

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
114863/FO/2016	23rd Dec 2016	9th Mar 2017	City Centre Ward

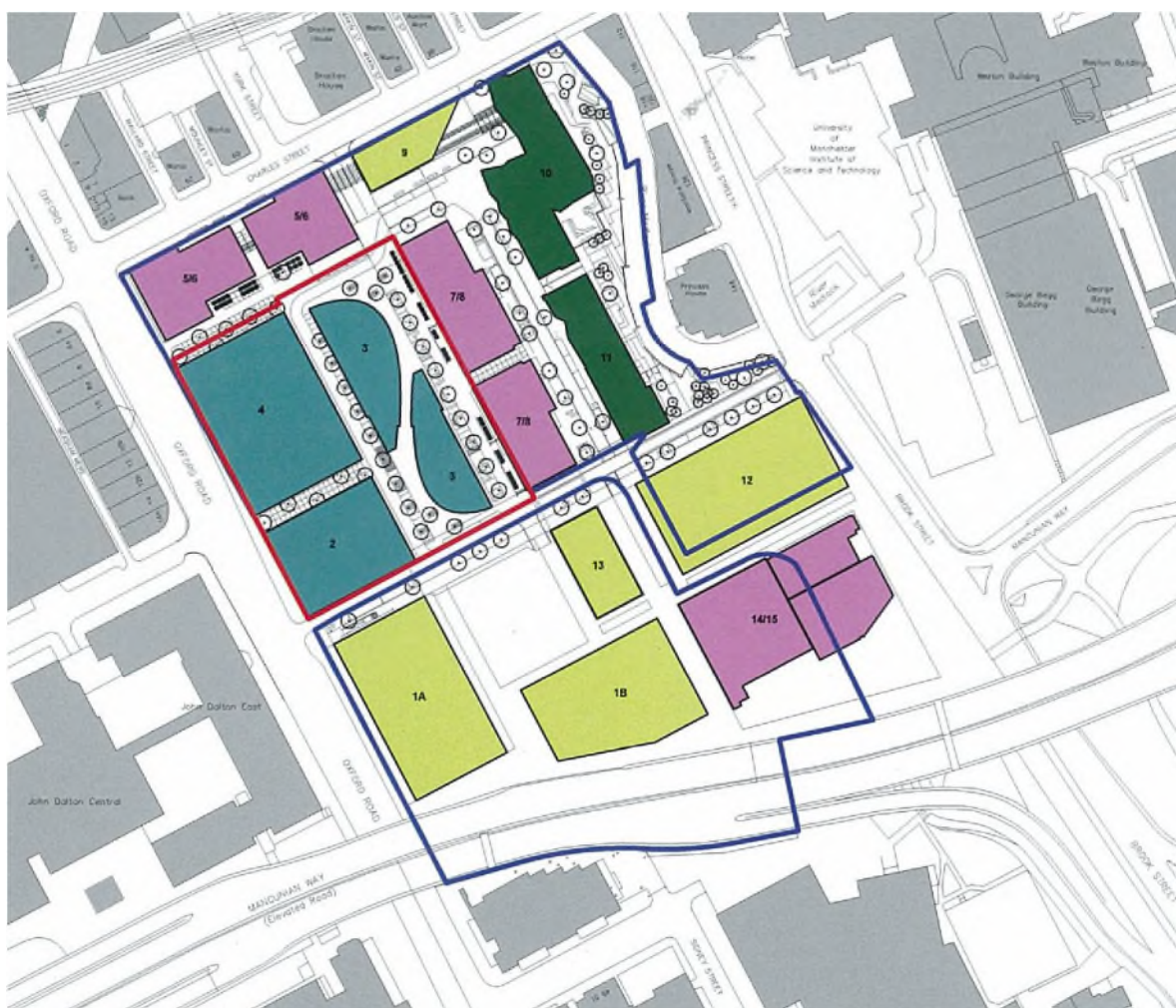
**Proposal** Erection of 18 storey serviced apartment building (384 units) with ancillary retail (A1, A2, A3, A4), residents' hub and associated access and landscaping.

**Location** Former BBC Site, Oxford Road, Manchester, M1 7EN

**Applicant** Vita Satellite 2 Ltd, C/o Agent

**Agent** Mr Niall Alcock, Deloitte LLP, PO Box 500, 2 Hardman Street, Manchester, M60 2AT

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



The application site measures 0.148 and is located on Charles Street alongside the Vita development that is under construction on Medlock Place (ref no 110055).

The proposal is part of the next phase of development at Circle Square (Phase 1C). It is part of a much larger site bounded by Oxford Road, Charles Street, Brancaster Road, Sorton Street, Cloak Street, Upper Brook Street and the River Medlock which measures 4.68 hectares. It is within The Corridor, which has a high concentration of commercial, cultural and education facilities and is considered to be the heart of Manchester's 'knowledge economy'. The Corridor is a key focus for investment and represents a major opportunity to secure value-added economic growth.

The buildings adjacent to the site vary in height. They range from 2/3 storeys to 9 storeys on Charles Street and on Princess Street from 2 storeys at the junction of Princess Street and Charles Street to Montana House 8 to 12 storeys, Princess House at 12 storeys, the Ibis Hotel at 9 storeys and Salisbury House at 10 storeys. Montana House and Princess House, comprise 130 apartments and permission was granted in 2014 for an additional 2 floors on Montana House (application ref no 103013).

Charles Street contains a mix of building heights and uses, including a number of pubs and bars and residential use at its junction with Oxford Road. Bracken House, is being converted to residential use under Permitted Development rights

There are other residential developments close to the site, in addition to those mentioned above, including the Quadrangle (Chester Street), 7 Oxford Place (Charles Street). Bracken House is being refurbished for residential use. There are commercial buildings to the south, including the Manchester Technology Centre (Oxford House) and Armstrong House and a number of hotels on Oxford Road. The North Campus lies to the North East and MMU and the University of Manchester to the south and south west respectively. There are a number of bars, cafes, restaurants and clubs on Princess Street, Charles Street and Oxford Road.

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

After acquiring the site in 2014, Bruntwood developed a revised Masterplan for the area which was endorsed by the Council's Executive in April 2015. This promotes employment-led regeneration to support economic growth and the competitiveness of the City. This would require the expansion of the city core, the provision of local employment and improved links to adjacent communities. The SRF aims to deliver accommodation that would meet the needs of the next generation of occupiers which are currently limited within the city centre.

Development principles seek to deliver a high quality, vibrant and sustainable urban neighbourhood with a distinctive sense of place that is integrated functionally and physically with the wider area. These include the development of high quality, contemporary commercial buildings, complemented by residential, hotel, leisure or institutional space; the creation of vibrancy and vitality across the site to create a sense of place; and, the creation of a critical mass of economic activity to promote and encourage investment and growth opportunities.

The Masterplan includes two distinct development zones with a strong office presence along Oxford Road, occupying around 75% of the total site area comprising 1.2m sq ft of office/research buildings and a 1,000 space multi storey car park adjacent to Princess Street/Upper Brook Street.

A residential neighbourhood is proposed around Charles Street and the River Medlock with four buildings accommodating around 650 studio, one, two and three bedroom apartments, with two further developments comprising serviced apartments, predominantly for international students

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

Phase 1A provides 280,000 sq. ft. of serviced apartments plus a substantive first phase of the site-wide public realm (reference 110055/FO/2015/C1) and is due for completion by October 2017; Phase 1B includes 305,630sq. ft. of office floorspace, a multi-storey car park, 447,921 sq. ft. of residential accommodation, 105,000 sq ft of active ground floor commercial uses and the creation of new public open spaces, including a centre-piece square ( ref no's 111024, 111025, 111026, 111027 and 113832); Phase 1C would provide approximately 115,000 sq. ft. serviced apartment floorspace and a hotel.

Two further phases would be delivered subsequently that would produce a further 500,000 sq. ft. of offices to add to the 489,865 sq ft approved as part of Phase 1B.

### **Description of Development**

The development proposes the erection of an 18 storey building comprising 384 serviced apartments with communal kitchen/ lounge areas on each floor and a residents hub at ground floor with ancillary retail (A1, A2, A3, A4) at ground floor level with associated public realm including the creation of 2 key pedestrian routes into the area from Charles Street.

The elevations would comprise a mixture of blue / burnt red and grey brick cladding with a textured finish. The building would include bronze coloured anodized aluminium coated window, frames, reveals, louvers and a parapet cap. The window reveals would recessed by 225mm.



The ground floor would comprise large areas of glazing that would be broken up with capped vertical mullions with max 60mm sections. The spacing of the mullions would emphasise the verticality of the building and link to the elevation grid. It is intended that signage would be located internally above doorways.

The Charles Street frontage is has an additional level of owing to the level changes across the site and the need to accommodate flood mitigation measures. This development would complete the Charles Street frontage and would include active uses. The refuse store is also located at lower ground floor level, accessed internally and via Charles Street.

Two pedestrian access points would be created from Charles Street via Medlock Place, where the main entrance would lead to a lobby and the residents hub. The level changes would require the provision of steps and ramps. A commercial unit would animate the frontage to Medlock Place. Plant space would be located within a dedicated set back enclosure at roof level with sedum roofs around its perimeter.

Car parking would be provided within multi-storey car park that would be developed as part of the Circle Square masterplan. Drop-off parking would take place in front of the main entrance on Medlock Place, which would be accessible through the managed strategy across the masterplan.

Secure cycle parking facilities for 192 cycles would be provided within the basement of the building on plot 10 (under 100m from this development) approved under application ref no 110055.

As a result of the level changes across the Site and the close proximity of the River Medlock to the Site, there are varying flood risk allocations across the Site. The eastern part of the Site is located within Flood Zone 3 and the remainder of the Site is in Flood Zone 2.

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

The development would meet the CO2 reduction standards set out in the Core Strategy. It is proposed that a district heating scheme with combined heat and power (CHP) generation would be provided within the Multi Storey Car Park (approved November 2016 (application ref 113832), to support the entire Masterplan.

The public realm works associated with this phase would comprise hard and soft landscaping including the provision of 5 trees and would be delivered concurrently as part of single contract with the public realm associated with other approved developments. Whilst it is not anticipated that any temporary works would be required for any of the Phase 1C applications, the red line associated with each application is larger than the intended scope of works to facilitate the construction of a temporary landscape / access road to allow servicing and access to the buildings.

The Bins Store areas have been designed for the following provision:

Residential Bin Store:

General Waste 4x1100litre bins  
Pulpable Paper/Card 2 x1100litre bins  
Co-Mingled Glass /Metal/Plastics 2 x1100litre bins  
Food Waste 1 x1100litre bin

Restaurant Bin Store (within own demise):

General Waste 1x240litre bin  
Pulpable Paper/Card 1x600 litre bin  
Co-Mingled Glass Metal/Plastics 1x600 litre bin  
Food Waste 1x1100 litre bin

Based on this level of storage has there would be a need for frequent collections of around 5 per week to the residential element and 2 per week to the restaurant using a private contractor.

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

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

- The development encompasses several different uses including retail, commercial and ancillary uses at the lower floors which, within the context of



the wider Masterplan development, will encourage activity and vitality to the area and provide natural surveillance to the wider area.

- The unique mix and exceptional quality of the development proposed is intended to transform the character of the area, creating a new community based within a new neighbourhood, which becomes a magnet for future commercial developments.
- The development will meet an identified need for high quality accommodation within the City Centre, close to university facilities and with excellent access to a range of transport modes.
- There would be direct job creation and supply chain job creation during and post construction phase including 109 FTE temporary construction jobs over the three year construction period.

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

A statement of Community Consultation has been submitted in support of the application the Statement sets out the development team's response to the comments made at pre-application stage.

The construction of Plot 9 is expected to run concurrently with the construction of the Phase 1B developments. The construction programme for the building will span a period of approximately 22 months. The ES submitted with the application has been undertaken on the basis of all the phases being constructed concurrently to seek to ensure the worst case scenario is assessed.

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

## **CONSULTATIONS**

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

2 Letters of objection have been submitted: The grounds of objection are summarised as follows:

- This development is nothing more than student halls. Combined with the three student blocks east of the Circle Square this will destabilising the area into a student ghetto;

- The unit size is basically ensuite bedrooms with some communal space. These Are Not flats. They are student halls. Or crash pads which its is understood the Council had decided we're inappropriate development in the city centre.;
- The fact the application is dressed up as an apartment development shows the absolute contempt of Developers for abiding by appropriate development types designated for an area as the overall plan for Circle Square wasn't for a student halls development;
- There is no affordable housing. And no section 106 beyond the boundaries of the Circle Square site;
- The Council once again selling the City short with sub standard and awful over development of the City at any cost;
- Having seen the first phase of the development and how high that building actually is, I'd like to object to the further high storey developments which would affect some current adjacent residents great views to along the Oxford Road corridor and beyond to the tip of the Peak District.

Places Matter - Commenting on an earlier version of the proposals noted that the building is symmetrically planned as a result of the required travel distances to the escape stairs. As a result the formal planning does not successfully transfer to the site layout; the dominant 'bay window' of the communal rooms on each floor neither addressing the view up Medlock Place, nor the secondary square (plaza) established in front of Building 9. The panel wondered if an alternative fire strategy was possible, or perhaps whether remodelling of the communal rooms might move the dominant central element and reduce the formality of the elevation, to relate either to Medlock Place or to the plaza.

There were concerns that the main pedestrian flow from the south west heading north east, to the city centre and UMIST would discharge unceremoniously onto Charles Street pavement alongside the western gable of Building 9. It was noted that the pavement is relatively narrow and level transition is made via steps and a ramp. The panel suggested that the ramp might be pulled back from Charles Street giving a bit more gathering space at back of pavement of street frontage. They considered that the repositioning the ramp would also make a buffer on the south west corner of the building, providing a defined threshold to Building 9 and a sitting out area for the proposed restaurant.

The differently expressed cantilevered central bay window to the communal lounge/dining rooms was noted but its 'attachment' needed to be developed if this form is retained. The panel thought that solar gain could be an issue which would result in curtains being closed. The panel questioned whether a recessed elevation with a generous balcony or a reduction in its width would be more appropriate. The design of the bedroom window units responds to their functions and the approach to the lounge windows units was considered to be appropriate. It was suggested that the amount of glazing is minimised which could offer the opportunity to create an asymmetrical expression suggested above. A more solid element in this bay could

provide a more integrated solution to the façade. Grounding the bay would help to strengthen the whole language of the building. The use of more subtle modelling could create a stronger base and improve the overall proportions.

The panel supported the choice of materials and how it could respond to different lighting levels. However, it was felt that the patterning of the brickwork could be reviewed.

While this building may be seen as a subsidiary, supporting element in the overall development of the Masterplan, it will nevertheless have a significant impact on its immediate surroundings, particularly on Charles Street. With further development and refinement this scheme can become a welcome addition to the whole masterplan and further help to define the edge of the whole development

Historic England – Did not wish to offer any comments but have suggested that the view of the City Councils specialist conservation advisors is sought on the application.

The Head of Neighbourhood Services (Highway Services) – Has no objections.

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

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

Greater Manchester Ecology Unit – Have no objections concluding that there is no ecological interest associated with this section of the site. They note that soft landscaping would result in a nett gain in ecological opportunities. They state that they would not want to see the site developed out on a piecemeal basis.

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

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

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



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

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

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

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

Manchester Airport , Civil Aviation Authority and NATS Safeguarding - Have no safeguarding objections. The development would be below the 90m AOD safeguarding threshold.

Network Rail – No objections received.

## ISSUES

### Local Development Framework

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

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

### **Saved UDP Policies**

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

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

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

SO2. Economy - supports further significant improvement of the City's economic performance and seeks to spread the benefits of the growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The scheme would provide new jobs during construction and would provide housing near to employment opportunities.

SO3 Housing - supports a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth. Manchester's population grew by 20% between 2001 and 2011 which demonstrates the draw of the city and the power of its economy within the region. The growth of economy requires the provision of well located housing to provide an attractive place for prospective workers to live in so that they can contribute positively to the economy.

SO5. Transport - seeks to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This development would be in a highly accessible location, close to all modes of public transport and would reduce the need to travel by private car and make the most effective use of existing public transport facilities.

SO6. Environment - the development would be consistent with the aim of seeking to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources in order to:

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

### **Relevant National Policy**

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

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

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

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

The proposal would develop an underutilised, previously developed site and provide a high-quality development. It would be highly sustainable and consistent with the aim of delivering residential development alongside economic and commercial development in the city centre, and would reduce the need to travel. Employment would be created during construction and within the commercial units and building management on completion and therefore assist in building a strong economy. It would complement the well established community within this area and contribute to the local economy with residents using local facilities and services.

The development would help to create a neighbourhood which people would choose to live in and use by enhancing the area and creating a well designed place. It would sustain and enhance the character of the area and provide good access to sustainable transport and maximise the use of transport infrastructure.

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

H12 Purpose Built Student Accommodation – The application seeks permission for serviced apartments but the supporting information makes it clear that the accommodation would be targeted at international and post-graduate students. Therefore the application should be considered in the context of this policy.

Policy H12 sets out a series of tests against which this proposal should be tested. Priority is given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities. It states that:

1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.
2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.

3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.

4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other master plans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.

5. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.

6. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the street scene either from the proposed development itself or when combined with existing accommodation.

7. Where appropriate, proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value.

8. Consideration should be given to provision and management of waste disposal facilities that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19, within the development at an early stage.

9. Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of all or some of the bed spaces.

10. Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.

The proposals are in accordance with this policy and this is discussed in detail below.

NPPF Section 2 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles), CC2 (Retail) and Saved UDP Policy DC10.1 (Food and Drink Use) - One of the spatial principles is that the Regional Centre will be the focus for economic and commercial development, leisure and cultural activity, alongside high quality city living. The proposal fully accords with the aims of this Policy and would contribute to the creation of a neighbourhood which would help to attract and

retain a diverse labour market. This would support GM's growth objectives and deliver appropriate housing to meet the demands of a growing economy and population, adjacent to a major employment centre in a well-connected location and therefore would assist in the promotion of sustained economic growth.

Policy EC1 – (Land for Employment and Economic Development) – The proposal would support the City's economic performance and its location on the fringe of the city centre would spread the benefits of growth and which would help to reduce economic, environmental and social disparities and create inclusive sustainable communities. The application site is well connected to the City's existing transport infrastructure and as such the development would be well placed to maximise the promotion of walking, cycling and public transport use.

The City Centre is a key location for employment growth and the proposals would create jobs during the construction and operational phases and support economic growth. The design would make efficient use of space and enhance the sense of place. It would offer a range of transport modes to site users and reduce opportunities for crime.

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

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

NPPF Sections 7 (Requiring Good Design), and 12 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) - The proposal has been the subject of design consideration and consultation. It would be a high density

scheme which would maximise the use of land and is considered to be appropriate to the City Centre context. The buildings within the development would be classified as tall buildings within their local context but would be of a high quality and would help to raise the standard of design in the area. The proposal would be appropriately located within the site, contribute positively to sustainability and place making and would bring significant regeneration benefits. Connections to local communities would be enhanced.

The proposal involves a good quality design, and would result in development which would enhance the character of the area and the overall image of Manchester. The design responds positively at street level and would result in improvements to the City's permeability creating a 'place' within the area and providing a visual linkage between the City Centre, The Corridor and the HEP.

The positive aspects of the design are discussed in more detail below. A Tall Building Statement identifies key views and assesses its impact on 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.

A Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement demonstrates that the proposal would have a beneficial impact on the visual appearance of the surrounding area.

The site is close to the grade II\* listed Place Hotel and the grade II listed Lass O'Gowrie Public House and the Dancehouse Theatre and is adjacent to the Whitworth Street Conservation Area. The cleared site currently makes no contribution to the townscape and has a negative impact on the setting of the above designated heritage assets. The Heritage Statement and NPPF Justification Statement demonstrate that the proposal would not result in any significant harm to the setting of surrounding listed buildings and that the quality and design of the proposed building would sustain the heritage value of the identified heritage assets. This is discussed in more detail below.

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

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

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

Paragraph 133 - Advises that local planning authorities should refuse consent for proposals that will lead to substantial harm to or total loss of significance of a



designated heritage asset, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. This is essentially a matter of judgement and will depend on the weight that is attached by decision makers and consultees to the various issues.

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

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

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

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

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

The buildings are in a highly sustainable location and the residential element of the development is targeted to achieve a Breeam rating of very good.

The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. In addition the NPPF indicates that development should not increase flood risk elsewhere. The application site is approximately 0.148 hectares in size and includes areas classified

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

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

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

NPPF Section 11 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 ( Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information submitted with the application has considered the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration, waste, biodiversity and lighting and has demonstrated that the application proposals would not have any significant adverse impacts in respect of pollution. Surface water run-off and ground water contamination would be minimised

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

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development and there is a need to explore opportunities for such improvements as part of this proposal and within its context of the wider Masterplan site. The opportunities for this are discussed in more detail below. There would be no impacts on blue infrastructure.

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.

DC22 Footpath Protection - The proposals will reinstate pedestrian connection routes through the site which have been inaccessible for a number of years. The development will also improve pedestrian routes within the local area through enhanced planting and repaving. In addition, the development incorporates additional waste storage facilities which will result in existing bins (for neighbouring facilities) being removed from pavements.

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

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

### **Other Relevant City Council Policy Documents**

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

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

The site of the current planning applications fall within the area designated as the Corridor. It states that the successful development of Corridor Manchester is

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

The Proposed Development forms an integral part of the regeneration of this key priority site, taking full advantage of the Site's locational attributes to contribute towards a vibrant new mixed-use development

The Former BBC Strategic Development Framework (BBC SRF) and Masterplan –  
The SRF recognises that non-employment generating uses which support the delivery of investment e.g. in public realm, would to be necessary and acceptable as part of establishing the commercial requirements of the site.

It also recognised that a lack of housing will significantly constrain Manchester's economic growth and high quality residential neighbourhood here would respond to the accommodation the needs of Manchester's growing population and economy. Residential accommodation, including an element of serviced accommodation, was considered to be an acceptable use in these terms.

The SRF states that "The residential neighbourhood also includes serviced apartments for occupation predominantly by international students, extending to 390,000 sq feet, and a small element of cluster student accommodation." The phase 1A developments of Blocks 10 and 11 will provide 207,087 sq ft of serviced apartment accommodation. This development will provide a further 94,574 sq ft, given a total provision of 388,903 sq ft within the wider SRF site which is therefore just below that envisaged by the SRF.

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

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

"A renewed urban environment"

- the developments would be a key component of the ongoing delivery of the regeneration of the former BBC site, which will comprise new buildings and public realm of exceptional design quality, which will in turn transform the character of the site and have a positive impact on Central Manchester as a whole relationship between Central Manchester, the City Centre and other key employment areas"

“Strengthening the relationship between Central Manchester, the City Centre and other key employment areas”

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

In terms of “Making Central Manchester an attractive place for employer investment”

- in providing high end serviced accommodation, the development will introduce graduates to the market that might not otherwise have been attracted to Manchester. With the previously consented buildings within the Masterplan Site the proposals will create a cluster of high quality student accommodation alongside residential apartments and commercial development which will create a unique ‘sense of place’ which will increase the attractiveness of the area to investors.

“Changing the image of Central Manchester”

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

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

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

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

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

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

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

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

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

The Proposed Development through the provision of serviced apartments will play a key role in supporting the wider commercial led use of the Masterplan and driving forward the comprehensive, commercial-led mixed use redevelopment of the wider Masterplan Site. The Proposed Development will also support Corridor Manchester in achieving the desire to become a place to live, visit and work for students by providing well-designed accommodation on a strategic site with good accessibility to both public transport nodes and the universities

## **Conservation Area Declarations**

### **Princess Street / Whitworth Street Conservation Area Declaration**

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

## **Other National Planning Legislation**

### **Legislative requirements**

Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving



the building or its setting or any features of special architectural or historic interest which it possesses.

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

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

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

### **Environmental Impact Assessment**

An Environmental Statement (ES) was submitted with the four planning applications that made up Phase 1B of the masterplan in January 2016 (“the January 2016 ES”). This ES was updated and re-submitted in full in September 2016 to consider revisions to Plot 14 of the masterplan, which forms part of the Phase 1B proposals (“the September 2016 ES”).

Both the January 2016 ES and the September 2016 ES considered the cumulative impact of the Phase 1B proposals with the indicative future phases of the masterplan, including Plot 9.

The potential for a cumulation of effects arising, which are significant in combination, sometimes from more than one development proposal must be taken into account within the ES. The Plot 9 proposals form an integral part of the Circle Square project. The overlapping delivery strategy for the masterplan means that the Plot 9 proposals will be constructed in tandem with the Phase 1B developments and clearly leads to potential combined impacts.

For compliance with the EIA Regulations and to ensure a robust approach, the September 2016 ES has therefore been resubmitted, incorporating detailed consideration of the Plot 9 proposals ensuring it comprises a single and accessible compilation of the relevant environmental information.

The submitted ES therefore constitutes a resubmission of an ES that assessed the environmental impacts of five separate applications for planning permission (Applications Reference: 111025; 111026; 111027; 111028; 113832). These applications have been approved and are committed developments. The ES is therefore resubmitted only in order to consider the potential difference in impacts that arise from the current planning application seeking consent for the detailed design of Plot 9.

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

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

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

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



## ISSUES

### The Schemes Contribution to Regeneration

The contribution that a scheme would make to the regeneration of Manchester is an important consideration in the evaluation of this application. The City Centre is the primary economic driver in the Region and is crucial to its longer term economic success. Therefore, the City Centre must continue to meet occupier requirements for new workspace and new working environments to improve the economic performance of the Region. The growth of the working population has also been identified as being critical to economic growth and there is an important link between economic growth, regeneration and the provision of new housing.

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

This site has been identified as one of the most significant opportunities for jobs and investment in the region and the primary purpose of its regeneration is the creation of employment generating development. A significant amount of office accommodation has been approved at plots 2 and 4 along with the ground floor commercial uses. The creation of a mixed use neighbourhood requires complementary uses and activity and this proposal should be supported if it would help to support and facilitate the commercially-led elements of the masterplan. The uses and quantum of space proposed are within the parameters set out in the 2013 SRF and April 2015 Executive Report.

The SRF endorsed key development principles to create a high quality, vibrant and sustainable urban neighbourhood with a distinctive sense of place that is functionally and physically connected to adjoining uses and the wider area. The early phases of development must help to create a 'sense of place' and embed the area within its wider neighbourhood context. Residential development, including distinctive high quality serviced accommodation, would help to establish a city centre neighbourhood with activity throughout the day. It would also support active ground floor uses which are an essential component of community and place-making.

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

The development would be consistent with the most recent version of the SRF, and be consistent with the objectives of the Central Manchester Regeneration Framework, the City Centre Strategic Plan, and The Corridor Manchester Strategic Vision to 2020 and would complement and build upon Manchester City Council's current and planned regeneration initiatives and as such would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H12, SP1, EC1, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1.

## **Principle of Serviced Apartments and compliance with Policy H12**

The provision of serviced apartments, targeted predominantly for occupation by international students, was identified in the SRF as being an acceptable use in principle. The proposed development would be the final component of that floorspace. It is envisaged that the residential development proposed would enhance levels of activity and vitality within this new neighbourhood and support the delivery of active ground floor commercial uses.

However, the SRF states that serviced accommodation would only be considered to be acceptable where the criteria set out in Core Strategy Policy H12 could be satisfied and where a detailed justification could be provided to demonstrate that:

- a) The release of a modest part of the site for this type of accommodation would support delivery of the wider site as a strategic employment location; and
- b) The type of student residential product proposed would have clear points of difference, in terms of the wider market, so as not to adversely impact on existing provision.

The serviced apartments would be aimed at the student market and the application must therefore be considered in that context. The accommodation would have different characteristics to traditional cluster-style accommodation and would offer a high quality product. There has been demand for this type of product in the City and elsewhere in UK and is part of the infrastructure required to maintain the City's role as a destination for international students.

For some time, there has been concern about the overall level of supply of purpose built student accommodation and the impact of increased tuition fees on admissions. This is a view shared by the University of Manchester and Manchester Metropolitan University who consider that overprovision could result in empty properties, development in inappropriate locations and could undermine the viability of development that supports the regeneration of the city. The Vita brand bears is distinctive and would be targeted towards international students. It therefore fulfils a different role in the market to traditional university accommodation and would not be in direct competition.

As the proposed accommodation is aimed primarily at the International Student including the Post Graduate Market there is a need to demonstrate a demand for this accommodation within those markets.

An additional 28000 international students from the Middle and Far East has been forecast to attend British universities between 2011 and 2020 which would offset the predicted decline from China and Europe. The impact of the increase in UK tuition fees is not expected to impact significantly on non-European origin markets given that overseas students are already charged higher fees.

The United Kingdom was the second largest destination market for international postgraduates in 2014, accounting for 15% of the global share of international postgraduates. Over the period to 2024, it is forecast that the UK will host 241,000

postgraduates, an increase of 82,000 from 159,000 in 2012. Of the 89,360 students in Manchester in the 2014/2015 academic year, 20% were from overseas. The University of Manchester had the second highest number of international students behind University College London.

During the academic year 2014/15, there were 8,080 (36%) international students at Manchester Universities at post graduate level, which is above the national average. Numbers at the University of Manchester are significantly above the national average with 48% of the postgraduate student population being from outside the UK.

The student market is competitive nationally and internationally and therefore the City must continue to attract a broad spectrum of students and provide the infrastructure necessary to attract them, including those from outside the UK.

The University cannot meet the accommodation needs of all international students who study in the City and there is therefore a need for the private market to provide the necessary bed spaces.

A shortage of self-contained accommodation, and particularly high quality accommodation, means that many international students and wealthier domestic students are increasingly occupying city centre apartments. The Vita product at First Street makes a significant contribution to this need.

The Vita product differs from the traditional student cluster model and apartments at around 18 sq m are around 37% larger than mainstream accommodation. Tenancy agreements are for a 12 month period rather than the 44 weeks offered by other student providers which ensures that there is a year-round population on-site. Communal facilities are modelled on 4\* hotel standard including 24/7 security both within the front of house and the "grounds" servicing the property.

This proposal seeks to evolve the product beyond that which has been developed at First Street. This proposal incorporates a communal living room on each floor creating a boutique-style communal hub. There would be a quiet hub at lower ground level for study and an active hub on the ground floor providing a more populated social space. All the Circle Square Vita accommodation would have fully integrated management.

The rents would be much higher than the vast majority of the private sector accommodation and the Universities' own accommodation. The investment model guarantees a minimum return and therefore the rental offer cannot be driven down.

The Vita accommodation at First Street was significantly different to any other accommodation and it has been fully occupied since it became operational. The Vita student buildings currently being constructed at Circle are experiencing high demand for students requiring accommodation in autumn 2017.

This level of demand indicates that there is still a shortage of quality accommodation. Research by the British Council (2012) concluded that international student numbers would increase each year up to 2020. Should this be the case, there would be further demand when this building becomes operational in autumn 2018.

In terms of policy EN5 an energy proposals plan has not yet been prepared by Manchester City Council for the City Centre. Notwithstanding this, the proposals include key treatments that would promote the tenets of any such energy proposals plan that may come forward in the future.

Notably, the Proposed Development would be serviced from a district heating system proposed as part of the Circle Square Masterplan which was granted planning approval in November 2016. This will effectively future-proof the scheme against any potential city-wide low / zero carbon infrastructure.

The accommodation would be complementary to the delivery of the wider Masterplan in terms of neighbourhood and place-making. The has strong links to the wider City Centre and there would be minimal pressure on nearby neighbourhood services as a result of the development.

Vita would be actively marketed as car free but essential parking could be provided in the multi-storey car park proposed as part of the wider works. The proximity of the accommodation to the Universities and all forms of public transport mean that walking and cycling should be the main form of transport.

The public realm improvements proposed as part of the Masterplan would help integration within The Corridor and develop wider linkages. The two routes created off Charles Street as part of this proposal would make a valuable contribution to this objective.

A Crime Impact Statement recommends a number of security measures which could be addressed through appropriate conditions. Additional measures have been employed including 24/7 concierge and dedicated security management with on-site personnel.

Measures are proposed to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the street scene either from the proposed development or when combined with existing accommodation. These include tenancy agreements that would manage antisocial behaviour is minimised.

A Waste Management Statement sets measures to ensure that waste is disposed of in accordance with the waste hierarchy which would be managed and controlled by the on-site management team. All waste management would be based upon the reduce, reuse and recycle approach.

This proposal would not directly compete with existing or pipeline student schemes or prejudice the future delivery of the Universities' own accommodation. It should also be noted that the proposed apartments would not be suitable as a main place of permanent residence.

It is accepted that there is a need for this particular type of accommodation in terms of the regeneration objectives for the site and in terms of the wider economy and the need to provide appropriate levels of accommodation for potential Manchester students. In view of the above, the proposed development would complement and



build upon Manchester City Council's current and planned regeneration initiatives and as such would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC2, CC4, CC7, CC8, CC10, H12 and EN1.

### **CABE/ English Heritage Guidance on Tall Buildings**

One of the main issues to consider in assessing this proposal is whether the scale of the development is appropriate for the site. The proposal would be taller than some buildings along Charles Street and Oxford Road but would be similar in scale to the buildings being developed on the adjoining land. It is considered to be tall within its local context and as such it needs to be assessed against Core Strategy Policies that relate to Tall Buildings and the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE. On 10 December 2015, Historic England published Tall Buildings: Historic England Advice Note 4, which represents an update to the CABE and English Heritage Guidance published in 2007, responding to the requirements of the National Planning Policy Framework and the marked increase in proposals for new tall buildings. The Advice Note identifies a series of steps that should be undertaken at pre-application for tall buildings which are addressed in the information submitted in support of the application.

### **Design Issues, Relationship to context and impact on Heritage Environment**

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

The development principles within the SRF included; creating a high quality, predominantly commercial, sustainable landmark development, with a primary address and frontage facing onto and thereby reinforcing the Site's key frontages, along Oxford Road, Charles Street, Brancaster Road, the Mancunian Way and Upper Brook Street; creating enhanced public pedestrian connections and active frontages along Charles Street and Brancaster Road.

Providing active retail frontages onto Oxford Road and Charles Street to improve pedestrian amenities and promote east-west connections; and creating a strong building line to Charles Street which addresses the townscape vacuum that currently exists, establishes activity at the ground floor and generates footfall. The proposed development is considered to be consistent with these principles.



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

Historically the buildings around the site were built to back of pavement and provided a degree of street level activity that has been lost when BBC was developed since its demolition, and during the use of the site as a temporary car park. The distribution of building plots within the masterplan aims to maximise positive and active street frontages to Oxford Road, Charles Street and Princess / Upper Brook Street. The layout would reinforce the key street frontages reinstating historic building lines and re-introducing street level activity.

The arrangement of the buildings at one of the corners of 'The Green' would give this central space a strong sense enclosure with a clearly defined edge and define it as the focal point and node of activity. Its role would be reinforced by the active frontages facing onto this area.



The scale and urban grain of the surrounding area has informed the Masterplan with the taller buildings being located towards the north of the site. The proposal would define the Medlock Place space and complete the street frontage to Charles Street. The previous Planning Permissions have accepted a number of tall buildings to the masterplan site including:

Plot 2 2 – 18 Storeys; Plot 4 4 – 14 Storeys; Plots 5 & 6 – Part 17 Storeys / Part 36 Storeys; Plots 7 & 8 – 17 Storeys  
Plot 14 14 (as amended) – Part 12 Storeys / Part 18 Storeys

The building has been designed to frame the tower proposed on the adjoining site and reflect the proposed buildings at the corner of Charles Street and Oxford Road. The proportions of the building would be articulated and broken down to create an appearance that relates to some adjacent datums and at the lower levels to the smaller scale buildings opposite.

The main focus of the south elevation would be the expressed communal amenity spaces at upper floors which would project forward. There are simpler panels of masonry at a higher level to give the building a strong appearance at the city scale,

with more textured, tactile masonry at low level where it can be appreciated by



pedestrians.

The proposed materials have been influenced by the character of Victorian Manchester which comprised solid, heavy masonry warehouses, commercial and civic buildings, using brick, stone and ceramics with metal detailing. The site-wide approach proposes a contemporary interpretation of the materials that characterised adjacent historic areas, utilising the efficiencies of and flexibility afforded by modern production technology to create articulated and modelled facades. The proposed blue/burnt red brick slips would have a scale and texture that adds variety to the palette of materials. Its colour is intended to relate to colours and materials found within the area whilst providing a contrasting colour as a back-drop to the Palace Hotel which would be seen in conjunction with the proposed development in views from Oxford Road Station.

The facades would be the regular with a horizontal order which would help to articulate the proportions of the massing. Tighter bands are expressed at the lower levels where the building would be viewed close up but these open up towards the top, which would be completed with an articulated cornice. The cornice would align with the parapets of adjacent buildings at the lower levels as would the two storey black metal bases of buildings 5/6 and 7/8. The scale of the facade treatment would be further broken down through the use of a strong vertical grain which would break the facade into three components where the living room and core are expressed centrally with the rooms either side as flanking structures. These features would give the building a strong appearance at a city scale.

The ground floor facades would have glazed frontages set within a regular rhythm of double height columns which would add interest to the facade. The brickwork at the ground and first floor level would be darker to create a strong base. Street level activity would be provided on all frontages which would provide a positive experience and provide a relationship to its immediate context.

The site is not located within a Conservation Area and there are no World Heritage Sites in the immediate vicinity. It is to the south of the Grade II\* Listed Palace Theatre and adjacent to the Grade II Listed Lass O'Gowrie Public House with the Dancehouse Theatre on Oxford Road. A number of 19th century and early 20th century mill/warehouse buildings around Charles Street are just outside and south of the Whitworth Street Conservation Area.

Section 66 of the Listed Buildings Act requires members to give special consideration to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it. Section 72 of the Listed Buildings Act requires members to give special consideration to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 12 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 132, 133 and 134.

The site can be viewed in conjunction with the Whitworth Street / Princess Street Conservation. The proposal is part of the wider development of Circle Square and a Townscape and Visual Impact Assessment (TVIA) has accompanied each submission to ensure that views are assessed in the context of committed developments, and not in isolation.

The Townscape assessment examines the impact of the development on the townscape including Heritage Designations such as the Whitworth Street Conservation Area and listed buildings, Townscape Character, Urban Grain, Land Use, Building Heights, Topography and Flood Risk, Movement and Linkages, Environmental Designations and Site Character.

The assessment concludes that the proposal does not change the effects of the previously assessed and approved Phase 1 B proposals as part of the previous in terms of townscape character, urban grain, land use, building heights or the environmental designations factors assessed.

An addendum to the Heritage Statement has considered whether it would be appropriate to assess further the original 15 viewpoints assessed for Phase 1B. The majority of these have been scoped out but two have been included as these are the only locations from which the proposal would be visible with all the Phase 1A and 1B developments completed.

The Visual Impact Assessment demonstrates that the magnitude of impacts brought about by the Plot 9 proposals is in both cases low adverse.

In a view from outside Oxford Road Station, the proposal would fill a gap between the consented scheme to the right and the Palace Theatre to the left, rising above the 1920s 1-15 Oxford Road. The addition of the proposal to this view would make the distinction between the historic streetscape and the new development less clear. The



proposal would not compete with the clock tower of the Grade II\* listed Palace Hotel and makes a small addition to the consented scheme.



In the view from Upper Brook Street the proposals would be seen with the consented schemes which have introduced a backdrop of large buildings to the rear of the Factory and have obscured the listed Dancehouse Theatre. Whilst the proposal would detract from the interest of the Factory and the historic buildings along the north side of Charles Street to some degree, it would not further erode the heritage aesthetic value of the heritage assets beyond that of previously consented schemes.

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

The site is a negative element within the streetscapes to Oxford Road and Charles Street and so there is considerable capacity for change which, could enhance the setting of adjacent heritage assets and wider townscape. It has an adverse impact on the setting of the Grade II listed Dancehouse Theatre and Lass O’Gowrie public house. The proposal would introduce a well designed building of an urban scale which would make a positive contribution to the wider townscape. Therefore, this development could enhance the setting of affected heritage assets in line with NPPF paragraph 56-68 and 131.



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

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

The proposal and the wider masterplan could act as a catalyst for the regeneration of The Corridor and would fully utilise a previously developed, under-utilised site. The public benefits of the proposals are clearly set out elsewhere in this report and are significant. It would include the delivery of a further component of a strategically important site, delivering 384 high quality serviced apartments which would meet an identified need within the City Centre. This and the retail space would encourage activity and vitality and provide natural surveillance. It would deliver a high quality building, high quality apartments, new sources of employment both during construction and post completion and the delivery of key linkages.

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

heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.

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

#### Relationship to Public Transport Infrastructure

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

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

Secure cycle parking facilities for 192 cycles would be provided within the Plot 10 building (under 100m from this development).

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

#### Architectural Quality

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

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

The application proposes a high quality building, with a clearly defined street edge. The massing would impact on the setting of adjacent or nearby listed buildings and conservation areas and these impacts are discussed elsewhere in this report. The building would add a positive element to the Manchester skyline and the north elevation would delineate the edge of the new Circle Square neighbourhood.





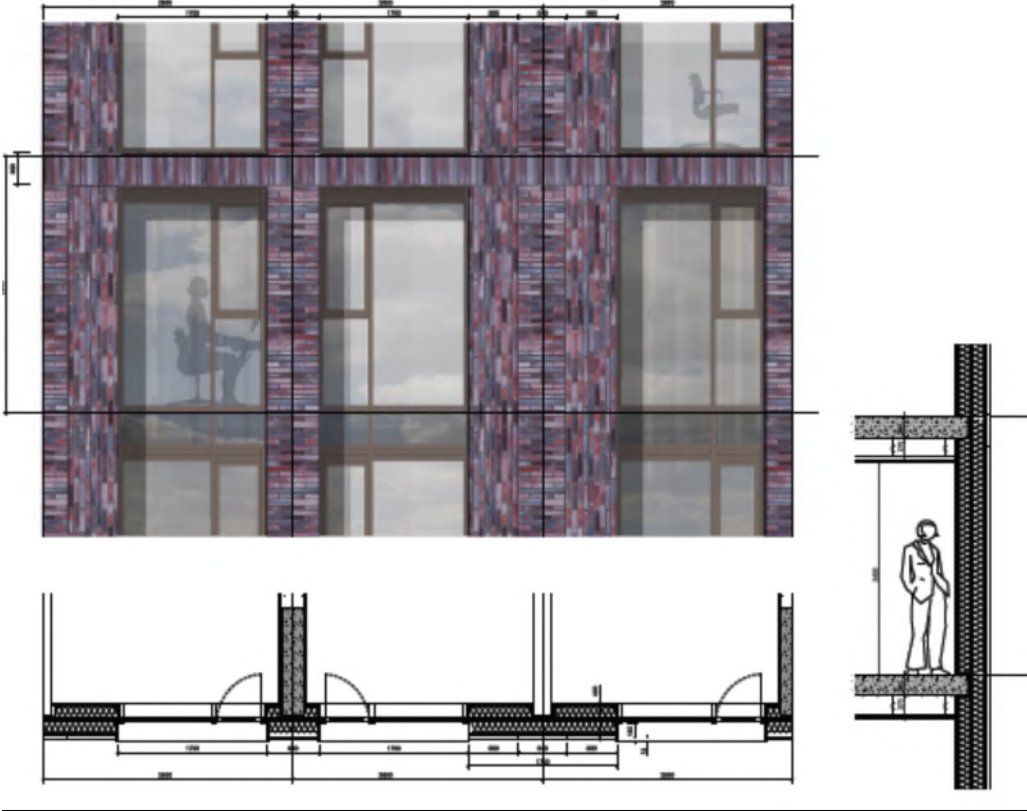
The building would provide activity and interest to Charles Street, Medlock Place and onto 'The Green'. Activity would also be created by 'hub spaces' at ground floor level.

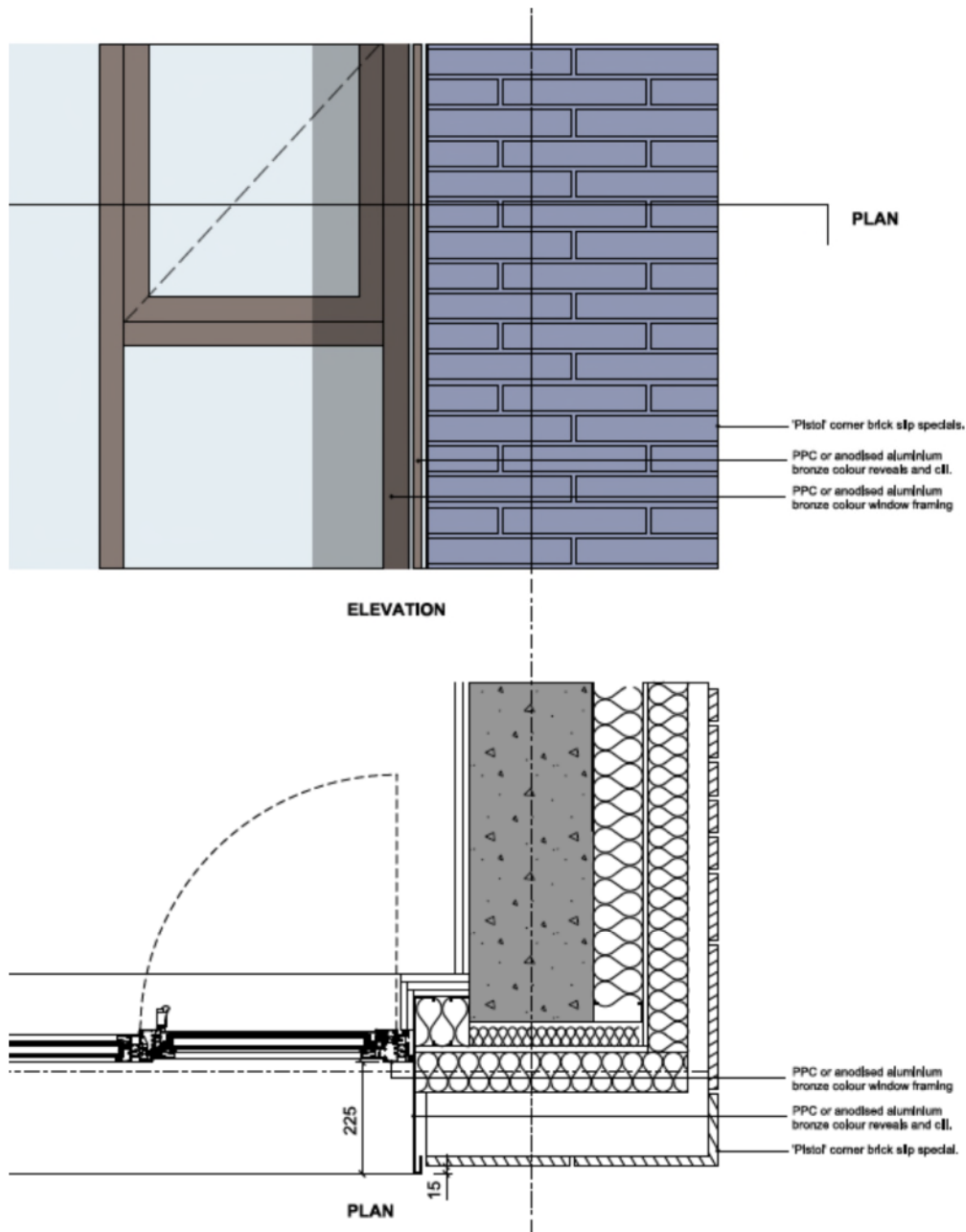
The materials proposed would be a contemporary interpretation of the character, materials and texture found around the site, and as such are considered an appropriate contextual choice which would deliver a level of quality appropriate to this location. The proposed 'engobbed' finish which is a terracotta based material, would be durable and would not weather in the same way as Victorian materials. The appearance of the building would vary as the material catches different lights which would animate and add interest to the façade.

The materials would be heavily profiled to provide highly articulated elevations which would help to breakdown the scale of the development.

The colour would also help to visually differentiate the building from the Palace Hotel then viewed from Oxford Road Station reducing any potential impact on its setting.

It is proposed that in terms of façade construction a system of rails to hang the slips for the different brick slip panels (i.e. vertical, horizontal & soldier, with a maximum panel size of 600x1200mm) would be utilised. The joints between panels would be factory mortared and finished on site. A consistent mortar finish is achieved through applying a coating to the mortar which enables the same material to be used in the factory and on site to ensure they match.





Recesses and corners would be of finished brickwork utilising 'pistol' slip specials, so these will not look any different to the other parts of the façade. Detailing would include the use of projecting elements to provide visual interest and 'texture' to the gable ends, entrance and retaining wall.

A condition requiring samples of materials and details of jointing and fixing details and a strategy for quality control would be attached to any permission granted.

It is considered therefore, that the proposals would result in high quality building that would be appropriate to its context

### Sustainability

Tall buildings should attain high standards of sustainability because of their high profile and local impact. The application is supported by an Energy Statement and

Environmental Standards Statement (ESS) which set out how the proposal accords with this objective. It provides a detailed assessment of the physical, social, economic and other environmental effects of the proposed development and considers the proposals in relation to sustainability objectives. The ESS sets out the measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability in addition to ensuring compliance with local planning policy.

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

A BREEAM pre-assessment has been undertaken which indicates that the proposed development could achieve a rating of 'Very Good'. Good practice sustainability measures have been incorporated in the building design as follows:

- Use of building components with good thermal properties;
- Connection to the proposed district heating with its low carbon characteristics;
- The benefit of good daylighting and the use of appropriate lighting controls to reduce the electrical energy consumption
- Residential areas to be heated using low-carbon combined heat and power plant and a mixed-mode ventilation system for bedrooms to be provided with natural ventilation in summer and mechanical ventilation with heat recovery systems in winter;
- Mechanical ventilation and heat recovery systems and air source heat pumps included in strategy for retail lettings space;
- Energy reduction measures include low energy lighting, energy efficient fittings and automatic lighting control layouts;
- Flood mitigation measures include attenuation tanks, drainage channels and silt sumps to provide adequate capacity not to flood for the critical 1 in 30 year storm event;
- Full Site Waste Management Plan to minimise, recover and recycle waste in accordance with the Waste Hierarchy; and
- Preparing and adhering to a Construction Management Plan to ensure that construction is undertaken according to best practice guidelines including measures to maintain local air quality, protect water courses and prevent impact on the local area in terms of dust and noise pollution during construction works.

In accordance with Manchester City Council's Core Strategy Policies EN4 and EN6, the principles of the energy hierarchy have been applied and with the combination of energy saving measures results in a potential total CO<sub>2</sub> emissions reduction which equates to a 17.2% improvement over Part L2A 2013 for the student accommodation and amenity/hub areas. In terms of requirements within EN6 for carbon reduction

within non-domestic developments it should be noted that this for this category of development and as it would connect to a proposed district heating scheme, there is no requirement to improve upon the carbon emissions for Part L2A 2010 other than to meet the requirements of the current building regulations. The energy performance of the development is therefore in full accordance with the Manchester Core Strategy.

### Credibility of the Design

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

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

The project maximises the development potential of a vacant site and would help to enhance connectivity to and the regeneration of the surrounding area. The materials have been selected following detailed research and discussions with contractors and suppliers to establish the cost parameters of the proposed materials, the maintenance requirements and to understand their weathering characteristics, to ensure that they can be delivered within the cost parameters and are of appropriate quality and longevity for the project. Therefore, the design as submitted has been fully costed to ensure it can be delivered. The applicant is keen to commence work on site as soon as possible.

The development would be operated under the Vita brand which has a proven track record of successful project delivery within the City centre at First Street.

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

A key principle of the Masterplan is to create a high quality environment with public squares, spaces and linkages that create a destination and provide an appropriate setting for the new development. This includes north-south and east-west routes to improve permeability and connectivity and this application would make a major contribution by providing two routes from Charles Street into Medlock Place including level access. The proposals would also include a temporary platform lift should this be required.

The public realm involves high quality materials and robust design features which are a key component of creating a distinctive place. The areas immediately adjacent to the building including Charles Street would include natural Yorkstone paving. The landscaping would include 5 trees and low level planting.

The phasing illustrates a rolling programme of construction and completion within the wider site and as such consideration has not been given at this stage to the

appearance of the wider site during any interim period where development does not occur concurrently. In view of this a condition was attached to the Phase 1B approvals requiring the submission, agreement and a timetable for delivery of interim site treatments for undeveloped plots within those phases and the same requirement is capable of being a conditions of any consent granted for this development.

### Effects on the Local Environment/ Amenity

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

### **Daylight, Sunlight and Overshadowing**

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

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

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

As Plot 9 would be delivered along with the Phase 1A and 1B Development, the proposals have been considered within the context of the previous approvals. An updated analysis has been undertaken to windows within close proximity to the site to assess the impacts resulting from this proposal in relation to the overall masterplan. This ensures the cumulative impact of development is fully assessed and presents a worst-case scenario in terms of daylight, sunlight and overshadowing impacts.

The potential daylight and sunlight effects will vary throughout the construction programme but the completed Phase 1B and this proposal represents the worst case assessment in terms of likely daylight, sunlight and shadowing effects

The baseline scenario is with the former BBC building in situ and gives a more realistic position of a city centre site. The scale of development envisaged by the SRF would inevitably affect sunlight and daylight to neighbouring properties.



Montana House, Princess House, Bracken House, 7 Oxford Place and the Quadrangle are identified as being subject to potential daylight and sunlight impacts arising from this proposal in tandem with Phase 1A and 1B.

## **Daylight Impacts**

The assessment has measured the impact on daylight using the Vertical Sky Component (VSC), which measures whether sky can be seen from a line taken from the plane of the window, and the No Sky Line (NSL) method, which measures the distribution of daylight on a working plane (eg a desk) within a room. It examines how the light is cast into the room, and looks at the parts of the room where there would be a direct sky view and the parts that would not have direct sky view.

For VSC, the less sky that can be seen from a window means that the daylight available would be less. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%.

For NSL, daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value as a reduction to less than 0.8 would be noticeable. The guidance states that a reduction of VSC to more than 20% does not mean that the room served would be left inadequately lit; it means that there is a greater chance that the reduction in daylight would be more apparent to the occupier.

NSL assesses daylight levels within a whole room rather than that reaching a window and is therefore a more accurate reflection of daylight loss.

The VSC level diminishes rapidly as building heights increase relative to the distance of separation and 'standard target values' are not normally adopted in a city centre. The BRE Guide recognises that different targets may be appropriate. If a building is close to a common boundary, a higher degree of obstruction may be unavoidable. This is common in urban locations in particular.

The changes between Phase 1B analysis and the current situation with Plot 9 included has been assessed.

### Daylight Impacts

Montana House:

- When measured against the baseline condition 21/168 (13%) of windows are compliant for VSC daylight and 23/140 (16%) rooms are compliant for NSL.
- When measured to include approved Phase 1B 162/168 (96%) of windows are compliant for VSC daylight, and 79/140 (56%) rooms are compliant for NSL.
- When measured to include approved Phase 1A and Proposed Plot 9 162/168 (96%) of windows are compliant for VSC daylight, and 79/140 (56%) rooms are compliant for NSL.

Princess House:

- When measured against the baseline condition 76/279 (27%) of windows are compliant for VSC daylight and 80/135 (58%) rooms are compliant for NSL.
- When measured to include approved Phase 1B 249/279 (89%) of windows are compliant for VSC daylight, and 118/135 (87%) rooms are compliant for NSL.
- When measured to include approved Phase 1B and Proposed Plot 9 249/279 (89%) of windows are compliant for VSC daylight, and 118/135 (87%) rooms are compliant for NSL.

Bracken House:

- When measured against the baseline condition 243/344 (71%) of windows are compliant for VSC daylight and 108/120 (90%) rooms are compliant for NSL.
- When measured to include approved Phase 1B 235/344 (68%) of windows are compliant for VSC daylight, and 120/120 (100%) rooms are compliant for NSL.
- When measured to include approved Phase 1B and Proposed Plot 9 235/344 (68%) of windows are compliant for VSC daylight, and 99/120 (83%) rooms are compliant for NSL.

7 Oxford Place:

- When measured against the baseline condition 132/151 (87%) of windows are compliant for VSC daylight and 111/111 (100%) rooms are compliant for NSL.
- When measured to include approved Phase 1B 74/151 (49%) of windows are compliant for VSC daylight, and 84/111 (76%) rooms are compliant for NSL.
- When measured to include approved Phase 1B and Proposed Plot 9 65/131 (43%) of windows are compliant for VSC daylight, and 84/111 (76%) rooms are compliant for NSL.

The Quadrangle :

- When measured against the baseline condition 95/128 (74%) of windows are compliant for VSC daylight and 51/58 (88%) rooms are compliant for NSL.
- When measured to include approved Phase 1B 35/128 (27%) of windows are compliant for VSC daylight, and 32/58 (55%) rooms are compliant for NSL.
- When measured to include approved Phase 1B and Proposed Plot 9 35/127 (27%) of windows are compliant for VSC daylight, and 32/58 (55%) rooms are compliant for NSL.



The Daylight and Sunlight levels within Princess House and the Quadrangle are unchanged when Plot 9 is introduced to the Phase 1B scheme. There is therefore no change to the significance of the residual effects reported in the approved Phase 1B ES, which is considered to be **minor adverse** on both properties.

Within Montana House, Daylight levels are unaffected by the Plot 9 development. A single additional window falls below the BRE Guidance level for Sunlight; however, the overall pass-rate remains very high at 97%. There is therefore no change to the significance of the residual effects reported in the approved Phase 1B ES, which is considered to be **minor adverse**.

Within Oxford Place, an additional 9 windows fall below the BRE Guidance VSC criteria for Daylight however, there is no change to NSL levels within rooms and owing to the limited number of additional windows, the difference in Daylight impacts is considered to be negligible. A single additional window falls below the BRE Guidance for sunlight. The difference in the Daylight levels is not sufficient enough to change the significance of the residual effects reported in the approved Phase 1B ES, which are considered to be **minor to moderate adverse**.

Within Bracken House, Daylight VSC levels as a result of Phase 1B are unaffected by the Plot 9 development. An additional 21 rooms fall below the BRE Guidance for Daylight NSL. Given the retained VSC Daylight levels, which is a greater amount of actual appreciable Daylight than NSL Daylight, the difference in Daylight impacts, with the introduction of the Plot 9 development, and the Approved Phase 1B masterplan, is unlikely to be noticed by an occupier, is so considered to be **negligible**.

### Sunlight Impacts

The BRE sunlight tests should be applied to all main living rooms which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window

- Receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March;
- Receives less than 0.8 times its former sunlight hours during either period; and
- Has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

As with daylight, in a situation where sunlight to a window is reduced by over 20%, it does not automatically mean that sunlight to that room will be insufficient it just means that the loss may be more noticeable to the occupier of that room.

For this development and Phase 1B the more significant potential impacts relate to:

Rooms within:

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

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

#### Montana House:

- When measured against the baseline condition 45/168 (27%) of windows are compliant for APSH.
- When measured to include approved Phase 1B 164/168 (98%) of windows are compliant for APSH.
- When measured to include approved Phase 1B and Proposed Plot 9 163/168 (96%) of windows are compliant for APSH.

#### Princess House:

- When measured against the baseline condition 186/255 (73%) of windows are compliant for APSH.
- When measured to include approved Phase 1B 247/255 (97%) of windows are compliant for APSH.
- When measured to include approved Phase 1B and Proposed Plot 9 247/255 (97%) of windows are compliant for APSH.

#### Bracken House

- When measured against the baseline condition 170/172 (99%) of windows are compliant for APSH.
- When measured to include approved Phase 1B 89/172 (52%) of windows are compliant for APSH.
- When measured to include approved Phase 1B and Proposed Plot 9 76/172 (44%) of windows are compliant for APSH.

#### 7 Oxford Place

- When measured against the baseline condition 51/63 (81%) of windows are compliant for APSH.
- When measured to include approved Phase 1B 37/63 (59%) of windows are compliant for APSH.

- When measured to include approved Phase 1B and Proposed Plot 9 36/63 (57%) of windows are compliant for APSH.

The Quadrangle:

- When measured against the baseline condition 5/6 (83%) of windows are compliant for APSH.
- When measured to include approved Phase 1B 4/6 (67%) of windows are compliant for APSH.
- When measured to include approved Phase 1A and Proposed Plot 9 4/6 (67%) of windows are compliant for APSH.

An extra 15 windows within Bracken House would fall below the BRE Guidance as a result of Plot 9. Bracken House performs better than was expected within the approved Phase 1B development in the re-run survey as it has been established that non-habitable rooms face onto the site. Consequently, the amount of windows meeting the BRE Guidance criteria for Sunlight within the building is increased compared with that approved in 2016, both in the approved Phase 1B Scenario and the Proposed Phase Phase 1B + Plot 9 Scenario.

Notwithstanding this improvement, there is no change to the overall significance of the residual effects, which is considered to be **moderate to major adverse**. This impact is attributed in part to the design of Bracken House, with protruding fins on its façade, rather than being a sole result of the Phase 1B or Plot 9 developments

### Overshadowing Impacts

The design of the proposal would deliver external circulation and amenity space which would retain a sunlit appearance. The proposal would also maintain sunlight to private balconies serving neighbouring residential property. The results of the assessment are that there would be impacts on some of the balconies but of limited scale. The Proposed Phase 1C (Plot 9) Development will have no impact on overshadowing to surrounding amenity areas in comparison with the Approved Phase 1B Development.

### Wind

The effect of development on the wind environment at street level can have an impact on pedestrian comfort and the safe use of the public realm. If it is not possible to design out all the risks associated with the wind environment, mitigation measures are required to minimise risk or discomfort.

A Wind Tunnel Study has been used to provide a quantitative assessment of the wind environment as a result of the Phase 1B Developments and this scheme in terms of UK industry standard. This has assessed the impacts of wind and has identified mitigation measures.

The report concludes that with landscaping and mitigation measures wind conditions in and around the site would be acceptable. This would apply for Plot 9 before Phase 1B is built, when in situ with Plot 1B or in the context of the latter, the indicative completed masterplan.

Soft landscaping must retain a substantial solidity and obstruction to wind during winter in order to be effective, and to be most effective, robust evergreen species would be selected. The submitted Environmental Statement illustrates that there would be no adverse impact on the adjacent wind environment should Plot 9 be developed in isolation, with or without mitigation in place.

### Air Quality

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

The site is located within an Air Quality Management Area (AQMA), which covers the whole of Manchester City Centre, and is declared for potential exceedences of the annual nitrogen dioxide (NO<sub>2</sub>) air quality objective. The principal source of air quality effects would be from increased vehicle movements associated with the residential building. However, the proposal is located in the City Centre and as such has good public transport access by tram, bus and rail, providing access to alternative modes of transport for trips to the site by car.

### Noise and vibration

A Noise Report concludes that internal noise levels can be set at an acceptable level with appropriate acoustic design and mitigation,.

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

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

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

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

### TV and Radio reception

The TV and Radio Reception survey has assessed a worse case scenario with Phase 1B and the proposed development implemented and concludes that potential impacts to TV reception quality could occur to the southeast of the proposal. Some locations within the shadow zone already receive a poor signal due to existing buildings in the centre of Manchester. If any effects occur, these would be most likely to be within one kilometre of the site. Effects are possible during the construction period but in general terms these would be less significant than effects during operation because there would be less material blocking the signal. The applicants have stated that any interference reports during or following construction will be investigated and mitigation measures have been identified to reduce the possibility of interference.

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

### Conclusions in relation to CABE and English Heritage Guidance

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

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

### **Parking, Servicing and Access, Green Travel Plan / Cycling**

The car parking requirements of the development would be provided within the MSCP which residents could lease. The developments would aim to promote a modal shift to increase the use of public transport.

A parking management strategy will seek to reduce unnecessary car journeys and increase the number of people who walk, cycle and use public transport. The applicant would develop and implement a Travel Plan that would promote car sharing, cycling, walking, and public transport and thereby reduce the demand for on-site parking spaces. Any approved Travel Plan would be fully implemented at all times when the development is in use.

The estate would be managed by a Management Company and on site managers would control vehicular access and movement across the development. Permissible

hours for servicing would be contained within each of the unit leases together with behaviour and control measures.

Once the masterplan is complete, the primary servicing routes would be via Brancaster Road and from Princess Street. A second, restricted route is also proposed forming a loop along Medlock Place and around the west side of The Green. This would share public realm areas and would only be available at restricted times.

192 cycle parking spaces would be provided within the basement of the adjacent Vita operated buildings which equates 1 cycle parking spaces for every 2 residents (50% provision) and reflects the level approved for Plots 10 and 11 (app ref no 110055).

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

### **Crime and Disorder**

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

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

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

### **Archaeological issues**

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

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

### **Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure Strategy (B&GIS).**

There are currently no trees on the site that would need to be removed to allow this development to be delivered.

A Habitat Survey highlighted no areas of habitat of nature conservation interest within this section of the Masterplan site. Habitats on the site were considered to be of low value to foraging and commuting bats. It is not therefore considered that there would be any significant impacts upon ecology and nature conservation.

The proposed public realm and green roof would provide habitat for a number of different species and create opportunities to enhance and create new biodiversity and ecological value on-site. This would include the use of native tree species. The planting and the provision of bird and bat boxes and bricks throughout the Masterplan area would provide habitat enhancements and increase biodiversity.

Tree planting within the site and along site boundaries would enhance the quality of the environment helping to establish a green character and sense of place. The correct choice of trees, planted in the right conditions with proper maintenance are fundamental to maximise the life cycle of the trees and have all been considered within the design proposals.

The proposals would accord with the Vision of the Manchester B&GIS by creating high quality open space with improved links to the wider green and blue infrastructure within Circle Square. The proposal links to Medlock Square and Medlock Place. The Green would one of the largest areas of public space in the city centre. Access to a walkway along the River Medlock would be available via Medlock Place and Charles Street which would draw people into Circle Square and the Green Infrastructure provided within it.

The attractiveness of the landscaping proposals and the improved access from Charles Street will enable members of the public to appreciate green and blue infrastructure.

In view of the above the proposals are considered to be consistent with policy EN15 of the Core Strategy and the aims and objectives of the B&GIS.

### **Waste and Recycling**

Common refuse and recycling facilities would be provided within a dedicated bin store within the basement. Bin stores and collection frequency would reflect the number of residential and commercial units. The residential occupiers of Plot 9 would have household bins within their demise and they would take that waste in refuse sacks to the bin. It would be the responsibility of the occupier to separate the waste at source and put that into the appropriate bin.

There would be a need for frequent collections to address the volume of refuse that would be generated. The storage area has been designed with the following provision:

Residential Bin Store - General Waste 4x1100litre bins, Pulpable Paper/Card 2 x1100litre bins, Co-Mingled Glass /Metal/Plastics 2 x1100litre bins and Food Waste 1 x1100litre bin.

Commerical unit (including potential restaurant) Bin Store (within own demise)  
General Waste 1x240litre bin, Pulpable Paper/Card 1x600 litre bin, Co-Mingled Glass Metal/Plastics 1x600 litre bin, Food Waste 1x1100 litre bin.

The commercial occupiers would have bins stores within their own demise. Bars or other occupiers that generate significant volumes of glass waste would use a

wheeled bottle skip to transfer glass waste to the central bin store. Large volumes of organic waste would be collected in food caddys and transferred by hand. It would be the responsibility of the occupier to separate the waste at source and put that into the appropriate bin. That waste would then be transferred to the bin store by the occupier's staff or their cleaner under their direction. The waste operators or the site management staff would wheel the bins out to the collection point on Charles Street at the collection time as agreed with the waste collection company.

In view of the above it is considered that on balance the level of provision for refuse and recycling and its management is acceptable and consistent with Core Strategy policy DM1 and the MCC Guidance GD04, British Standard 5906-2005 as well as the forecasts from WRAP for restaurant type uses.

Consideration has also been given to the National Regulations on Recycling, Storage and the Duty of Care for producers and handlers of waste

### **Flood Risk and Sustainable Urban Drainage Strategy**

The risk of flooding from rivers and sea ranges from low to high across the site. The eastern part of the site is located within Flood Zone 3 (high risk) and the remainder within Flood Zone 2 (medium risk).

A Flood Risk Assessment has assessed all potential sources of flooding including: tidal, fluvial, surface water, groundwater, sewers and infrastructure failure. This has been carried out in a worse case scenario basis with the approved Phase 1B Development (which includes Flood Zones 1, 2 and 3a indicating that the risk of flooding from rivers and sea is low in Flood Zone 1 areas, medium in Flood Zone 2 areas and High in Flood 3a areas) and with proposed development in place and assesses potential impacts on flood risk, drainage and water resources during the construction and operational phases of the scheme. The Assessment recommends mitigation measures for both the construction and operational phases of all developments within the Masterplan Area which are capable of being a of any consent granted. Proposed mitigation for assessed flood risk includes flood compensation including the location of less vulnerable uses at ground floor level.

The sources of flooding that are considered to be low risk at the site are tidal flooding, canal flooding, surface water flooding to the site, groundwater and sewer and highway drainage. The sensitive receptors in relation to flood risk, drainage and water resources are construction workers, site end users, local watercourses, sewerage infrastructure and groundwater.

The site lies within the Core Critical Drainage Area within the City Council's Strategic Flood Risk Assessment which requires a 50% reduction in surface water run-off as part of any brownfield development. There have been changes to climate change guidance since the masterplan was agreed however the applicants state that the Environment Agency have confirmed that the principles agreed in the original Phase 1A and 1B consultations can be applied to Plot 9

Sites are not precluded from development purely based on risk where that risk can be appropriately managed. Therefore, the City Council do not require a sequential



test as set out in the NPPF, but rather, require that at any development classed as 'vulnerable' is situated in the least vulnerable areas.

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

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

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

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

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

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

A management strategy would be put in place to allow early warning of flooding to allow evacuation, particularly in relation to buildings which are accessed from Charles Street. The proposed development would not have a below ground basement level.

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

Site drainage would be designed in accordance with current best practice to provide adequate capacity to prevent flooding for the 1 in 30 year storm event and to ensure the flood water generated from up to the 1 in 100 year plus climate change storm event shall be constrained within the areas on site so as not to cause damage to buildings, essential services or adjoining developments and services. It is unlikely

that infiltration (soak-away) drainage would be practical on the site and any SUDS requirement should be met by an alternative method such as tanked storage.

The surface water from the north-western parcel of the site, which would include the proposal would outfall into an existing surface water sewer on site, prior to its connection off site into the surface water sewer in Oxford Road. United Utilities have confirmed that this parcel can be discharged into the existing surface water sewer at an unrestricted rate. The proposed surface water drainage would comprise of cellular below ground tanks, downpipes which would connect into a piped network around the proposed buildings. Natural stone and precast concrete paving areas would be drained to filter drains. The proposed flow rates will be restricted to 50% of the pre-development flow rates with an allowance of 30% climate change for the proposed 100 year event.

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

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

### **Contaminated Land Issues**

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

### **Disabled access**

External ramped access from Charles St to Medlock Place is provided to the west of the building as part of the landscaping.

Level access to the split level retail unit is provided from both ground floor level (Medlock Place) and lower ground floor level (Charles St). Internally lift access is provided between the split levels

Level access to the residential entrance lobby is provided off Medlock Place. Internally, lift provision gives access to the Quiet Hub at lower ground floor level.

16 studios would be fully accessible. It would also be possible to convert double studios into accessible rooms should demand exist. These units would have an internal floor area of 26.5m<sup>2</sup> with larger bathroom and adequate space for turning circle next to the bed. The ability to accommodate further accessible units within the development would be provided within the lettings literature.

The scheme has been designed to be accessible to all with a number of features incorporated into an inclusive design which seek to be compliant with Design for Access 2 in terms of internal building layout and public realm design. Reception desks would include a low level desk area and a hearing loop. Lounge seating and other furniture would be spaced to allow suitable clear circulation and passing places in line with statutory guidance. The central circulation spine that gives access to the apartments provides sufficient space for easy manoeuvrability

Parking for disabled people would be provided within the MSCP (48 spaces approx 5%) with spaces on each floor above 1<sup>st</sup> floor level close to the lifts (application ref no 113832). The approved design for Phase 1A includes a number of drop off / loading bays along Brancaster Road and Medlock Place. It is envisaged that these would serve phase 1B and the whole masterplan. The bays on Medlock Place would be accessed via a controlled access point, which will be actively controlled by the on-site management team 24/7 should access to these bays be required. Where necessary, arrangements would be made through the management company for taxis to continue past the barriers on Medlock place and follow the route around The Green.

A condition is capable of being attached to any consent granted which requires that is the car park is not completed by the time that Vita becomes operational then alternative temporary provision will be made adjacent to the proposed development for disabled parking.

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

**Socio-Economic Impact** - The social and economic effects of the proposal, based on this application and the previous approvals would be positive, providing benefits that should make a considerable improvement to the lives of people living in areas surrounding the site

Temporary construction jobs would be created followed by permanent full-time jobs when the development is complete and fully operational. Major beneficial effects upon employment during Masterplan delivery are estimated to include creation of 1,264 full time jobs over the 3 year construction phase. Beneficial effects on local expenditure are predicted during construction, as workers in the local area would spend money in local businesses, and are anticipated to create economic multiplier effects within the supply chain.

Operational effects would be beneficial as the 1,550 residents would benefit the local area. The provision of enhanced facilities, including public real and landscaped amenity areas, are also anticipated to have beneficial effects.

Around 3,476 jobs would be at the site. The expenditure effects of this have been judged to be major beneficial, as increased residents, visitors and workers would spend money in the area and boost the local economy.

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

**Consideration of alternative Locations** – This is a large strategic site within a key area of Manchester City Centre. It is subject to an endorsed Strategic Regeneration Framework and masterplan. Alternative locations for regeneration within the city centre were considered at an earlier stage of the planning process and this has defined the profile of activity now proposed for the site. It would form a natural extension to the City Centre, and should deliver economic, regeneration, and employment benefits which would contribute to wider strategic aims of the region. It is brownfield land, previously in use for car parking and the use proposed is acceptable.

### **Response to Places Matters Comments**

The design has been developed to reflect the comments raised. The symmetrical plan and the relationship of the bay window is a response to the need to balance a number of factors such as Fire regulations, which dictate dead-end corridor lengths etc.

The bay window aligns with Medlock place, whilst the corner would be visible from the Green. It would be the focus of Medlock Square and identify the entrance to the building. The view from, and to the building from the Green is important to the drawing of people through the site.

The operational management team would ensure that internal furniture and fixtures do not clutter and compromise the external appearance. Balconies were rejected due to management and safety issues. The overall proportions have been developed to create a top, middle and base. A series of columns frame the glazed active frontages. The design is characterised by a series of horizontally banded set of windows which increase in height as you rise up the building.

Further work has been done to the brick module with a simple soldier course identifying horizontal bands and the piers expressed in a similar manner. The gable ends have a regularised vertical grid.

The roof design relates to the parapet heights of plots 5/6 and 7/8. The top two floors of studios have a lighter treatment with the bricks thinning down to express the structure and party walls between rooms.

### **Response to objectors' comments**

The majority of the comments have been dealt with above but in addition the following is noted:

- The accommodation would not be student halls and would provide a serviced product for which there is known demand which is attractive to students who in turn would bring wider benefits to the local economy.
- The residential accommodation included within Circle Square would contribute to the creation of a high quality and sustainable urban neighbourhood.
- The accommodation could be occupied by non-students for short/medium term lettings, as serviced apartments. These are not student halls or crash pads.
- There is no affordable housing requirement for this type of accommodation.

## Conclusion

The student market is competitive and Manchester must ensure that its offer is attractive students and has the necessary infrastructure to attract them, including those from outside the UK. The proposal would offer a product that is known to be attractive to international and post graduate students.

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

However the SRF acknowledges that in order to strengthen the ‘sense of place’ at the site and ensure that it is able to attract employment generating uses, a wider range of complementary uses and ancillary facilities would have to be delivered at the earliest available opportunity and these additional Serviced Apartments can therefore be seen as key element of place-making at the site which would help to attract employer investment whilst not exceeding the specified level of floorspace that could be given over to such uses within the SRF.

The current condition of the site is considered to be a negative element within the streetscapes to Charles Street and in terms of wider townscape quality. There is the clearly considerable capacity for change within the site which could enhance the setting of adjacent heritage assets and wider townscape.

The proposals would not affect the setting of any Heritage Assets. and S66 and S72 of the Listed Buildings Act require that considerable weight is given to preserving the setting of the listed buildings and conservation areas as required. It is considered that any harm caused would be less than substantia and on balance, the public benefits outweigh the harm caused thus fulfilling the requirements set out in paragraphs 132 and 134 of the NPPF.

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

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

**Recommendation      APPROVE**

#### **Article 35 Declaration**

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

#### **Conditions to be attached to the 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:

(a) Site location plans 1863/P/0500/A, 1000/A and 1001/A;

(b) 1863/P/2001/A, 1863/P/2002/A, 1863/P/2003/A, 1863/P/2008/A;

(c) 1863/P/2700/A, 1863/P/2701/A, 1863/P/2800/B, 1863/P/2801/B  
1863/P/2810/A, 1863/P/2812/B, 1863/P/2813/A;

(d) 1863/P/3100/B, 1863/P/3101/B, 1863/P/3102/B;

(d) Refuse collections plan 1863/SK/170203/NO-01 (subject to bins being removed from the pavement following collection);

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

(f) Recommendations contained in CWC Energy Statement dated 08-12-16 and SAL's Breeam 2014 Stage 2 Pre-assessment Tables dated 02-12-16; and

(g) Recommendations in sections 4,5 and 6 of the Crime Impact Assessment Version A dated 15/12/16; and

(h) Recommendations and measure set out in the Vectos Waste Management Strategy VN50526 Dec 16.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP 1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN 8, EN9, EN11, EN14, EN15, EN 16, EN17, EN18, EN19, DM 1 and PA1 saved Unitary Development Plan policies DC18.1 DC19.1, DC20 and DC26.1.

3) The development hereby approved shall 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 within 6 months of Practical Completion of each building hereby approved.

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

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

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

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

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

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

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

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

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

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

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

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

\*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.

\*A community consultation strategy which includes how and when local businesses and residents will be consulted on matters such out of hours works and that any



proposal for out of hours works (as below) will be submitted to and approved by the Head of Environmental Health, the details of which shall be submitted at least 4 weeks in advance of such works commencing.

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

has been submitted to and approved in writing by the City Council as local planning authority. The approved CMP shall be adhered to throughout the construction period and the development shall thereafter be fully implemented in accordance with the plan.

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policies DM1, EN14 EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG).

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

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

9) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in

accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

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

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

11) No development associated with the implementation of the Green roofs or the public realm shown in sections 7.4 and 7.5 of the Design and Access Statement dated December 2016 shall be submitted and approved in writing by the City Council as Local Planning Authority to include an implementation timeframe and the following:

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

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

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

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

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

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

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

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

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

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

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

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

15) No part of the development shall be occupied unless and until details of a parking management strategy for residents has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

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

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

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

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

Reason

In the interests of amenity pursuant to Core Strategy policy DM1

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Reason

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

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

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

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

Reason

In the interests of amenity pursuant to Core Strategy policy DM1

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

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

27) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with:

- (a) the residential development; and
- (b) any of the commercial uses;

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

28) Before the development commences a scheme for acoustically insulating and mechanically ventilating the residential accommodation against noise from adjacent roads shall be submitted to and approved in writing by the City Council as local planning authority.

The approved noise insulation scheme shall be completed before any of the dwelling units are occupied. Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed in the residential accommodation shall be submitted and agreed in writing by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation.

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

29) Before any Class A3, Class 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 premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

The approved noise insulation scheme shall be completed before the unit is first occupied. Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed in the residential accommodation shall be submitted and agreed in writing by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation.

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

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

- a) Identify, before the development commences, the potential impact area in which television reception is likely to be adversely affected by the development. The study shall be carried out either by the Office of Communications (OFCOM), or by a body

approved by OFCOM and shall include an assessment of when in the construction process an impact on television reception might occur.

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

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

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

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

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

32) In the event that the developments within Phase 1B (application ref no's 111025, 111026, 111027 and 111028 have not commenced on site prior to occupation of the development approved by this application details of any temporary access requirements and the temporary treatment to plots 2,3,4, 5, 6, 7,8 and 14 including a delivery timetable shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall thereafter be fully implemented in accordance with these details.

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



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

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

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

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

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

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

36) Before the development hereby approved is first occupied details of provision of temporary disabled parking locations adjacent to the building shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - To ensure that satisfactory disabled access is provided if the adjacent proposed multi storey car park is not operational at that time with reference to the provisions Core Strategy policy DM1.

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

Reason - In the interest of visual amenity pursuant to Core Strategy Policies Dm1 and SP1.

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

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

39) Before development commences final details of the location of air intakes for mechanical ventilation shall be submitted to and approved in writing by the City Council as local planning authority.

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

### **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: 114863/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:**

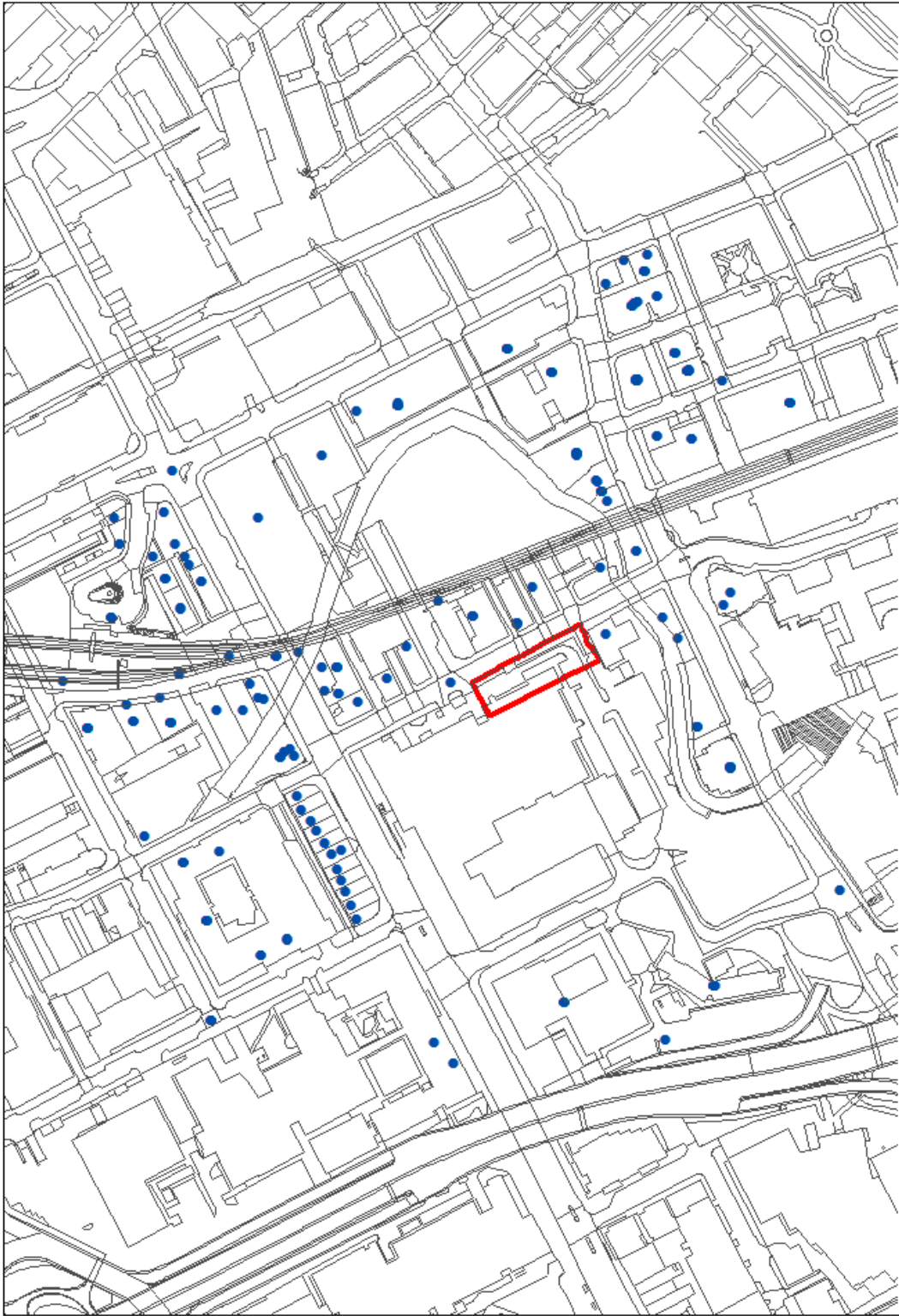
Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
Corporate Property  
MCC Flood Risk Management  
Travel Change Team  
Housing Strategy Division  
City Centre Regeneration  
Greater Manchester Police  
Historic England (North West)  
Environment Agency  
United Utilities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

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

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

Flat 44 Velvet House 60 Sackville Street, Manchester, Manchester, M1 3WE  
Flat 44 India House, 73 Whitworth Street, Manchester, M1 6LG

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



 Application site boundary  Neighbour notification  
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