

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
114882/FO/2016	21st Dec 2016		Ardwick Ward

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114888/LO/2016	22nd Dec 2016		Ardwick Ward

**Proposal** Phase 1: Partial demolition of existing link bridge and construction of a six storey building for Office (Use Class B1a), Research and Development (Use Class B1b), Clinic, Health Centre, non residential Education and Training (Use Class D1), including external repairs to the Chapel, servicing, highway works, temporary landscaping and relocation of six car parking spaces; and Phase 2: Partial demolition of existing north and central rear wings of Old St Mary's Hospital, refurbishment of retained buildings, including the Chapel, and construction of a seven storey building for Office (Use Class B1a), Research and Development (Use Class B1b), Clinic, Health Centre, non residential Education and Training (Use Class D1), retail (Use Class A1) and Café / Restaurant (Use Class A3), associated servicing, highway works and permanent landscaping.

**Location** Old Saint Marys Hospital, Manchester Royal Infirmary, Oxford Road, Manchester, M13 9WL

**Applicant** Central Manchester University Hospital NHS Trust, & Manchester Science Partnership, C/O Agent

**Agent** Mr John Cooper, Deloitte LLP, 2 Hardman Street, Manchester, PO Box 500, M60 2AT

**Proposal** LISTED BUILDING CONSENT Partial demolition of, and alteration to the Old St Mary's Hospital buildings and curtilage structures, remediation and repair works and refurbishment of the Old St Mary's Hospital buildings.

**Location** Old Saint Marys Hospital, Manchester Royal Infirmary, Oxford Road, Manchester, M13 9WL

**Applicant** Central Manchester University Hospital NHS Trust, & Manchester Science Partnership, C/O Agent

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## **Background**

The development of City Labs 1 at the former Royal Eye Hospital was completed in 2014 and provides clinical and research & development floorspace. It is a science and innovation centre, which enables early stage companies to develop new healthcare solutions close to the clinical workplace. The building supports CMFT's translational capability and its capacity to continue as leaders in healthcare innovation. CityLabs 1 is fully occupied, creating approximately 400 jobs and has contributed to the ongoing success of the Corridor Manchester.

Further flexible floorspace is required to meet demand and support the growth objectives of the hospital trust and Corridor Manchester. CityLabs 2 and 3 would be the next phase of a 10 year partnership between CMFT and MSP to deliver modern hospital services in the context of health and social care devolution.

The proposals would grow the clinical cluster based around CityLabs, the hospital and the academic and life science institutions within the surrounding area. It would help to create clinical cluster of international significance, creating high order employment and grow the City's reputation for world leading clinical research.

The Site comprises two separate pieces of land. The first is 1.22 ha and is bounded by Oxford Road, York Place, the Boulevard and Hathersage Road. The second, is 235sqm and is the south of the Children's Ward, and is bounded by a hospital access road, two car parks and a pavement. The Site is not fall within a Conservation Area.

The main site comprises the Old Saint Mary's Hospital and Chapel, which are Grade II Listed and are in partially used as clinical facilities (Use Classes D1 / B1). The eastern part is used for temporary car parking.

The CMFT campus includes a range of large hospital buildings. There are grassed areas along the Boulevard, providing public amenity space. The Whitworth Art Gallery (Grade II) and Whitworth Park lie across Oxford Road.

Wilmslow Park House, which comprises basement car parking, ground floor retail units, and student accommodation, is on the opposite side of Hathersage Road.

## **Description of the Proposed Development**

The application for Listed Building Consent proposes partial the demolition and refurbishment of the retained parts of Old Saint Mary's Hospital (Grade II), the majority of which has previously obtained consent. Some additional demolition is proposed which is relatively minor and does not include anything identified as having high historic significance.

The components to Oxford Road and Hathersage Road would be repaired with original features reinstated. Internal partitions would be removed to ensure the refurbished space is efficient and to secure the long term sustainable use of the buildings.

The upper floors of the chapel would be repaired and refurbished to create associated meeting and event space with the ground floor used for retail/café. The

ground floor would be opened up on the east and west elevations to increase the active retail frontage and improve accessibility. The link and boundary walls along Hathersage Road and Oxford Road would be partially demolished to encourage permeability into and out of the development.

The proposals would deliver modern space for clinical healthcare including flexible retail units at the ground floor. The buildings would create a substantial amount of flexible floorspace and could deliver around 650 net additional jobs. There would be additional benefits to the local economy through employee expenditure, increased supply chain demand and jobs created during the construction period.

Citylabs 2 would form the first phase and would include the repair works to the Chapel which would improve its fabric and minimise future refurbishment. Citylabs 2 would be set back at ground floor to respond to the scale of the Children's Ward building along Hathersage Road. At the centre of the site, the ground and first floors would be set-back to align with the retained Chapel building. This would create long views of the Chapel from the Boulevard. Citylabs 2 would have the same elevational treatment to all frontages, with recessed areas carved out of the main block clad in alternative materials. The main body of the building would be formed in flush, cap-less curtain walling, with an etched design. A recess at level 5, and the plant area screen, would be clad in ribbed fibre-cement panels. The recess on the Hathersage Road elevation would be clad in louvres, and the recess to the main entrance would be floor to floor height clear curtain walling. The setback edges and the entrance canopy soffit will be clad in a bright coloured anodised metal panel.

Citylabs 3 would form the second phase. The ground and 1st floors would be stepped back to create a visual connection between the Old St Mary's building and Citylabs 3 but still allow the new build to appear as an architectural object. This would be re-inforced by a decorative screen that would be wrapped around floors 2-5, in a similar manner to Citylabs 1. The 6th floor and plant level would be set back to reduce the mass of the building.

Citylabs 3 site would be formed from materials that create varying degrees of transparency, layering and a sense of uniformity. External cladding material would include a combination of clear and opaque panels. The proportions of the facade relate to the retained wings of Old St Mary's and provide a hierarchy of ground, middle and top.

The decorative screen would be a pre-finished metal that would wrap around the building. It would be set 900mm from the face of the curtain walling and replicate the depth and feel of the façades of the retained buildings. It would be coloured silver/white to establish a visual link to historic buildings and new hospital buildings.

It is intended that the mullions to the curtain walling at the 7th floor would be continued up to the plant level and in-filled with louvres to provide the ventilation requirements for the plant equipment. This would visually link the two levels to form the top of the building.

Hard and soft landscaping and public realm works are proposed and a number of trees which have been assessed as being of low value would be removed. However, 54 trees would be planted resulting in a net increase of 43 new trees. New high

quality public realm of around 4,000 sq m would provide amenity space for staff and visitors and would be available to occupiers, residents and visitors within the wider the wider area.

A new pedestrian route would be provided between Hathersage Road and the corner of York Place and the Boulevard for use during the daylight hours. The route would encourage movement through the site, which would add vibrancy to the public realm and generate greater footfall to the proposed retail units. The public realm would create an attractive setting for the new buildings. It would be open at all hours and lighting would enhance the place and the architectural quality of the buildings. A courtyard would be created between the retained listed buildings and CityLabs 2 and 3 which would be closed at night.

The proposal does not include any additional parking spaces. However, 267 spaces would be reserved and available within the existing Grafton Street Multi-Storey Car Park. These existing spaces were originally allocated for CityLabs1 but demand has been limited.

104 cycle spaces are proposed which is split between secured, covered spaces and publically accessible Sheffield stands. The publically accessible spaces would be in visible locations and, where possible, under cover.

Vehicle bays on Hathersage Road and York Place would provide for servicing. A mix of shared and private waste storage facilities would be provide across the site for commercial and clinical waste. There would be separate storage of recycled waste. Please refer to the Design and Access Statement, Transport Statement and Waste Strategy for further details of servicing and waste arrangements for the proposed development.

## **Consultations**

**Publicity** – The occupiers of adjacent premises have been notified by letter 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 also placed adjacent to the site. No representations have been received.

MCC Flood Risk Management – recommends conditions to control sustainable surface water drainage and in order to manage the risk of flooding and pollution.

United Utilities Water PLC – no comments received.

Environment Agency – recommends conditions controlling works which may affect aquifers and in order to protect groundwaters.

Ministry Of Defence – no comments received.

Highway Services – recommends conditions controlling: access and egress of servicing and delivery vehicles; layby design; a service management strategy; trip

generation models; upgrading of bus stops; further development submission and implementation of a travel plan; and a construction management plan.

Environmental Health – recommends conditions controlling: delivery times; fumes vapours and odours; submission of a construction management plan; external lighting scheme light levels; noise from external equipment; and ground contamination.

Neighbourhood Team Leader (Arboriculture) – confirms no objection.

City Centre Regeneration – no comments received.

Environment & Operations (Refuse & Sustainability) – no comments received.

Travel Change Team – no comments received.

South Neighbourhood Team – no comments received.

Greater Manchester Police – no comments received.

United Utilities Water PLC – no comments received.

Historic England (North West) – did not wish to offer any comments.

Transport For Greater Manchester – recommends conditions controlling: junction modelling; site accessibility including via cycle; and the development submission and monitoring of a Travel Plan.

Greater Manchester Archaeological Advisory Service - is satisfied that there is no need for any further archaeological requirements to be placed upon the applicant.

Greater Manchester Ecology Unit – recommends conditions to protect birds and bats including their nests and roosts and wild mammals; and a condition controlling landscape management.

Greater Manchester Pedestrians Society – no comments received.

Corridor Manchester – no comments received.

Manchester Metropolitan University – no comments received.

University Of Manchester – no comments received.

Central Manchester University Hospitals NHS Foundation Trust – no comments 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, CC1, CC6, CC7, CC8, CC9, CC10, EC8, EN1, EN3, EN6, EN8, EN14, EN19, T1, T2, and DM1. for the reasons set out below.

### Saved UDP Policies

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

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

SO1. Spatial Principles - 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 throughout the operation of the proposed development.

S05. Transport - seeks to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This development would be in a highly accessible location, close to all modes of public transport and would reduce the need to travel by private car and make the most effective use of existing public transport facilities.

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

- mitigate and adapt to climate change;
- support biodiversity and wildlife;
- improve air, water and land quality; and
- improve recreational opportunities;

- and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

### Relevant National Policy

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

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

The proposed development is considered to be consistent with sections 1, 2, 4, 7, 8, 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 site is specifically identified as a potential employment area within The Corridor. The proposal does comply with the type of activity described in this Policy.

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

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

NPPF Section 2 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) - One of the spatial principles is that the Regional Centre will be the focus for economic and commercial development, leisure and cultural activity, alongside high quality city living. The proposal fully accords with the aims of this Policy.

Policy EC1 – (Land for Employment and Economic Development) – The proposal would support the City's economic performance and by developing a site on the fringe of the City Centre, spread the benefits of growth across the City thereby

helping to reduce economic, environmental and social disparities and creating inclusive sustainable communities. The application site is well connected to the City's existing transport infrastructure and as such the development would be well placed to maximise the promotion of walking, cycling and public transport use.

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

Policy EC 8 (Central Manchester)- identifies the area as being capable of providing the majority of the 14ha of employment land expected to be delivered in Central Manchester over the plan period. The policy notes that the Council will promote development that has regard to: opportunities offered by key transport routes; ensuring employment complements the wider uses within the city centre; improving connectivity; and creating a positive sense of place. The delivery of the proposal and the significant amount of public realm would help to create a sense of place. The proposal also promotes better connectivity between the site, Oxford Road and the wider city centre and wider hospital 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, Upper Brook Street bus corridor and Metroshuttle routes and therefore should exploit opportunities for the use of sustainable transport modes. A Travel Plan would facilitate sustainable patterns of transport use and the City Centre location would minimise journey lengths for employment, shopping, leisure, education and other activities. The proposal would contribute to wider sustainability and health objectives and give people a real choice about how they travel. It would help to improve air quality and should encourage modal shift away from car travel to more sustainable alternatives. The development would also include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

NPPF Sections 7 (Requiring Good Design), and 12 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policy DC19.1 (Listed Buildings) - The proposed development has been the subject of significant design consideration and consultation. It would be a high density development, maximising the use of land and would be appropriate to the City Centre context. High quality buildings are proposed and would help to raise the standard of design more generally in the area. The proposed development would contribute positively to sustainability and place making and would bring significant regeneration benefits. The integration into the natural and built environment would improve connections with local communities.



The proposal would enhance the character of the area and the overall image of Manchester. The design responds positively at street level and would improve permeability and provide a visual linkage between the City Centre, The Corridor and the HEP.

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

The Heritage Statement and NPPF Justification Statement demonstrate that the proposals would not result in any degree of harm to the setting of the Grade II listed buildings (Chapel and St Mary's Hospital) sufficient to outweigh the public benefits of the scheme.

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

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

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

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

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

The proposal would introduce high quality, distinctive buildings of an urban scale considered appropriate which would make a positive contribution to the townscape. The proposal would have an impact on the setting of the Chapel and St Mary's hospital. However, this considered to be acceptable when balanced by the beneficial aspects of the overall development including the design of the proposed extension.

Historic England does not object to the proposals.

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

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

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

NPPF Section 11 (Conserving and enhancing the natural environment), Core Strategy Policies EN 9 (Green Infrastructure), EN15 ( Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - the proposal 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 concludes that there is no conclusive evidence of any specifically protected species regularly occurring on the site or the surrounding areas which would be negatively affected by site development following the mitigation proposed. The development would be highly accessible by all forms of public transport and would reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

The development would be consistent with the principles of waste hierarchy. A Waste Management Strategy 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.

NPPF Section 12 (Conserving and enhancing the historic environment) Policy EN3 Heritage and saved UDP Policy DC19.1 (Listed Buildings). - Paragraph 128 of the NPPF states that local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and

no more than is sufficient to understand the potential impact of the proposal on their significance. At paragraph 131, the NPPF states 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 the conservation;

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

The proposals are supported by the accompanying Heritage Statement and Heritage Chapter in the Environmental Statement. The proposals will clearly make a positive contribution to vitality of this part of the city and therefore enhance the character and distinctiveness of the setting and group value of the listed buildings. Consequently the proposals are demonstrably consistent with the conservation of the buildings and the character of the wider area and therefore accord with the requirements of paragraph 131 of the NPPF.'

Policy DM1 Development Management - All development should have regard to the specific issues including: effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and, green infrastructure. The application is supported by an Environmental Statement which includes chapters in relation to Noise and Transport. A Waste Management and Servicing and Ventilation Statement will also be submitted in support of the application. The application is also supported by a Crime Impact Statement. These reports assess the impact of the proposals upon the local environment, recommend mitigation measures where necessary and conclude that the proposals will not have an adverse impact on the amenity of surrounding users.

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

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

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

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.

### **Environmental Impact Assessment**

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations (as amended 2011) and Circular 2/99 ('The Regulations').

The Proposed Developments are "Infrastructure Projects" (Schedule 2, 10 (b)) as described in the EIA Regulations. It has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the Development.

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.

### Legislative requirements

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

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

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

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

### **The Scheme's Contribution to Regeneration**

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the Region and is crucial to its longer term economic success. Manchester's population grew by 19% between 2001 and 2011 making it the fastest growing city in the UK outside London. The Greater Manchester Forecasting Model, prepared by Oxford Economics 2015, forecasts growth between 2014 and 2024 of around 128,300 more people, 109,500 net new jobs and £17.3 billion more GVA. Manchester's economic success has been driven by its role as the leading educational, professional and business service centre outside of London, its global connectivity through Manchester International Airport, the growth of business and leisure tourism. The proposal would continue the City's economic growth and would complement the City's research and learning facilities, supporting pioneering developments at the Universities and helping to maintain the City's position in world leading research.

659 new, high order jobs would be created and further jobs would result from construction and increased demand on the supply chain. The proposal would help to grow the clustering and agglomeration of the knowledge based economy within Corridor Manchester. It would contribute to the medical research and create the opportunity for healthcare professionals, scientists and complementary businesses to interact and share knowledge

The existing buildings are used by a variety of clinical healthcare occupiers. It is non-residential, but daybeds allow for recuperation following medical procedures. The occupiers also carry out research and development, as well as ancillary office functions. The proposal would operate within the same Use Classes and would provide some ancillary space for retail use.

## Scale and Massing

This Old St Mary's buildings comprise the principal building, the Children's Wing and the Chapel. The new build elements respond to the scale and massing of these buildings through a series of set-backs at the upper levels. The ground and 1st floors of CityLabs 3 would step back to create an acceptable transition between the existing Old St Mary's building. It would appear as a distinct architectural object rather than extension and the provision of a decorative screen wrapped around floors 2-5, in a similar manner to CityLabs 1 would re-inforce this. The overall design, massing and set-backs would result in a building that is sensitive to the form of the existing building.

Citabs 2 would be set back at ground floor to reflect the scale of the Children's Ward building along Hathersage Road. The ground and first floors at the centre of the site have been set-back deep into the plan to align with the retained Chapel building. This would create long views of the Chapel from the Boulevard.

## Heritage

The proposal requires the demolition of the north and central rear wings of the Old Saint Mary's building. Planning Permission for partial demolition of the listed building was granted in 2010 and so the principle of the majority of the proposed demolition has previously been accepted. Some additional demolition is required, predominantly to the rear and would not affect the most significant parts of the listed building. This is considered to be less than substantial harm and therefore it is necessary to assess whether this level of harm is outweighed by the public benefits that would be delivered by the proposal.

New clinical healthcare occupiers would enhance and develop healthcare knowledge, expertise, skills and employment, all of which would make a strategic contribution to the objectives of Corridor Manchester and the quality of healthcare service within Manchester and the City Region.

The refurbishment and extension of Old Saint Mary's building would provide grow on space for clinical healthcare companies and free up existing incubator space for new start-ups. This would enable a pipeline of companies to be established which would lead to future GVA growth. It is estimated that the new floorspace would support the creation of 659 direct jobs (FTE), over and above existing jobs, in addition to in-direct jobs arising from construction and the supply chain associated with the new workforce.

Networks and connections would be created across sectors and within supply chains to improve creativity and the spread of innovation. Direct access to clinicians would assist with the design and development of products and the nurturing of new companies and ideas would increase inward investment and attract venture capital.

The retained buildings would be sensitively repaired and restored to secure their long term sustainable use for healthcare operations. It would reinvigorate the existing site, replacing low-quality floorspace with a high quality new development. It would make a significant contribution to a growing clinical healthcare cluster and provide space

that is needed for research, economic growth and for the enhancement of the area's healthcare and learning attributes.

The vitality and vibrancy of the Main Site would be enhanced with wider positive impacts across the campus. It would deliver new public realm that would provide amenity for staff and visitors and help health & academic communities to interact and collaborate. The active uses would animate the public realm and the atrium and would provide amenity that is limited at present.

New pedestrian routes would be created through the site and into / out of the hospital campus. These would help to activate the new public realm and enable the campus to be more accessible.

The proposal would involve the loss of historic fabric in order to deliver the proposal. The impact of this has been fully assessed and the level of harm is considered to be less than substantial. The public benefits of the scheme set out above would be considerable. Therefore, notwithstanding the considerable weight that must be given to the preservation of the building as set out in Section 66 of the Listed Building Act, it is considered that the public benefits do outweigh the level of harm that would occur.

### **Archaeology**

An Archaeological Assessment identifies four potential sites of below-ground interest but it is likely that only two have buried remains as the others are likely to have been removed during twentieth century development, particularly when St Mary's Hospital was built in 1909. The sites of interest comprise late nineteenth-century housing, although any buried remains of these buildings would be considered to be of low local importance.

The archaeological assessment concludes that further archaeological investigation of the site is not warranted as any potential remains are of low local importance.

### **Transport and Access**

The Site is immediately adjacent to Oxford Road Bus Corridor; one of the most heavily used bus routes in Europe and the subject of major investment through the Bus Priority Package. Oxford Road accommodates routes across Greater Manchester and into the city centre, which provides accessibility to a range of sustainable transport modes including Metrolink and the National Rail services. Oxford Road is used only by buses and taxis between 6am and 9pm.

The Site is within a 30 minute walking distance of the City Centre. There are a number of transport links within 500m of the site with bus stops on Upper Brook Street and Oxford Road, which provide services across the City and the Region. The development proposals also propose improved pedestrian crossings to the east of the Main Site at Hathersage Road.

A Transport Statement provides details of the servicing arrangements. The plant service zones, bin store and service lift and stair in CityLabs 3 open onto a layby on York Place. Those in CityLabs 2.0 open onto a layby on Hathersage Road. This

The site is located close to two large multi-storey car parks which serve the CMFT Campus at Grafton Street MSCP and Hathersage Road MSCP. Around 267 spaces have been allocated within the Grafton Street MSCP for this proposal. The demand for car parking spaces from CityLabs 1 has been less than anticipated due to its accessible location. The site is in a sustainable location and the uptake at CityLabs 1 indicates that the parking requirements of future occupiers would be met. The approach to parking provision would promote a sustainable approach to the use of public transport, but also ensuring the car parking space is available.

### **Cycle Parking**

104 cycle spaces are proposed which is split between secured, covered spaces and publically accessible Sheffield stands. The publically accessible spaces would be in visible locations and, where possible, under cover.

### **Energy and Sustainability**

The Energy Strategy submitted with this application summarises how the proposed design strategy makes the best possible contribution to minimising CO2 emissions in accordance with the MCS12 energy hierarchy and in doing so demonstrates that the proposed development accords with requirements contained within adopted policies. The methodology of this Energy Strategy follows the guidance set out in the MCS12 Appendix A. Policy EN6 requires a 15% improvement on Part L 2010. Since the adoption of the MCS12, Part L 2010 has been superseded and therefore, all assessment has been undertaken using the latest Part L 2013. The revised Part L 2013 corresponds to an equivalent 9% reduction in CO2 targets for non-dwellings. However, this strategy assumes a 'worst case' scenario and has sought to exceed a 15% reduction in CO2 targets above Part L 2013.

CityLabs 3.0 comprises both new build and refurbishment elements and so the refurbishment works to the Old Saint Mary's building are not assessed under Part L2A. Following consultation with the local authority it was agreed that a compliance statement would address the requirements of Part L2B.

Modelling has been undertaken on the CityLabs 2.0 building to inform the energy strategy and the calculated CO2 savings for the new building elements of the development. Modelling of CityLabs 3.0 has not been undertaken at this stage and the results of CityLabs 2.0 has been used to demonstrate compliance with the MCS12 target.

The 15% target has been exceeded, using measures from the 'Be Lean' stage of the energy hierarchy. The design has maximised the most cost effective and practical measures in demonstrating the required CO2 savings:

**Be Lean:** A wide range of passive and energy efficiency measures are incorporated in the design, including high levels of building air tightness, good levels of internal daylight reducing reliance on artificial lighting, efficient artificial lighting and controls, as well as high efficiency building services that exceed Part L:2013 requirements and reduce the overall CO2 emissions of the scheme;

**Be Clean:** The design allows for future provision of CHP through allowing for space in the riser and necessary pipework. District heating is not included in the scheme as it is not located within proximity of a planned district heating network; and



Be Green: Renewable energy opportunities have been reviewed, although none have been highlighted as being viable for this site.

## **Environmental Impacts**

### Flood Risks

The Site lies within Flood Zone 1 (as defined by the Environment Agency's flood zone map) and is therefore at low risk of flooding. The application is supported by a Flood Risk Assessment and Drainage Strategy prepared by Arup, which provides measures to ensure that the proposed development would not be at risk of flooding.

### Air Quality

The air quality effects as a result of the construction and operation of the proposal has been assessed within the EIA. The proposal lies partly within an Air Quality Management Area (AQMA) designated for NO<sub>2</sub> by MCC and the Assessment identified that it could impact on the AQMA.

Construction effects would be mitigated so there is likely to be a negligible effect from the dust. The impact of the boilers and calorifiers on long-term and short-term NO<sub>2</sub> concentrations during the operational phase would not be significant.

There could be short-term and long-term effects on air quality standards and odour thresholds through emissions from fume cupboards but these would not exceed acceptable limits and the impact on air quality would not be significant.

### Noise and Daylight and Sunlight

A Noise Assessment has identified existing background noise levels and recommended appropriate acoustic insulation to ensure noise levels are sufficiently controlled to protect the amenity of future occupiers, in the context of noise emissions arising from proposed plant.

The Daylight and Sunlight Amenity Impact Assessment demonstrates that the proposal would not materially affect the daylight and sunlight to surrounding residential properties in the context of the 2012 BRE Guidance 'Site Layout Planning for Daylight & Sunlight'.

### Wind

The proposal is not as tall as other buildings nearby and a Wind Study has demonstrated that, following incorporation of suitable mitigation measures, comfortable and safe pedestrian conditions will be achieved.

### Ecology

An Extended Habitat Survey and Bat Survey has made a series of recommendations including survey and mitigation works regarding bats and nesting birds and the

retention of mature trees. New trees and planting should include native shrubs and flowering species.

### **Conclusion**

The proposed development would make a positive contribution towards the City Council's strategic objectives for employment generation, with 659 net additional direct jobs being created over and above the existing employment on-site, as well as the indirect jobs arising from construction and increased demand on the supply chain associated with the future use and employees, and achieve high quality architectural design that makes a positive contribution to townscape, whilst refurbishing and enhancing retained heritage assets.

The successful delivery of the proposals would also directly contribute to the growth objectives of the hospital campus, as it will house clinical healthcare occupiers that will directly benefit the healthcare services in this part of Manchester.

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

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

**Recommendation**      Approve Planning Application 114882/FO/2016

### **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. The City Council officers worked with the applicant during the application process to achieve an acceptable impact on amenity, design, heritage, noise and highway safety.

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:

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, EN6, EN 8, EN9, EN11, EN14, EN15, EN 16, EN17, EN18, EN19, DM 1 and PA1 saved Unitary Development Plan policies DC20 and DC26.1.

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

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

4) Notwithstanding the details submitted with the application, prior to the commencement of development 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.

5) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination). In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

(a) The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if

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

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

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

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

\*Hours of site opening / operation

\* A Site Waste Management Plan,

\* Air Quality Plan;

\*A plan layout showing areas of public highway agreed with the Highway Authority for use

in association with the development during construction;

\*The parking of vehicles of site operatives and visitors;

\*Loading and unloading of plant and materials;

\*Storage of plant and materials used in constructing the development;

\*Construction and demolition methods to be used, including the use of cranes;

\*The erection and maintenance of security hoarding;

\*Measures to control the emission of dust and dirt during construction and;

\*A scheme for recycling/disposing of waste resulting from demolition and construction works;

\*Details of and position of any proposed cranes to be used on the site and any lighting;

\*A detailed programme of the works and risk assessments;

\*Temporary traffic management measures to address any necessary bus re-routing and bus stop closures.

\*Details on the timing of construction of scaffolding,

\*A Human Impact Management Plan,

\*Details of how access to adjacent premises would be managed to ensure clear and safe routes into Buildings are maintained at all times.

has been submitted to and approved in writing by the City Council as local planning authority. The approved CMP shall be adhered to throughout the construction period.

Reason: To ensure that the appearance of the development is acceptable and in the

interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG)

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

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

8) 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

9) 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))

10) Prior to the commencement of development final details of the landscaping works shall be submitted and approved in writing by the City Council as Local Planning Authority to include an implementation timeframe and the following:

- (a) A strategy for the planting of trees within the development site, or another agreed site(s) 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) A management and maintenance strategy for the public realm / landscaping areas.

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 Core Strategy.

11) Before development commences final details of wind mitigation measures shall be submitted to and approved by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

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

12) No development shall take place until 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 to 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 surrounding the development site 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) Prior to first occupation of the development, details of how 24 hour management of the site in particular in relation to servicing and refuse (storage and removal); 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

16) Before the areas of public realm / landscaping hereby approved are first brought into use a detailed Event Management Strategy which includes detail of the following:

(a) Details of the types of events that would be held within the space;

(b) Any temporary traffic measures that would be required to be put in place;

(d) How full access for pedestrians and service vehicles to surrounding streets and buildings would be maintained;

(e) Locations for vehicles including cranes to unload; and

(f) An Operating Schedule for prevention of crime and disorder and prevention of public nuisance shall be submitted and agreed in writing by the City Council as Local Planning Authority.

Reason - In the interests of highway safety and amenity 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

17) The following details shall be submitted and agreed in writing before first occupation of the buildings:

(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

18) 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

19) 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.

20) The development hereby approved shall include for full disabled access to be provided to all areas of public realm / landscaping 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.

21) 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.

22) Before the development hereby approved is first occupied confirmation of the flood evacuation plan is in place and has been agreed with the relevant authorities and that the development is signed up to EA's Flood warnings direct alert system



shall be submitted to and approved in writing by the City Council as Local Planning Authority.

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

23) Prior to first use of the public realm / landscaping 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 25) Final details of the method of extraction of any fumes, vapours and odours from 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.

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

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

25) 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.

26) 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.

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

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.

28) The building hereby approved shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse for the development 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.

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

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

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

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

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level

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

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

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

31) Notwithstanding the details submitted with the application, prior to the commencement of development a programme for the issue of:  
(a) full details of vehicular access and egress routes onto and from the development site; (b) full details of vehicular routes for servicing, collections and deliveries; (c) revised details of layby design and bus stops; (d) junction modelling; and (e) cycle routes shall be submitted for approval in writing by the City Council, as Local Planning Authority. Details submitted in compliance with this condition 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 development is acceptable to the City Council as local planning authority in the interests of highway safety and amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

32) No part of the development hereby granted permission shall be commenced unless and until a survey of the site in a form and carried out by a person previously approved in writing by the local planning authority has been carried out and demonstrates to the local planning authority's written satisfaction that no protected species inhabit the site and that wild mammals are protected. Should the survey reveal the presence of any protected species, a scheme for the protection of their habitat shall be submitted to and agreed in writing by the City Council as local planning authority before the development commences, and implemented in full in accordance with the approved details and to a timetable agreed in writing by the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy.

33) Before development commences a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with saved policy EN15 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

34) 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 those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of staff 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 to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

**Recommendation Approve** Listed Building Consent Application 114888/LO/2016

#### **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. The City Council officers worked with the applicant during the application process to achieve an acceptable impact on amenity, design and heritage.

#### **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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

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, EN6, EN 8, EN9, EN11, EN14, EN15, EN 16, EN17, EN18, EN19, DM 1 and PA1 saved Unitary Development Plan polices DC20 and DC26.1.

3) 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.

### **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's: 114882/FO/2016 and 114888/LO/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:**

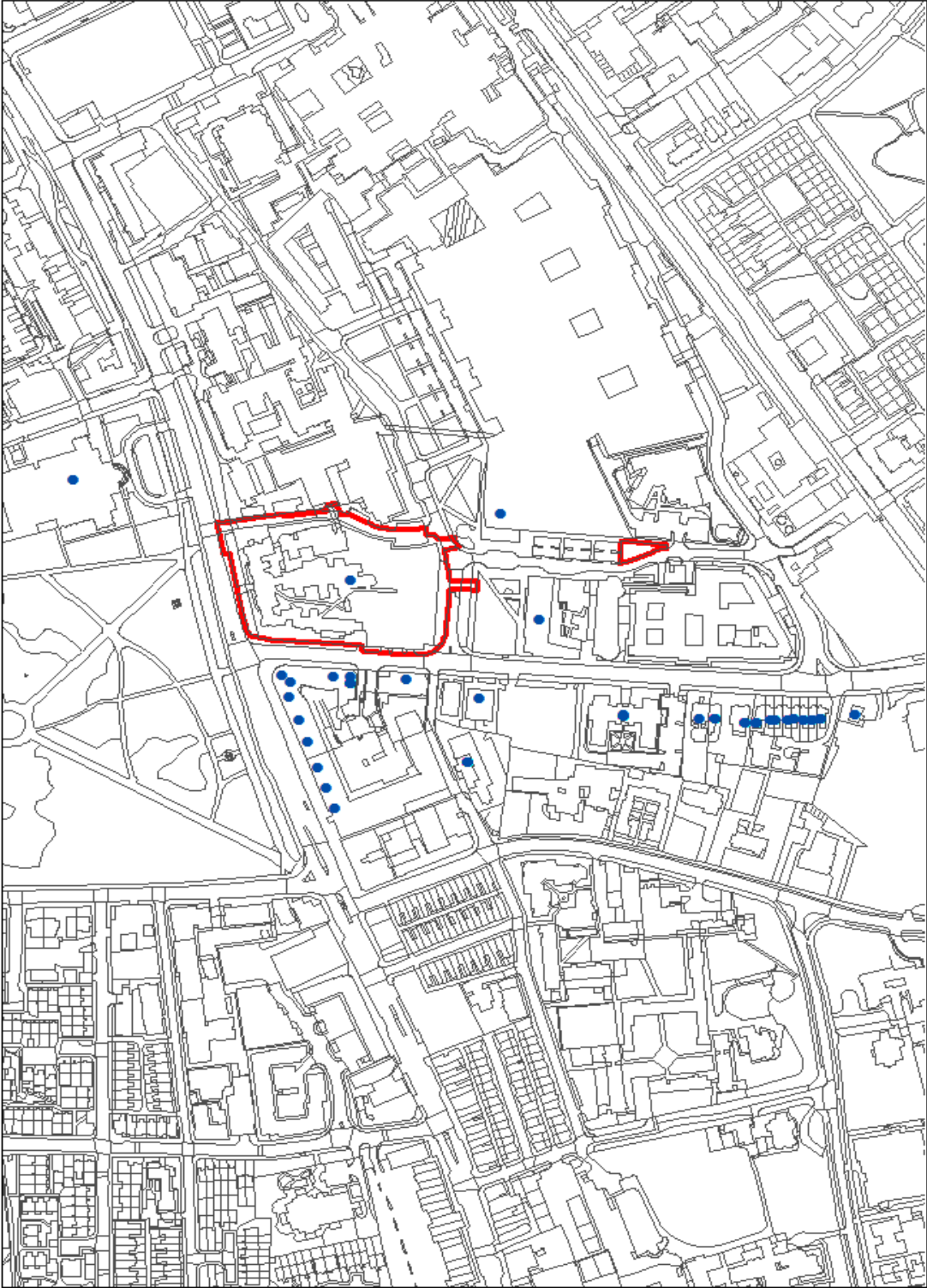
MCC Flood Risk Management  
United Utilities Water PLC  
Environment Agency  
Ministry Of Defence  
Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
MCC Flood Risk Management  
City Centre Regeneration  
Environment & Operations (Refuse & Sustainability)  
Travel Change Team  
South Neighbourhood Team  
Greater Manchester Police  
United Utilities Water PLC  
Historic England (North West)  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
Greater Manchester Ecology Unit  
Greater Manchester Pedestrians Society  
Corridor Manchester  
Manchester Metropolitan University  
University Of Manchester  
Central Manchester University Hospitals NHS Foundation Trust



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:**

MCC Flood Risk Management  
Environment Agency  
Highway Services  
Environmental Health  
MCC Flood Risk Management  
Historic England (North West)  
Transport for Greater Manchester  
Greater Manchester Archaeological Advisory Service  
Greater Manchester Ecology Unit

**Relevant Contact Officer :** Tony Mitchell  
**Telephone number :** 0161 234 4776  
**Email :** a.mitchell@manchester.gov.uk



 Application site boundary  Neighbour notification  
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