing strategy for the public footpaths, vehicular crossings, and vehicular carriageways within and around the site, including Water Street, 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, pursuant to the Guide to Development and policy DM1 of the Core Strategy.

8) No development shall take place unless and until full details of the design of the car park entrance, together with access management arrangements, has been submitted to, and approved in writing by the City Council, as local planning authority

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity and to ensure satisfactory arrangements for the use of the car park is acceptable, as specified in policies SP1 and DM1 of the Core Strategy.

9) Prior to the commencement of each Class A3 restaurant and cafe use or Class A4 Drinking Establishment use, full details showing provision of toilets, including those for disabled people, has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development, prior to commencement of use, and shall remain in situ whilst the use or development is in operation.

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

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

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

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

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

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

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area in accordance with saved UDP policy DC 26.1 and policies SP1 and DM1 of the Core Strategy.

13) Prior to the first occupation of any premises within the building, a schedule of days and hours of operation of all external areas associated with that building shall be submitted to and approved in writing by the City Council as local planning authority. All external areas shall thereafter not open outside the approved hours.

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area in accordance with saved UDP policy DC 26.1 and policies SP1 and DM1 of the Core Strategy.

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

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26.1 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

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

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

16) The development hereby approved shall include a lighting scheme for the development, including the illumination of any part of buildings and all areas of public realm during the period between dusk and dawn. Full details of such a scheme, including lighting columns and fittings, level and type of illumination, and how the impact on occupiers of nearby properties will be mitigated, shall be submitted to and approved in writing by the City Council as local planning authority before the development is commenced. External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. The approved scheme shall be implemented in full before any part of the development is first occupied

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

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

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

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to Core Strategy Policy DM1..

18) A Construction Management Plan shall be submitted to and approved by the Council. This will contain a Noise & Vibration section (in addition to a dust emission section) that shall base the assessment on British Standard 5228, with reference to

other relevant standards. It shall also contain a community consultation strategy which includes how and when local businesses and residents will be consulted on matters such as out of hours works. Any proposal for out of hours works (as determined by planning condition 16) will be submitted to and approved by this section, the details of which shall be submitted at least 4 weeks in advance of such works commencing.

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

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

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

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

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

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

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

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

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

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not normally exceed 45 dB L_{Amax,F} by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq
Gardens and terraces (daytime) 55 dB LAeq

Due to the proximity of the development to the Ordall Chord it will be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Groundborne noise/re-radiated noise should also be factored into the assessment and design.

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

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

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

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

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

23) 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 policy DM1 of the Core Strategy for the City of Manchester.

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

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

25) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority,

which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant to section 10 of the National Planning Policy Framework and Core Strategy policies EN14, EN17 and DM1.

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

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

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

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

28) Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

29) Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

The development shall be completed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

30) No development shall take place until surface water drainage works have been implemented in accordance with SuDS National Standards and details that have been submitted to and approved in writing by the local planning authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

31) 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:

- o Verification report providing photographic evidence of construction as per design drawings;
- o As built construction drawings if different from design construction drawings;
- o 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: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

32) No infiltration of surface water drainage into the ground on land affected by contamination is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

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

33) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

34) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse, in association with all office uses, has been submitted to and approved in writing by the City Council as local

planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

35) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse, in association with all residential uses, has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

36) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse, in association with all Class A3 restaurant and cafe uses, or Class A4 Drinking Establishments, has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

37) The development hereby approved shall not commence unless and until a servicing strategy, including a schedule of loading and unloading locations and times, has been submitted to and agreed in writing by the City Council as local planning authority.

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

38) No part of the development shall be occupied until parking space and facilities for 305 bicycles has been provided within the basement of the building, in accordance with the approved plans. These facilities shall then be retained and permanently reserved for bicycle parking.

Reason: To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 and policy DM1 of the City of Manchester Core Strategy.

39) Before first occupation of any part of the development, a Framework Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall

site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented

Reason: In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2, EN16 and DM1 of the Core Strategy.

40) Prior to the first occupation of the development, a detailed strategy for visitor pick-up and drop-off locations, ad-hoc drop-off residential deliveries and the design and locations of all taxi areas, shall be submitted to, and approved by, the City Council, as local planning authority.

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

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

1. A preliminary risk assessment which has identified:

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

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

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

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

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

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

42) No occupation of any part of the development shall take place until a verification report demonstrating completion of works set out in the approved remediation

strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

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

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

Reason

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

44) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSIs shall cover the following:

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

Reason: In accordance with NPPF Section 12, Paragraph 141 - To record and advance understanding of heritage assets impacted on by the development and to

make information about the archaeological heritage interest publicly accessible, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

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

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

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

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

46) No development shall take place unless and until a strategy for the management of smokers has been submitted to, and approved in writing by, the City Council, as local planning authority.

Reason - To safeguard the amenities of the occupiers of nearby properties, and pedestrians, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

47) The ground floor level commercial units shall not include the provision of external roller shutters.

Reason For the avoidance of doubt, and to ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area, as specified in policies SP1 and DM1 of the Core Strategy.

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

Reason: In the interest of visual amenity, pursuant to policy DC18.1 of the Unitary Development Plan for the City of Manchester and policy DM1 of the Core Strategy for the City of Manchester.

49) Outside of the hours of opening of the premises, all tables, chairs and barriers shall be moved to the inside of the premises.

Reason - In the interests of amenity in order to reduce noise and general disturbance in accordance with saved policy DC26.1 of the Unitary Development Plan of the City of Manchester and policies SP1 and DM1 of the Core Strategy.

50) The details of an emergency telephone contact number for 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.

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

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

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

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

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

Reason: In order to minimise the environmental impact of the development pursuant to policies SP1, DM1 and EN8 of the Core Strategy for the City of Manchester.

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

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

Reason: In the interests of aviation safety, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 114723/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:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
City Centre Regeneration
Environment & Operations (Refuse & Sustainability)
Travel Change Team
Housing Strategy Division
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Canal & River Trust
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Network Rail
Manchester Airport Safeguarding Officer

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:

37 Culvercliff Walk, St. John's Gardens,, Manchester, M3 4FL
Flat 20, 91 Liverpool Road, Castlefield, M3 4JN

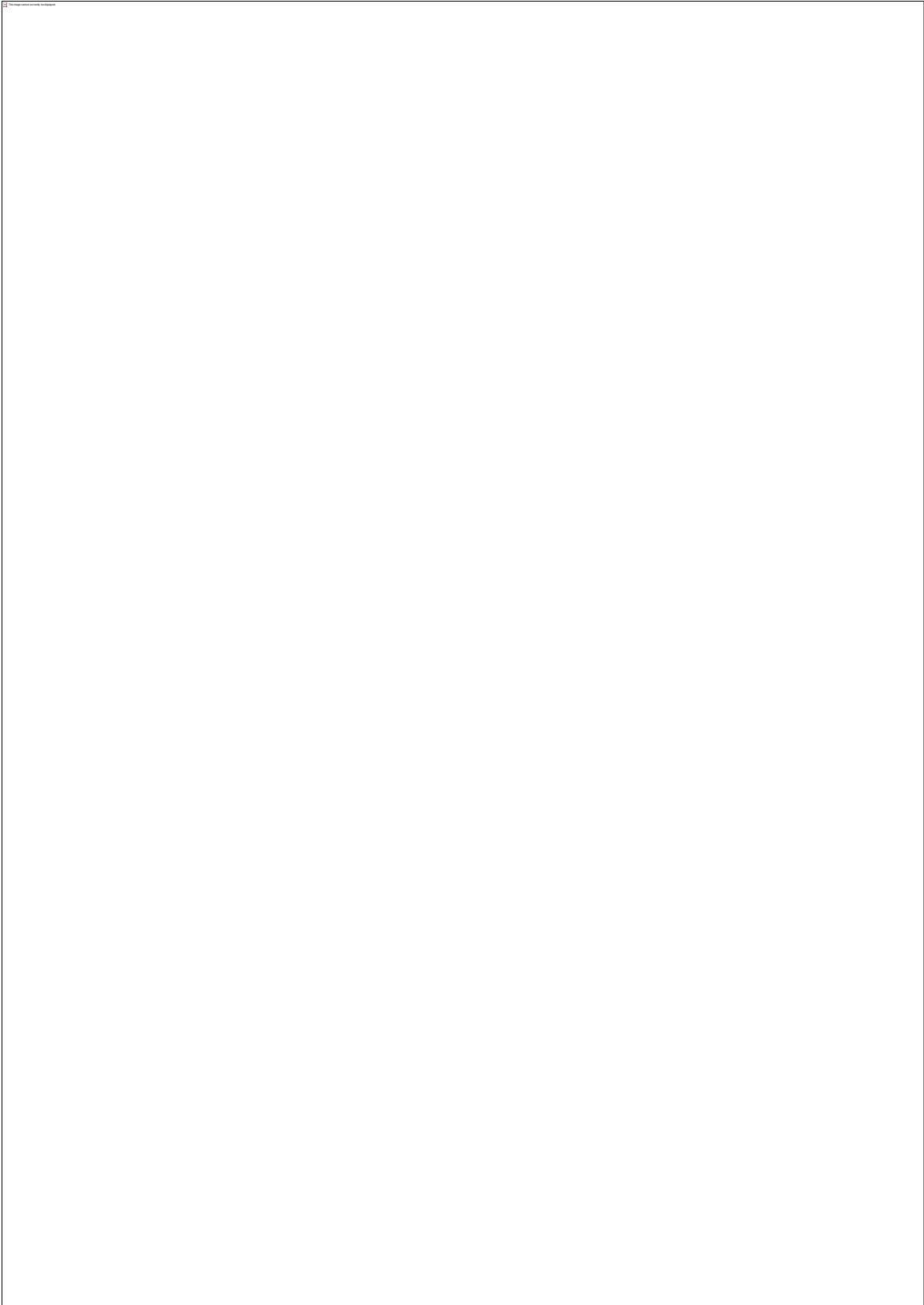
Relevant Contact Officer : David Brettell
Telephone number : 0161 234 4556
Email : d.brettell@manchester.gov.uk





View of East and South facade of Tower 2 Riverside



View of T2



 Application site boundary  Neighbour notification
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