

Application Number	Date of Appln	Committee Date	Ward
115871/FO/2017	6th Apr 2017	27th Jul 2017	City Centre Ward

115872/LO/2017

Proposal Erection of a 40 storey building to form 375 residential apartments (Use Class C3a) and the erection of a 14 storey building for form offices (Use Class B1) (31,756 sqm) together with ground floor commercial space (Use Class A1, A3 or A4) (1010 sqm) with associated enclosed service yard, public realm including staircase and lift to connect with viaduct, car and le parking, landscaping and other associated works

Listed Building Consent for alterations to viaduct structure including insertion of columns and circulation cores, creation of shop fronts to Great Bridgewater Street, stair case to Great Bridgewater Street and alteration and removal of cast iron ribs to Great Bridgewater Street bridge in association with the erection of a 40 storey building to form 375 residential apartments (Use Class C3a) and the erection of a 14 storey building for form offices (Use Class B1) (31,756 sqm) together with ground floor commercial space (Use Class A1, A3 or A4) (1010 sqm) with associated enclosed service yard, public realm including car and cycle parking, landscaping and other associated works

Location Former Bauer Millet Site, Albion Street, Manchester,

Applicant Ask Central Ltd, C/o Agent

Agent Mr Niall Alcock, Deloitte LLP, 2 Hardman Street, Manchester, M60 2AT

Introduction

The Site is 0.72 hectares and comprises the eastern-most section of the Grade II Listed Castlefield Viaduct. It is bounded by the Grade II* Listed former Manchester Central Railway Station, now Manchester Central, Albion Street, the rear service courtyard to Beetham Tower and the Deansgate-Castlefield Metrolink station and Deansgate Locks.

It has two levels and at street level comprises railway arches that were previously use as a car showroom which had a forecourt onto Albion Street and now in temporary use as a multi-arts venue, and public car parking accessed via Trafford Street. There is also a primary sub-station at this level. On top of the viaduct is a car park and service yard and temporary and semi-permanent structures associated with the service yard.

Great Bridgewater Street is an important east-west route connection and a busy traffic route. The viaduct essentially forms a tunnel creating a dark and unwelcoming environment and is not heavily used by pedestrians. Trafford Street is mainly used by vehicles servicing Deansgate Locks and is dissected by a ramp leading onto the viaduct deck.

A number of staircases and lifts provide access to the viaduct from the south and west. It can be accessed from the north through the Great Northern Warehouse and across a footbridge over Watson Street or via a ramp alongside Manchester Central. Pedestrians also use the Trafford Street ramp as a shortcut to the Metrolink Station stop.

The site is close to entertainment and leisure facilities at Manchester Central, Bridgewater Hall, the Great Northern Complex and Deansgate Locks. Nearby residential accommodation includes the Hacienda, Beetham Tower and the Great Northern Tower.

The proposal is not within a conservation area but could impact upon the character and appearance of the St Peter's Square, Albert Square, Deansgate / Peter Street, St John Street and Castlefield Conservation Area's. The majority of the site comprises the eastern-most section of the Grade II Listed Castlefield Viaduct. The brick arches underneath the viaduct and the bridge over Great Bridgewater Street are included under the listing.

The Site is adjacent to the Grade II* Listed former Manchester Central Railway Station and there are listed buildings and structures within a 250m radius including: Manchester Town Hall – Grade I; Albert Memorial – Grade I; Town Hall Extension – Grade II*; Central Library – Grade II*; Great Northern Warehouse – Grade II*; Midland Hotel – Grade II*; Castlefield Railway Viaduct, Grade II; Deansgate Goods Station and attached Carriage Ramp, Grade II*; 235-291 Deansgate, Grade II; Rochdale Canal Lock Number 90, Grade II; Rochdale Canal Lock Number 91, Grade II; Rochdale Canal Lock Keepers Cottage AT Lock Number 91, Grade II; Castlefield Information Centre, Grade II; Former Market Hall, Grade II; K6 Telephone Kiosk Beside South West Corner of Number 330 Deansgate; 13-17 Albion Street, Grade II; The Britons Protection Public House, Grade II; Rochdale Canal Lock Number 89 (Tib Lock), Grade II; Manchester South Junction and Altrincham Railway Viaduct, Grade II; Chepstow House, Grade II; Floodgate on East Side of Knott Mill Bridge, Grade II; Boundary Stone on Knott Mill Bridge, Grade II; Artingstalls Auctioneers, Grade II.

The proposal

The application seeks Planning permission and Listed Building Consent for the erection of a 40 storey residential building accommodating 375 one, two and three bed apartments and a 14 storey office building comprising 31,756 sq m of floorspace. Car parking and retail uses would occupy the railway arches and a modern enclosed service yard would be provided for Manchester Central conference centre above the viaduct.

The new buildings would be set above the viaduct arches and a podium deck that would accommodate a new service yard for Manchester Central. The residential building is located in the western part of the site, closest to Beetham Tower and the office building on Albion Street.

The residential tower would be 40 storeys and 138.640m from ground level. It would comprise 114 one bed apartments, (30%), 223 two bed apartments (60%) and 38 three bed apartments (10%). It also includes 894 sq m of internal residents' amenity space at first floor level which could accommodate a range of uses for shared or

private use by residents including: a lounge, cinema room and bookable meeting rooms. Additional amenity space includes a concierge reception and lobby in each of the buildings.

The design of the residential tower would relate to the Beetham Tower and the uniform cladding system would create a collection of tall buildings that complement each other. It would largely comprise clear and opaque glass along with aluminium panel vents and aluminium fins which would articulate the façade. The glazing would be bonded to an aluminium frame giving an almost seamless appearance.

A regular series of fins across each elevation would re-enforce the slenderness and verticality of the tower and create shadow, depth and texture across its facades. The fins would be arranged at 1500mm centres upto level 20 to offer provide some privacy from the adjacent office building. Above this, they would be at 3000mm centres to provide uninterrupted views across the city.

None of the apartments would be solely north-facing and the building would be a minimum of 28m from the new office building and over 36m from the Hilton. An entrance to the residential building would be created within the arches from Great Bridgewater Street, next to a new staircase. Retail units would be created within the remainder of the arches along Great Bridgewater Street.

The main office building is 14 storeys (71.200m) with a 3 storey component to Albion Street which defines the street edge and provides the main entrance. It would provide grade A accommodation with a typical floorplate of 20,602 sq ft NIA which could be split into up to three separate tenancies.

The entrance building would extend beneath the Metrolink viaduct and would include a 6.8m high atrium. A 10m pointed prow would face onto Lower Moseley Street and St Peter's Square and which would provide a canopy. A further retail unit would be provided on the corner of Great Bridgewater Street and Albion Street.

The office building would appear as a glazed cube with floor to floor glazing panels. This would help to achieve high interior light levels and reduce the reliance on artificial lighting. The glass would be treated with a ceramic fritting to reduce overheating, cooling costs and energy and would be double glazed to achieve a low u value. The outer sheet of glass would be bonded to an aluminium frame which would not be as prominent as in traditional framed curtain walling.

The office building transverses the Metrolink line and is founded on the triangular entrance building below. The podium level would be 18m above street level and would be landscaped and shared by the office and residential buildings.

It would be necessary to alter the viaduct arches to provide structural support to the new buildings and to create entrances onto Great Bridgewater Street. The electricity substation would be retained and car parking, plant and back-of-house facilities would be provided within the arches. Access and egress to both the car park and the substation would be from Trafford Street.

The service yard at podium level would be rationalised and modernised and a revised management regime would allow additional public realm and landscaping to

be provided. Overspill space, for occasional use, would be provided at Castlefield Quay. The service yard would be fully enclosed and surrounded by a breathable mesh and “living” green wall, similar to that currently in place on the corner of Deansgate and Whitworth Street West.

All servicing, including waste storage and collection, and back-of-house facilities for both the residential and office buildings would be accommodated within the service yard.

Arches

The viaduct structure would be re-used and re-animated. The glazed brick frontage to Great Bridgewater Street would be restored and openings within the arches would be increased in size and filled with a clear glazed curtain walling system to create retail and reception areas. The podium would link the arches to the new buildings above. It would mainly be covered with a living wall trellis system which would screen the service yard. The residential entrance at Metrolink station level would be glazed panels to provide active frontages and passive surveillance to the new pedestrian link from Great Bridgewater Street.

A more robust material would face the Metrolink line as access to this area would be limited during construction and a simple composite metal panel system is proposed that would maintain the rhythm of the glazing modules above and provide the acoustic properties required for the adjacent office and reception spaces.

Sections of the bridge over Great Bridgewater Street would be removed to bring natural light into the street below, particularly around the entrances to the residential building and retail units.

Cycle Parking & Access

Changes are required to the highway including the removal of the left filter from Trafford Street to accommodate the office entrance building and widening of the footpath by 6m to 8m. A pelican crossing would be provided on all arms of the junction at Great Bridgewater Street, Albion Street and Lower Moseley Street and the pavement at the corner of Great Bridgewater Street and Lower Moseley Street, and Watson Street would be re-aligned at its junction with Great Bridgewater Street.

375 secure cycle parking spaces are proposed in a cycle store at ground floor level accessed from Great Bridgewater Street and the residential lobby. This equates to one space per apartment and 55.6% per bedroom.

A secure cycle store for the office building is located adjacent to the main office entrance, providing 114 spaces within a mixture of two tier racks and Sheffield cycle stands. Shower and locker provision is provided within the arches, with direct access for office users through to the circulation core 18 cycle bays are proposed for visitors adjacent to the office entrance.

A wide range of amenities are available within easy walking distance and the site is adjacent to rail, tram and bus routes. As a result, no parking is proposed for the apartments. 36 spaces are proposed for the office building, including 3 accessible spaces. A number of large multi storey car parks are nearby at Manchester Central, Great Northern and First Street and there are some pay and display on street parking bays on Great Bridgewater Street.

Waste

All refuse collection would be from the service yard level within marked out bays. A loading bay for the residential tower would be located adjacent to its eastern elevation, whilst that for the office tower would be located directly adjacent to its western elevation. Both loading areas are close to the bin stores.

Residents would transfer their waste to the refuse store using a refuse chute. This would use a tri-separator to separate the waste.

Public realm and landscaping

The landscaping aims to create an attractive connection towards Great Northern Square with streetscape improvements along Great Bridgewater Street and Watson Street.

The recently completed public realm enhancements at Deansgate Castlefield Metrolink Station would be extended across the across the upper deck of the viaduct and new feature staircase would provide an attractive, legible route from the Metrolink Station north into the City Centre. These works require alterations to the Grade II Listed Castlefield Viaduct Structure.

Green walls would be provided at the staircase and a series of trees and lighting would be introduced to create a safe and welcoming route for pedestrians. A lift would be installed adjacent to the steps to provide an accessible route to street level.

An amenity space would be provided for the residents and office tenants on the podium deck which could be used for entertaining, privacy, relaxing, working and fitness space.

Alterations to Listed Structures

The proposal would require alterations to the Grade II Listed Castlefield Viaduct, which include:

Some ballast would be removed to offset the increased load generated by the new structure and to enable the new columns to be created through the arches.

The eastern-most end piers, which currently provide the horizontal restraint to the arched vaults would be demolished to enable the new core structure for the commercial building to be constructed. The core would be designed to provide horizontal restraint to the adjacent piers. Temporary works would also be required to stabilise the structure during demolition.

The western-most end piers, which currently provide the horizontal restraint to the arched vaults would be disconnected from the main series of arches to enable the new stair and lift core for the proposed residential building to be constructed. The core wall would be designed to provide horizontal restraint to the retained arches adjacent arches. Temporary works would also be required to stabilise the structure during demolition.

A number of girders to the western end and the central section of the bridge over Great Bridgewater Street would be removed to provide an improved open

environment to the retail units at street level. Where the bridge sections are removed, the masonry abutments would be opened up to provide a generous area of glazing to the entrances of retail units and views into the arches. A new lintel would be provided to support the bearing shelf where the masonry has been removed.

The foundations for the residential and office buildings would be provided through cores through the crown of affected arches and through to the sandstone which is 4-6m below existing ground level. This is a similar solution to that used in the creation of the G-Mex Exhibition Hall, now Manchester Central. Once complete, the buildings would be independent of the existing arches.

The podium over the existing service yard and underneath the private amenity space will be supported by a separate structure to the residential and office buildings and would be independently braced.

The application is supported by the following information:

- Design and access statement including landscaping statement;
- Crime impact statement;
- Ecological assessment;
- Energy statement and Environmental Standards statement;
- Travel plan framework;
- Listed building structural report;
- Operational management strategy;
- Planning statement;
- Ventilation statement and
- Waste and servicing strategy.

Consultations

Local residents/public opinion – The proposal has been advertised as a major development, as being of public interest, as affecting the setting of Listed Buildings and the Conservation Area and affecting a right of way together with being an EIA development. Site notices were displayed at various locations around the application site. In addition, notification letters have been sent to local residents and businesses.

A total of 43 individual objections have been received and can be summarised as follows:

- The view of properties from within the Beetham Tower will be affected by this development. At present there is a view of the Manchester skyline which will be replaced by views into the living accommodation of the new apartments;
- The development will affect the value of properties within the Beetham tower;
- The proposed development will add to the traffic congestion on the surrounding roads during the construction and operational phases of the development;
- The development will impact upon the iconic Beetham Tower which is known throughout the UK and the view of the building will be affected from various angles of the City. This will make the building less attractive;

- Few people knew about the public consultation for this proposal;
- The residential tower is too close to the Beetham Tower and will cut sunlight from the eastern side and obscure the view. This will result in the loss of amenity;
- The increase traffic from the development will lead to more pollution in the City;
- The proposed development is another boring skyscraper. The 40 storey building is too high and the design is without interest;
- Are public toilets being provided by this development;
- Will there be any playgrounds for the children in the community;
- The office façade is bland with no relief on the upper levels which creates a monolithic impression when viewed from the south west down Albion Street;
- The scheme doesn't enhance the general area particularly when measured against the heritage in the area;
- The scale of the building is too similar to the Beetham Tower but without the slenderness. The Beetham tower was designed to have space with the other towers that were never built;
- There are too many tall buildings being developed in the City Centre which is affecting the amount of green spaces, creating claustrophobic effects and loss of light;
- The proposal will affect the wind environment around the buildings in the area;
- The proposal will take 5 years to construct which will cause considerable disruption;
- There are only 36 car parking space for 375 properties which does not seem enough together with removing an existing car parking area from use;
- It is unclear what impact the proposal will have from the piling into the listed structure;
- The proposed development will also dwarf the Listed structures;
- The design is bland and lacks imagination;
- The development does not appear to provide any affordable housing;
- It is not clear what impact the proposal will have on schools, GP surgeries, public spaces etc. There needs to be future plans put in place in this regard;
- The proposal will restrict views of Manchester Central;
- There will be a loss of privacy from overlooking;
- The proposal will have a negative impact on the slender and iconic nature of the Beetham Tower as a result of a non descript, mediocre building;
- The proposal will have irreparably damage to the heritage of the Manchester skyline. The proposal does not respond to local character or history;
- The proposal will lead to the overdevelopment of the site;
- There is only a 37 metre gap between the Beetham Tower and the proposed building.

Manchester Conservation Areas and Historic Building Panel – The cumulative effect of this and other large scale buildings around Manchester Central would have

a significant impact on the Grade II* listed former railway shed and views towards its unaltered elevation. They also felt that it would detrimentally affect views from the Midland Hotel and City Art Gallery and would negatively affect what had become an iconic view of Beetham Tower and Grand Central. They believe that the viaduct will become isolated and lose its connection with the rest of the railway.

They consider that the structure that would replace the bridge would be of poor quality, with a poor treatment to the bridge abutment and would appear to have been sawn off. The heritage assets are beneficial to the public realm and the level of harm is not outweighed by the public benefits. The changes in levels and access/permeability for pedestrians looks compromised and the proposal lacks legibility.

The panel also felt that there was an opportunity to use the existing historic structures to form the solid plinth rather than create a new plinth and the demolition had not been justified. The panel felt that the proposal compromised the viability of other buildings due to its proximity scale and relationship. The panel also felt that the scale, design and impact on existing heritage assets was harmful to the character of the area and historic buildings.

Environmental Health – Recommends conditions re hours for deliveries and servicing, fume extraction, construction management plan, operating hours for the commercial units, lighting and control of glare, acoustic insulation to the commercial accommodation, glazing specifications and, internal noise limits for the commercial units

The noise assessment identified traffic, trams, plant and music breakout from Manchester Central as the main sources of noise they may affect residential amenity. All apartments would be provided with continuously running supply and extract ventilation to achieve the background ventilation requirements. The minimum sound reduction index for the windows has been given for the different facades of the building, walls will also be dry lined.

In order to achieve the performance requirements of the purge vent panels, it is expected that layers of board such as dense plasterboard would be implemented and a post construction report provided to confirm that the internal noise limits have been achieved.

The waste management strategy has been reviewed and further details are required to be submitted.

The air quality is acceptable subject to the revisions to the construction management to take account of dust suppression measures.

Highway Services – The site is accessible by sustainable modes for staff, clients and residents. The information relating to the trip generation is acceptable to Highway Services. The junction reconfiguration at Trafford Street/Albion Street in terms of the right turn is not considered to be acceptable.

The car parking access from Trafford Street is acceptable. There are 375 residential units within the development with no car parking and the applicant has provided details of adjacent car parking availability. This should be considered further through the travel plan. There is 100% cycle parking provision for both the residential and office complexes and this is acceptable. The principle of a loading bay on Albion Street is welcomed. A construction management plan shall be agreed by planning condition.

Transport for Greater Manchester (TfGM) (Metrolink) – TfGM support the development in principle. There should be clear wayfinding which highlights the lift and stairs to Great Bridgewater Street.

The proposal will remove the direct walking route to the front of Manchester Central. This will be a disbenefit for those wishing to use Metrolink and visiting Manchester Central. Consideration should be given to a safe and accessible pedestrian route between Deansgate-Castlefield Metrolink stop and Manchester Central.

The service road from Albion Street is planned to be restricted to service vehicles only as part of this development as per the current arrangements. Consideration should be given to footpaths along the landscaped area between the Metrolink stop and Albion Street.

TfGM request that confirmation is provided that the development does not include windows which are capable of being opened above or adjacent to the Metrolink infrastructure.

TfGM request that a number of conditions are included in the planning permission including a construction management plan, detailed design relating to the oversailing structure, method statement for cleaning buildings adjacent to the Metrolink line, scheme to mitigate run off from the buildings onto the Metrolink line, confirmation that there are no electro magnetic impacts associated with the development, acoustic insulation of the accommodation from the Metrolink line, method statement to protect objects being thrown from the buildings onto the Metrolink line and that an early warning system for fire for the building adjacent to the Metrolink line is agreed.

Flood Risk Management Team – Details of a surface water drainage scheme shall be submitted for approval together with a management regime and verification report.

Greater Manchester Ecology Unit – The underside of the span over Great Bridgewater Street and the Metrolink viaduct provides suitable nesting habitat for feral pigeons and collections of droppings were found in these areas. Pigeons are capable of breeding throughout the year. As these birds have legal protection this should form part of the informative of the approval. There should be biodiversity improvements as part of the development such as bat boxes, native tree and shrub planting and creation of green walls.

Historic England – Note the highly complex nature of the site and the ambitions of the project have combined to present a challenging context for the development, with the potential for considerable impact on the significance of the heritage assets. They accept that the area immediately around the site is rapidly evolving, with permission

for a cluster of towers, all of which have a bearing on how the site is experienced and developed.

The existing setting has been affected by the tram line and conference centre servicing/access and despite the recent improvements to the Metrolink Station the pedestrian routes would certainly benefit from enhancement. Given the heritage constraints of developing the site, minimising the physical impact has emerged as the applicant's favoured approach to the development, with buildings located to limit the alteration and loss to the viaduct. In particular, the location of the new office building as near as possible to Albion Street, given the constraints of the tram line, and proposing a lightweight design for the podium all mitigate the potential physical impact.

At ground level, the more active use of the viaduct's vaulted undercroft fronting Great Bridgewater Street has the potential to enhance these distinctive spaces. In townscape and urban design terms, the office building would provide greater spatial definition and enclosure to Albion Street. The public realm enhancements would include a new pedestrian link to Watson Street and much-needed environmental improvements to the immediate environs of the Deansgate-Castlefield Metrolink Station. Given the site's central location, we are of the opinion that the impact on views to and from important civic spaces within the city centre, particularly around the Town Hall, would not be harmful.

However, the proposals would, nevertheless, come at a high cost to the historic environment. The visual association between the station and viaduct and the understanding of their inter-relationship would be significantly diminished due to the location, scale and proximity of the development. In particular, the siting of the office building so close to the station and the impact of the adjacent podium on views through the site would cause great harm to the setting of the station. Kinetic views at street level and tram and train routes from the south and south-east, which currently allow an appreciation of the monumental arched form of this important city landmark, would be lost almost entirely. The scale of the new buildings would entail loss and harmful alteration to the vaults of the viaduct below by the intrusion of new structures such as lift cores and foundations.

While we understand the desire to open up the viaduct across Great Bridgewater Street due to the dark route below, we believe this could be achieved while retaining more of the listed structure. In particular, there is an opportunity for a more creative solution to opening up the viaduct, possibly involving public art, to achieve a more positive and inviting physical environment, which would also reduce the level of harm. Removing the deck but retaining the bridge's structural arches would retain the understanding of the station and viaduct's shared history and appropriately celebrate the scale and ambition of Manchester's rich Victorian railway heritage.

In terms of the statutory and policy context, all development proposals must pay "special regard to preserving the listed building or its setting or any features of architectural or historic interest which it possesses" in accordance with Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Section 66 of the Act offers corresponding protection to the setting of listed buildings. We consider that the proposed development has not jointly pursued economic, social and

environmental gains by its failure to properly protect the historic environment and as such does not represent sustainable development, as expressed in paragraph 7 & 8 of the National Planning Policy Framework (NPPF).

Despite acknowledged measures to mitigate the harm, the essentially unchanged character and quantum of development demonstrate that the proposals do not give “great weight” to conserving the significance of the heritage assets (NPPF 132). Similarly, the case for the proposed harm or loss within the supporting documentation does not amount to “clear and convincing justification” (NPPF 132), particularly as the proposed enhancements could be achieved without this scale or form of development. The impact of the proposals must be weighed against the public benefits under paragraph 134 of the NPPF, bearing in mind the statutory duty and “great weight” which strongly tilts the scales towards conservation.

In conclusion, we recognise that the proposals have sought to mitigate the harm to the structure of the viaduct and that there are likely to be some modest heritage and public benefits and enhancements, which would need to be taken into account when coming to a decision. The proposals would, nevertheless, cause harm to the grade II viaduct and the setting of the grade II* station. This harm, albeit less than substantial, should be exceptional, and still requires clear and convincing justification, which we believe is currently lacking. As such, we are unable to support the application in its current form on heritage grounds. It is for the local authority to weigh the identified harm to the historic environment against any public benefits identified in the application.

Historic England has significant concerns regarding this scheme and is unable to support these applications on heritage grounds. We consider that the applications do not meet the requirements of the NPPF as outlined above.

Greater Manchester Archaeological Advisory Service (GMAAS) –Despite construction of the railway viaduct, there is considerable potential for the survival of archaeological remains relating to the Roman settlement of Manchester and early 19th Century workers housing and industry. There is also potential for relict 18th Century and earlier plough soils to be present; these may well seal Roman deposits as has been found elsewhere in Castlefield. None of these remains are nationally significant warranting preservation in situ, but they will require a record to be made if they are impacted on by the development.

A scheme of evaluation trenching will be required which will inform the level and nature of surviving archaeological features/deposits and their relative significance. Further, more detailed excavation would then follow on if significant remains are identified that will be damaged or destroyed by the development ground works. GMAAS consider that a historic building survey should be undertaken to record the late 19th Century railway arches including the listed grade 2 Castlefield viaduct.

This should form part of the conditions of the planning approval.

Aerodrome safeguarding - The development would have no impact on the airports protected obstacle limitation surfaces and does not conflict with any physical safeguarding criteria.

The operations of cranes during construction, unless managed, can present a hazard to aircraft safety and will require an assessment prior to being erected. This should form part of an informative of the planning approval.

The proposed development is of a height and at a range that has the potential to impact upon radar. Technical radar assessments have therefore been completed by NATS and these have shown that the proposed development is likely to generate false plots on the radar. This is expected to cause an unacceptable impact in Manchester Airports operations and the radar system may have to be modified. A condition of the planning approval shall be that any appropriate radar mitigation is secured.

Environment Agency – No objection in principle provided conditions are imposed in relation to the ground conditions including appropriate verification report. Conditions should be imposed stating that there should be no infiltration of surface water into the ground where contaminants are present. Where piling/investigation boreholes/ground source heating and cooling systems are used, the method statement shall be submitted for consideration.

ISSUES

Relevant National Policy

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

Paragraph 12 states that 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 proposal is considered to be consistent with sections 1, 2, 4, 6, 7, 8, 10, 11 and 12 of the NPPF for the reasons outlined below.

Section 1 - Building a strong and competitive economy - the development would develop a site that is currently used for surface car parking and servicing. It would help to grow the economy, create employment during construction and complement the City Centre residential community. The proposals would deliver a new office building within the Civic Quarter. This is a highly sustainable location with easy access for pedestrians to a range of services and facilities and excellent access to all means of public transport. The scheme would create employment during construction along with permanent employment from the proposed offices.

Section 2 - Ensuring the Vitality of Town Centres - the proposal would develop a prominent site and help to create a destination that would attract and support a diverse and growing labour market. It would support the region's growth objectives by delivering high quality housing and meeting the demands of a growing economy and

population. It would develop a large underused site that is close to the core of the city centre and would promote sustained economic growth.

Section 4 - Promoting Sustainable Transport - the proposal is in a highly accessible location next to Deansgate Station and Deansgate/Castlefield tram stop and Shudehill. This development would be highly sustainable and would contribute to sustainability, health objectives and give people a real choice about how they travel.

Section 6 - Delivering a wide choice of high quality homes – this would be an efficient, high-density development that would deliver 375 homes in a sustainable location. The scheme would provide a range of accommodation sizes and types and provide a sustainable, inclusive and high quality residential offer. Significant investment in housing is required in appropriate locations within the City as it continues to grow. The City Centre is the biggest source of jobs in the region and the proposal would provide accommodation to support its growing economy and help to create a vibrant, thriving and active community.

Section 7 - Requiring Good Design - the proposed scheme has been the subject of significant design consideration, consultation and evolution. The building would be of a high quality in terms of design, materials, appearance and its internal environment. It would be a high quality addition to the area and the city centre and has the support of Places Matter.

Section 8 - Promoting healthy communities - the new residents would complement social interaction and help to create a healthy, inclusive community. The new residents would provide increased levels of natural surveillance within the areas.

Section 10 - Meeting the challenge of climate change, flooding and coastal change - the application site is in a highly sustainable location.

Section 11 - Conserving and enhancing the natural environment - the potential risk of various forms of pollution, including ground conditions, air quality, noise and lighting, and the impact on ecology have been considered and assessed in supporting documentation. This has demonstrated that the proposal would not have any significant adverse impacts in respect of the natural environment.

Section 12 - Conserving and Enhancing the Historic Environment –

Section 12 outlines the Governments objectives in terms of conserving and enhancing the historic environment. Paragraph 128 states that in determining applications, 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. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

Where there is evidence of deliberate neglect of or damage to a heritage asset the deteriorated state of the heritage asset should not be taken into account in any decision.

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 goes on to state that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Paragraph 133 states where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 134 states 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.

Relevant Local Policies

Local Development Framework

The relevant development plan in Manchester is the Core Strategy Development Plan Document 2012-2027 (the “Core Strategy”), adopted in July 2012, and the saved policies from the Manchester Unitary Development Plan (UDP), adopted July 1995. The Core Strategy is the key document and sets out the long term strategic planning policies for Manchester’s future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

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

Strategic Spatial Objectives

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

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

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

SO3 Housing The scheme provides 375 apartments in a highly accessible location and would meet demand for housing, near to employment opportunities, in a sustainable location. It would support economic growth by providing well located housing and provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

SO5. Transport The development would be highly accessible, reduce the need to travel by private car and make the most effective use of public transport facilities. This would improve physical connectivity through the use of sustainable transport

networks and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

S06. Environment The proposal would develop a brownfield site and therefore protect and enhance the natural and built environment and ensure the sustainable use of natural resources. This would help to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and, ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) - This sets out the key special principles which will guide the strategy. Development in all parts of the City should create neighbourhoods where people would choose to live. This requires the creation of well-designed places which enhance or create character and make a positive contribution to the health, safety and wellbeing of residents. The needs of all members of the community must be considered regardless of disability and should protect and enhance the built and natural environment”

The development would be highly sustainable and would deliver well-designed and high quality City Centre homes alongside economic and commercial development. It would adjoin sustainable transport provision and maximise the potential use of the City’s transport infrastructure and help to create a neighbourhood where people would choose to live.

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

Policy CC5 Transport - The proposed development, due to its location would contribute to improving air quality by being close to a variety of modes of sustainable transport and therefore reduce the need to travel by private car.

Policy CC6 City Centre High Density Development - The proposals would be a high density development and maximise the efficient use of land available.

Policy CC8 Change and Renewal - The proposed development would create temporary employment during construction.

Policy CC9 Design and Heritage - The proposal would have a high standard of design appropriate to its context and the character of the area and the impact on the setting of adjacent listed buildings or Conservation Areas is discussed in detail in the report below.

Policy CC10 A Place for Everyone - The apartments would be a mix of one, two and three bedroom apartments and are designed to be attractive to a range of people.

Policy H1 Overall Housing Provision - The development would provide new homes in the City Centre and help to create a mixed use community. This would be consistent with regeneration objectives for this part of the City Centre and would contribute to

the City Council's ambition for 90% of new housing to be on brownfield sites. The development would have a positive impact on the surrounding area, meeting the needs of the predominant 25-39 year old demographic from which the majority of demand is forecast.

Policy H8 Affordable Housing - A Viability Appraisal has been submitted to consider the scope of the proposed development to contribute towards affordable housing. The Appraisal demonstrates that the scheme is viable and capable of being delivered but could not support the provision of affordable housing. This issue is discussed in more detail below.

Policy T1 Sustainable Transport - The proposal would encourage modal shift away from car travel to more sustainable alternatives. The development of this site would improve pedestrian movement to and from the Tram stop from to Peter Street which is currently poor and therefore encourage the use of public transport. The provision of 375 cycle spaces in the residential scheme, 114 spaces in the office development and 32 parking spaces demonstrates commitment to sustainable forms of travel.

Policy T2 Accessible Areas of Opportunity and Need - The proposal would be easily accessible by a variety of sustainable transport modes including Deansgate Station and Deansgate/Castlefield Metrolink stop.

Policy EN1 Design Principles and Strategic Character Areas - The quality of the design would create a development which would enhance the character of this area and the overall image of the City. The design would engage with street level and create landmark buildings in an important regeneration location. The positive aspects of the design of the proposals are discussed in more detail below.

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

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

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

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

The proposed scheme has tall buildings of 40 and 14 storeys. They would be of an appropriate design quality, would contribute positively to sustainability and place making and would deliver significant regeneration benefits.

A Planning and Tall Building Statement submitted with the application identifies 17 key views and assesses the impact of the proposal upon these. It also evaluates the proposal in terms of its relationship to its site context / transport infrastructure and its effect on the local environment and amenity. The majority of key views identified within the assessment are therefore likely to be positively impacted on by the proposals with only a minority of view where the impacts will be adverse of medium in nature.

The proposal would provide significant benefits to the area.

Policy EN3 Heritage – The impact of the proposal on the character and appearance of the adjacent conservation areas and setting of listed buildings is discussed in more detail below.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon - The proposal would follow the principles of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies - The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN 8 - Adaptation to Climate Change – The Energy Statement submitted as part of the application provides full details of how the proposed scheme has been designed to consider adaptability in relation to climate change.

Policy EN14 Flood Risk - The site is located within Flood Risk Zone 1 on the Environment Agency's Flood Map, and as such is at low risk of flooding from rivers or sea. A Flood and Drainage Strategy has been prepared and accompanies the application.

EN15 Biodiversity and Geological Conservation – An Ecological Survey has concluded the extended Phase 1 Habitat Survey concluded that there is little semi-natural habitat on site and there are no important habitats or vegetation communities occurring on site or close enough to the site boundaries to be adversely affected by the proposals.

There are no specifically protected or otherwise important species occurring on site, adjacent to the site boundaries, or that will be otherwise affected by development proposals, and the site is considered to be generally of very low ecological value.

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

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

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

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

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

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

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

These issues are considered full, later in this report.

Saved UDP Policies

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

DC19.1 Listed Buildings - The impact of the proposal on the setting of listed buildings is discussed in more detail below.

DC20.1 Archaeology - An archaeological desk based assessment has been carried out for the site. It is considered that development impact can be readily mitigated by the adoption of appropriate mitigation measures into the construction programme.

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

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

DC 26.4 Development and Noise – Where existing noise sources might result in an adverse impact upon a proposed new development, the Council will require the applicant to provide an assessment of the likely impact and the measures proposed to satisfactorily deal with it.

DC 26.5 Development and Noise - This states that the Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development, as well as noise barriers where this is appropriate.

These noise policies are considered later in this report.

Guide to Development in Manchester Supplementary Planning Document (SPD) and Planning Guidance (April 2007) Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all.

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

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

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy) The Sustainable Community Strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER).

MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented

and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

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

Manchester Residential Quality Guidance (June 2017) - this document was endorsed by the City Council in June 2016. It seeks to underpin the City Council's ambition to create sustainable and popular neighbourhoods where people want to live and, at the same time, to contribute to raising the quality of life in the city.

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

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

Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Framework (February 2017)

This Strategic Regeneration Framework (SRF) has been prepared in order to guide the future reconfiguration, re-development and re-positioning of the Great Northern, Manchester Central and Castlefield Quay sites in Manchester City Centre.

The SRF states that Manchester Central, which the application forms part of, is located adjacent to the highly successful Manchester Central Exhibition Centre (formerly Manchester Central Rail Station) and Deansgate Interchange. The Interchange has recently been extended and improved and is the key public transport node serving the southern part of the city centre and the conference quarter.

The site is therefore a high profile, key arrival point into the southern part of Manchester City Centre. It has been identified as a key regeneration site by Manchester City Council, in particular since approval of the Civic Quarter Regeneration Framework (2010), which incorporates the site.

Currently, the Manchester Central site at its upper deck level is used both as a surface car park as well as providing access and servicing to the rear of the Manchester Central Convention Centre. The deck sits above a series of underutilised arches that include a disused car showroom (former Bauer Millet), further car parking as well as a primary substation accessed from Trafford Street.

The report highlights some key objectives and principles which underpin the SRF and any development at the application site.

- Attractive, welcoming, safe and legible connections that successfully navigate the site's significant level changes and provide a fantastic arrival experience into this part of the city centre. These links will also knit this site into the wider

fabric of the city centre and establish this place as a destination in its own right.

- Improved east-west connections along Great Bridgewater Street by addressing the quality of the environment underneath the existing bridge. Proposals for this area should consider options that optimise the need to respect the site's heritage whilst bringing light and where possible activity into this currently dark and unwelcoming underpass. Options for introducing active commercial uses should be carefully considered. Such uses would complement the proposed better utilisation of viaduct arches along the eastern side of Watson Street and have a significant positive benefit on the quality and animation of the environment in this location.
- An animated area with high quality public spaces and a critical mass of high quality city centre uses that create strong functional connections to the area (to complement the new physical connections) as well as supporting the strong economic growth trajectory of Manchester. This will be delivered via new buildings and re-use of the viaduct arches beneath the upper deck. New buildings will largely sit above the upper viaduct level and will also utilise the previously approved development land between the Castlefield Viaduct and the Beetham Tower as well as the site's frontage onto Albion Street.
- In contrast to the 2010 adopted SRF proposals, which proposed the complete demolition of the Castlefield Viaduct arches and bridge, further structural feasibility work suggests that the existing grid of the arches can be retained and re-used to create a structure that can support the proposed massing of development on top.
- As identified in 2010, there is an opportunity to create taller buildings which complement the adjacent Beetham Tower – together with the emerging Axis, 8-12 Whitworth Street West and Owen Street proposals. This will enable delivery of the quantum and quality of uses on-site that will allow its immense economic potential to be delivered. The impact of the proposals for the site should be significant in continuing the expansion of city centre quality activities southwards. All proposals for buildings of the scale envisaged will be the subject of further detailed analysis and testing against adopted planning policy including guidance relevant to the consideration of proposals for tall buildings. This analysis would form part of the supporting information required in support of future applications for Planning Permission.
- The site is uniquely placed (subject to viability and operator interest) to deliver a hotel use as part of the mix of uses, given its immediate adjacency to Manchester Central. In this regard, there is a location specific, added value opportunity to be explored to create a hotel that could offer direct, secure linkages to the conference facilities. This type of hotel offer could act as an important differentiator allowing Manchester Central to attract a wider range of high profile events. A hotel, however, does not form part of this proposal. The objective goes on to state that grade A office space, high quality residential development and active ground floor commercial uses would also combine to drive major regeneration benefits and support Manchester's further economic growth.
- To completely transform the Albion Street frontage to the site through the creation of a grand office reception provided to the back of footpath. This would be accessed from the street and provide a real sense of arrival. It would

also provide a vertical transfer for officer workers and visitors to the upper deck level.

- To respond to the setting of heritage assets in the vicinity of this site, most notably the Grade II* Manchester Central. This should consider the visual and physical link between the former station and viaduct, particularly the approach along the viaduct towards the former station.
- To improve Manchester Central's servicing arrangements whilst rationalising space requirements and overall impact on the quality of the environment around the site. Fundamentally, this will require the creation of a podium at upper deck level in order to enclose this service area.
- To safeguard the effective operation of Manchester Central and its servicing arrangements both during the construction phase and following completion of the proposed development.

Legislative requirements

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

Section 72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area

Section 149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Environmental Impact Assessment

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

- Construction management and phasing;
- Socio-economic;
- Townscape and visual impacts;
- Built heritage;
- Noise and vibration;

- Daylight and sunlight;
- Wind microclimate;
- Flood risk, drainage and water;
- Air quality;
- Traffic and transport;
- Archaeology;
- Ground conditions and
- TV reception.

The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 1.14 hectares, but is above the indicative applicable threshold of 150 residential units. It has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the Development. A formal EIA scoping request was submitted to Manchester City Council in October 2015.

The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects.

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

- A description of the proposal comprising information about its nature, size and scale;
- The data necessary to identify and assess the main effects that the proposal 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 proposals 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.

Principle of the proposal and the schemes contribution to regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is a crucial link between economic growth, regeneration and the provision of residential development and, as the City moves into its next phase of economic growth, further housing provision is required to fuel and complement it. The

proposal would also deliver a high quality office building would and help to continue economic regeneration.

This site presents a poor first impression of the City Centre from the south and the proposal would transform this key entry point to the City. It would improve the perception and image of the area and key provide key linkages with other part of the City Centre. A high quality development as proposed would have significant benefits and would continue the process of regeneration in this part of the city centre.

The proposal would deliver Grade A office accommodation and a range of good quality apartments, complementing the existing residential community in the area. Manchester is the fastest growing city in the UK, having increased by 19% since 2001, with the city centre increasing its population from a few thousand in the late 1990s to circa 24,000 by 2011. The population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires additional housing. Sixty thousand new homes are required over the next 20 years (3,000 per annum) and the proposed development would contribute to this need within the City Centre. Providing the right quality and diversity of new residential accommodation for the increasing population will be critical to maintaining continued growth and success.

There is an acknowledged shortage of good quality office accommodation within the regional centre and, as occupational demand continues to grow, it is essential to ensure that good quality product is brought forward in sustainable locations such as this.

Residential development would be consistent with a number of the Greater Manchester Strategy's key growth priorities. It would deliver homes to meet the demands of a growing economy and population, in a well-connected location, within a major employment centre and would promote sustained economic growth within the City. It would regenerate a previously developed brownfield site and would be in keeping with the aspirations of the emerging Residential Growth Prospectus.

The site occupies a pivotal location in the context of the City Councils economic growth and regeneration strategies. It has been a regeneration priority for almost a decade, and forms part of the Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Framework, which was endorsed by the Manchester City Council Executive Committee in February 2017. The Framework recognises that the Site is of strategic significance and could transform an underutilised and underperforming part of the City Centre.

The proposal would contribute to the City Centre's housing and commercial offer and create new and enhanced north-south and east-west connections. The existing routes through and around the site are confusing and disjointed, and result in the site being disconnected from the wider City Centre. Areas such as Great Bridgewater Street, would be transformed with new street level activity and a much improved environment.

The current proposals would deliver key objectives set out in the 2009 Framework and 2017 SRF, whilst respecting the important heritage assets in and around the site,

in addition to taking into account the principal development objectives of the 2017 SRF.

The development would be consistent with the City Centre Strategic Plan and would complement and build upon the 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 H1, SP1, EC1, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Tall Buildings

One of the main issues to consider is whether the scale of the development is appropriate. At 40 and 16 storeys, these are tall buildings and as such it has been 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. Historic England's Advice Note 4, 2015 updated the CABE and English Heritage Guidance published in 2007, responding to the National Planning Policy Framework and the 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.

The heritage assets potentially affected and the resulting key viewpoints to assess potential effects were discussed and agreed with Historic England. The scheme has also been the subject of a Places Matter! Design Review.

A Townscape and Visual Impact Assessment has examined the impact that the proposal would have on its context. It explores the effect there would be on the established Townscape Character Zones, significant Heritage Assets and views using established methodologies and practices. The impact of the proposed scheme is considered in isolation and in conjunction with committed development in a Cumulative Assessment.

A computer modelling process has provided an accurate series of rendered images and wireline which illustrate the impact of the proposal on the townscape from a series of agreed views on a 360 degree basis. This allows the full impact of the scheme to be understood.

The proposal would also have a significant effect on views and the people who live, work in and visit Manchester. A Visual Impact Assessment (VIA) has assessed where the proposed development could be visible from, its potential visual impact on the streetscape of the conservation area and the setting of designated listed buildings i.e.; the designated heritage assets. The assessment utilises the guidance and evaluation criteria set out in Historic England's "*Good Practice Advice in Planning Note 3: The Setting of Heritage Assets*" (2015) and adapts the methodology outlined in their document, "*Seeing the History in the View: A Method for Assessing Heritage Significance within Views*" (May 2011).

Key viewpoints have been identified as part of the wider Townscape Visual Impact Assessment and six short and six mid range views were agreed with Historic

England and the City Council for the assessment of visual impact, in heritage terms, of the proposal. These are from Albert Square; Castle Street (Castlefield Conservation Area); Albion Street/Whitworth Street; Moseley Street; Manchester Road; Princess Street/Moseley Street; Liverpool Road; Hulme Arch; St Ann's Square/St Mary's Gate (St Anne's Square Conservation Area); Deansgate/Quay Street; Great Bridgewater Street; Deansgate/Castlefield Metrolink; Piccadilly Gardens; Corporation Street Metrolink; Regent Road; Watson Street; and, Deansgate/Liverpool Road

The potential effects have been assessed through a combination of desk study research and walkover surveys of the site and the surrounding area. The Assessment provides a comparison from key viewpoints of the potential visual impact on the conservation area and the setting of listed buildings to evaluate the baseline impact and the comparative visual impact that would result from the proposal, focusing on the identified heritage assets.

Heritage

The urban grain in this area is on a large scale and is defined by large commercial and civic buildings including Manchester Central. The area to the north and east contains large landmark buildings around open spaces at St Peter's Square, Albert Square, Barbirolli Square and the piazza to Manchester Central. To the south, the area is more open and dominated by road, canal and rail and tram infrastructure, albeit will soon be punctuated by tall buildings including AXIS, 10-12 Whitworth Street, and Owen Street which are currently on site and under construction.

There are a number of large structures formerly associated with the railway industry and large scale contemporary development such as the Bridgewater Hall and the Hilton Tower. The Great Northern Warehouse, the International Convention Centre and Manchester Central, were redeveloped in the late 1990's for a mix of leisure and retail uses, a conference hall and new public space. The 70m single span arched roof of Manchester Central provides a dominant horizontal form in this part of the city whilst the Beetham Tower, in contrast, has a vertical emphasis and provides a landmark.

This area is perceived as being peripheral to the traditional core and this is reinforced by the poor quality of the environment along Great Bridgewater Street and the severance created by Metrolink infrastructure. Development s that are proposed and underway along Albion Street and at 10-12 Whitworth Street would provide a stronger urban context which would change the character of the area.

The heritage assets to the north have a wide range of high quality materials such as stone, red brick, terracotta and faience. The fenestration has vertical proportions with deeply recessed openings. This enhances the facades and adds richness and is characteristic of buildings of this type. The contemporary buildings are built in a range of modern materials.

Building heights, form and scale vary from the two storey Britons Protection through to Manchester Central and the Beetham Tower. They also vary in style including the Baroque style of the former YMCA, the industrial of Manchester Central, the classical

style Central Library and the eclectic style of the Midland Hotel. Albert Square is dominated by the Neo-Gothic Town Hall.

The environment area around the site has multiple layers which has changed through the introduction of Metrolink and its viaduct alongside Manchester Central and the access road on Trafford Street up to the service yard on the south side of the Manchester Central.

The skyline of the City Centre is continually evolving and the Great Northern Tower, the Radisson Hotel and the Hilton Tower act as a backdrop to significant views. However, this has not undermined the ability to appreciate the historical texture of the area. Recently approved schemes at AXIS and 10-12 Whitworth Street West will change the existing skyline and views of the site, especially from the south.

Within Deansgate/Peter St, St Peter Street and Albert Square Conservation Areas, views are generally continuous and enclosed whereas there are more open irregular skyline views of individual, large footprint buildings, such as Manchester Central, the Great Northern Warehouse, Great Bridgewater Hall, Hilton Tower. Manchester Central, the Great Northern Warehouse, the Midland Hotel and the Great Bridgewater Hall are also seen in local, short-range views.

Physical Impact on listed structures.

The proposal would have a physical impact on a number of listed buildings, namely, Manchester Central, The Castlefield Viaduct and brick undercroft and bridge over Great Bridgewater Street.

Manchester Central 1875-80 (Grade II*) is immediately adjacent to the site and the impact on its significance and setting is an important consideration. It is built on a brick undercroft, with a single segmental-vaulted shed of 15 bays and a 70m span. It was converted into the Greater Manchester Exhibition & Events Centre (G-MEX) in 1986 and has since become Manchester Central and has been extended. It is clearly understood as a former railway station and is experienced at different levels but most prominently from its piazza where its principal façade is seen and where its setting is understood and appreciated. Its architectural form and historic relationship to the Midland Hotel is best appreciated in views from Mosley Street/ Windmill Street. Appreciation and an understanding of the significance of the setting from the south side is from longer distance views along Chester Road and Medlock Street. The experience of the building from the Metrolink stop is compromised by: the poor pedestrian environment and visual clutter associated with the building's service yard; the erosion of the former track beds and platform canopies to the south side has eroded the significance of the setting to this side of the building. The special historic interest of the building is partly attributed to its group value alongside the Castlefield viaduct and remaining lines and viaducts.

The Castelfield Viaduct and brick undercroft is Grade II, and is listed from Manchester Central to Dawson Street. It was built in c.1877 and consists of red brick arches along Whitworth Street West. It was widened in 1893 when a virtually identical brick viaduct was built. It became redundant in 1969 when Central Station closed and the track beds were removed and it became a car park. The viaduct was

refurbished to accommodate Metrolink, including a waterproofing system, a new concrete deck and a vehicular access route from Trafford Street. Alterations to the brick undercroft and the creation of a car show room were undertaken at this time. In the late 1990s, Deansgate Locks was created in part of the arches facing the Rochdale Canal.

The structure is experienced widely. Its setting is vast and its architectural interest is best revealed from within Castlefield where it is above the canals and roads. It has become fragmented around Albion Street/ Great Bridgewater Street and Lower Mosley Street, due to the alterations that have taken place, the poor quality pedestrian environment and the dominance of road infrastructure. The introduction of Metrolink and the alterations at deck level have eroded the legibility of the structure but its group value along with Great Bridgewater Street Bridge and Manchester Central remains.

The cast-iron arched girder bridge over Great Bridgewater Street] has a shallow segmental arch. The design was not innovative and represents technology that was widely in use at the time. It is though, an integral component of the station's history and along with the viaduct and the Deansgate crossing, it is a key part of the railway geography of Manchester.

The architectural form and expression of the viaduct and Manchester Central is of high significance. The viaducts architectural interest however is best represented within the Castlefield Basin area and along Whitworth Street West, whilst the architectural interest of Manchester Central is best represented internally where the spatial qualities of the building are understood and appreciated most fully. The viaduct and Manchester Central are of considerable historic significance and the group value of the viaduct is of high significance. The viaduct is an integral part of the multi-layered environment of viaducts that run across Castlefield reflecting the former rail network in the area. The listed structures adjacent to the site are of high group value.

The physical works to the listed structures have been the subject of a significant amount of technical work and options testing to establish the minimum level of impact necessary to deliver the scheme. Some sections of the brick piers on Great Bridgewater Street would be removed and the openings would be altered to facilitate the insertion of the new public stair to the upper level and the creation of openings into the proposed commercial units. The areas affected have previously been altered and the impact of this work is considered to be Minor Adverse. The loss of this historic fabric is considered to be mitigated as it would enable the creation of high quality public realm, accessibility and would secure the long-term viable use of the arches.

Eight columns and eight steel columns would be inserted through the brick arches to support the new residential and office building. Each concrete column would be approximately 1.6m in diameter and each concrete column will be approximately 0.5m in diameter. The loss of historic fabric would be minimised to ensure the form of the arches is still understood and appreciated. The impact of these works is considered to be minor adverse.

The central section and western outer section of the bridge over Great Bridgewater St would be removed. This would improve the pedestrian environment and experience at street level by allowing natural light into the space open up the space for the public stair and residents' entrance. The cleaning and lighting of the remaining bridge structure would enable the historic relationship between the Grade II listed Castlefield Viaduct and the Grade II* Manchester Central building to be understood and appreciated and the impact is considered to be minor adverse.

The former track beds of the Castlefield Viaduct have been substantially altered to enable vehicle access from Trafford Street and facilitate the use of the space as a service yard for the Manchester Central building. The proposed interventions into the upper level, to enable installation of new structure would be minor adverse.

These works to the Grade II listed Castlefield Viaduct would result in some alteration, but it would not seriously affect a key element of its special architectural or historic interest. The changes to its fabric impact on minor components and would result in less than substantial harm, with some alterations resulting in a beneficial impact.

Significance of setting to surrounding listed buildings

A Heritage Report has identified and assessed the heritage assets surrounding the site which could be affected by the proposal as required by para 128 of the NPPF. The setting of the identified heritage assets has also been addressed to allow the potential impact of the proposals to be understood and evaluated.

The proposal could have an impact on the setting of a number of listed buildings and these are set out below followed by an assessment of the views within which they may they be seen and the specific impacts on those views.

The Manchester Central, a grade II* listed building, was constructed in 1875-80 and became Manchester fourth and final passenger railway terminus. The former station is position upon a vast brick undercroft, with a single segmental-vaulted shed of 15 bays and a 21 foot span. The former station building represents end of a highly significant period in Manchester's history. Due to the topology of the site and the scale and form of the building, it remains clearly understood as a former railway station. The north of the building is considered to be its principal façade and of greatest importance in terms of being able to understand and appreciate the setting of the building. The inactivity experience along Windmill Street and the presence of the Metrolink tram line along Lower Mosley Street affects the ability to understand and appreciate the form of the building in these areas. The appreciation and understanding of the significance of the setting of the building from the south side are from longer distance views from Chester Road and Medlock Street. In addition, the experience of the building from Deansgate- Castlefield tram stop is compromised by the poor pedestrian environment and visual clutter associated with the service yard,

The Town Hall 1868-77, grade 1 is one of the most important historical and architectural buildings in the City. It is part of a highly important civic group with the Town Hall Extension and Central Library.

The Albert Memorial 862-5 is a striking monument within Albert Square, Princess Street, Brazenose Street and Lloyd Street and is highly significant in its setting with the Grade I Listed Town Hall, which creates a highly significant public square.

The Town Hall Extension grade II* (1938), is a large structure and its irregular shape results from its relationship to the Town Hall and Central Library and the requirement for it to fit in seamlessly with them. It is a bold building that heightens the sense of a civic group of buildings.

Central Library, grade II*(1930-4) is a large classical style building, circular in form. It is one of the City's most recognisable structures and forms part of a highly important civic group with the Town Hall and Town Hall Extension.

The Great Northern warehouse grade II* The former Deansgate Goods Station forms part of a large island site, bounded by Peter Street, Watson Street, Great Bridgewater Street and Deansgate. It has an industrial appearance that rises above the terrace along Deansgate.

The Midland Hotel, Peter Street grade II* is a highly significant Edwardian railway hotel associated with Central Station. All four elevations are highly decorated with glazed terracotta and faience.

Manchester South Junction and Altrincham Railway Viaduct grade II spans a great length and is a constant feature in the area and forms the background to many local streetscapes. The viaduct is mainly bound by Whitworth Street West in this area where it is understood and appreciated as a historic structure with communal and historic values. The significance of its setting is varied as it is in many parts built up against and hidden from view from other areas.

Castlefield railway viaduct from G-Mex to Dawson Street, grade II, forms a significant part of Manchester's railway history, passing through Castlefield and using many differing materials and Gothic bridges. The setting of the viaduct is fully appreciated from the Castlefield Basin area, and where passing across Deansgate.

Deansgate Station grade II is a late Victorian replacement of the 1840's station, and has a curved corner at Whitworth Street West/Deansgate. It forms a group with the Manchester South Junction and Altrincham Railway Viaduct which runs through the rear of the building. This and the long linear form of the Castlefield viaduct creates kinetic views and the significance of its setting focuses on the linear form of the viaducts.

The Britons Protection dates from the pre-industrial nature of the City centre and is a domestic scale which represents the pre 1815 small grain of the area. It is only fully appreciated from Lower Mosley Street and the junction with Great Bridgewater Street.

13-17 Albion Street, grade II is a former warehouse and has strong fenestration detailing. Its setting and original function is understood by kinetic views along Albion Street and Whitworth Street West, which are enhanced and understood at the Rochdale Canal level.

Lock 90, east of Albion Bridge, grade II. The setting of the locks has been substantially altered by public realm on Whitworth Street West and the footbridges and decking to access the bars within the viaduct arches. Lock 90 and 91 are listed for their group value. The ability to understand and appreciate the structures together, alongside the former Lock Keeper's Cottage, is intrinsic to their special interest. The significance of the setting of these two lock structures is best experienced from the tow path, below street level. Views from the street level decking down to the canal and lock structures is not a historic view, although it affords the ability to gain further appreciation and understanding of the structures and their relationship with the canal.

Lock 91, west of Gaythorn Tunnel grade II. The setting of the locks has been substantially altered by public realm on Whitworth Street West and the footbridges and decking to access the bars within the viaduct arches. Lock 90 and 91 are listed for their group value. The ability to understand and appreciate the structures together, alongside the former Lock Keeper's Cottage, is intrinsic to their special interest. The significance of the setting of these two lock structures is best experienced from the tow path, below street level. Views from the street level decking down to the canal and lock structures is not a historic view, although it affords the ability to gain further appreciation and understanding of the structures and their relationship with the canal.

Theatre Royal Grade II 1845, has a monumental façade. The centre which breaks forward is treated as a giant recessed portico with fluted Corinthian columns. It is Manchester's oldest surviving theatre. The setting of the Theatre Royal is largely confined to its island site.

YMCA Grade II 1911, was rebuilt except for the façade in 1991-3. It has a Free Baroque style with Art Nouveau accent and was the first important building in Manchester to be built in reinforced concrete. It forms part of an island site with its significant aspect towards Peter Street. It is one of an important group of large individual buildings along Peter Street.

Viewpoint 1 is from the north side of Albert Square looking south towards the site and has a high importance. It is dominated by the Grade I listed Town Hall and the Grade I listed Albert Memorial, to the right. This area forms the setting to the Grade I Town Hall where it is experienced in its totality and appreciated as the civic centre of the city. The Albert Memorial is experienced and understood as a set-piece alongside the Town Hall with the open public realm of the Albert Square providing the formal setting to the statue and building.

Beyond the buildings in the middle ground are taller contemporary developments including Television House, the Great Northern Tower and the Hilton Tower. This view illustrates the nationally important setting of the Grade I listed Town Hall and Memorial.

The proposal would be visible above the roofline of the Grade II Listed buildings on the southern side of Albert Square and would introduce a new element to the skyline. It would be read as a contemporary backdrop, alongside the Beetham Tower and Great Northern Tower. The presence of the Town Hall and the Albert memorial, within the setting of the Square would still be clearly understood and appreciated. It would not impact on the character or appearance of the Albert Square Conservation Area as

a whole. The Owen Street development would be seen in cumulative views and it is considered the cumulative impact would be minor adverse due to the distance of the Owen Street scheme.

Viewpoint 2 is from Castle Street in Castlefield, looking north-east and is of medium importance. The unlisted former lockkeeper's cottage and Dukes Lock are in the foreground with the multi-phased, multi-layered Grade II Castlefield railway viaduct and old Warehouse/ industrial buildings that line the canal beyond this. The Hilton Tower terminates the view.

This image demonstrates the more domestic character and scale of the Castlefield Conservation Area. The multi-levelled and open nature of this part of Castlefield, coupled with the remaining industrial buildings which are now a mix of office and bar/restaurant use, add to the dynamism and kinetic nature of the Conservation Area, and this viewpoint.

The proposed development would be seen in conjunction with the Beetham Tower, and would be understood as being a contemporary backdrop to the view. The heritage values of the heritage assets and view would still be understood and appreciated but the increased mass and form of the proposal would erode this to a minor extent.

Viewpoint 3 illustrates the open nature and prominence of the Grade II* Manchester Central and Grade II Castlefield Viaduct from the junction of Albion Street and Whitworth Street looking north and is considered to be low to medium in importance. This viewpoint does not best represent the heritage values of the Manchester Central building which are revealed better in kinetic views along Lower Mosley Street. Similarly, the heritage values of the Grade II Castlefield Viaduct are represented better in views to the west, along Whitworth Street West and from within the Castlefield area. The poor-quality pedestrian environment at the road junction and the lack of enclosure and activity at street level is evident. The proposal would dominate the view and fill the gap between the Hilton Tower and southern end of Manchester Central, obscuring its end elevation. The proposal would step down to street level providing enclosure and activity and encourage pedestrian movement along the street. Kinetic views would reveal the enhancement to and use of the arches under the Grade II Castlefield Viaduct and the robust horizontal form of the Manchester Central building. The impact would be moderate adverse.

Viewpoint 4 is from the south side of Lower Mosley Street, looking in a south-westerly direction and is of medium importance. It allows an understanding and appreciation of the urban setting of Manchester Central with its principal façade and entrance visible along with the piazza. Kinetic views moving south west, provide an appreciation of the building's setting, opposite the Midland Hotel. The scale of the building is also fully appreciated in kinetic views along Lower Mosley Street, where Metrolink rises up to the level of the former track beds. Modern, contemporary development can be seen all around the building, including the Hilton Tower, which is a backdrop to Manchester Central.

Manchester Central which would remain dominant with the proposal seen as a contemporary backdrop to. The kinetic views from the public realm would not be

effected. The proposal would erode to a minor extent the predominance of the aesthetic value of the building from mid-range views. The historic building line of the street would to some extent be reinstated, which would provide enclosure and a tighter urban grain. This would enhance the quality of the wider townscape, provide a clearer termination to the view and encourage movement along the street. The impact would be minor adverse.

Viewpoint 6 is from the junction of Mosley Street and Princess Street, looking southwest towards the site and is in the middle distance and is considered to be of high importance. The Grade II Listed 79 Mosley Street, the Grade II* Listed Midland Hotel, the Grade II* Listed Central Library and the Grade II* Manchester Town Hall Extension are all visible.

It focuses on St Peter's Square and is terminated by the Midland Hotel and the Hilton Tower projects considerably above its roofline. It illustrates the setting of St Peter's Square and demonstrates the high communal value of the Civic Buildings.

The residential building would be visible above the roofline of the Midland Hotel, alongside the Beetham Tower. It would be understood as a contemporary element and would form a clear group with the Beetham Tower. The impact would be lessened considerably because of its distance from St Peter's Square. It would, however, erode to a minor extent the predominance of the aesthetic value of the roofline of the Grade II* Midland Hotel.

Viewpoint 7 is from the western end of Liverpool Road, at the junction with Water Street, looking east along Liverpool Road towards Deansgate and is of high importance. It is dominated by the Grade I listed Liverpool Road Station. Beyond the Station building is the Grade II listed Power Hall and the Hilton tower terminates the view. This view forms a positive contribution to the character of the Castlefield Conservation Area.

The residential tower would be visible and would be seen with the Hilton tower. Therefore it would have a negligible impact on the heritage values of the heritage assets.

Viewpoint 9 is from the north-west side of St Ann's Square. The Square is enclosed by numerous listed buildings including the Grade II listed Royal Exchange, the Grade II Mansfield Chambers, the Grade II* RBS, the Grade I listed St Ann's Church and the Grade II listed former townhouses. The two statues in the centre of the square are also Grade II listed. The area is also designated as a Conservation Area. The view illustrates the potential impact the proposal could have on the square and its high historic, aesthetic and communal heritage values. The contemporary forms of the Beetham Tower and Great Northern Tower are visible in the background, rising above the historic roofline.

The residential tower would be seen in conjunction with the Great Northern Tower and would therefore have a negligible impact on the heritage values of the heritage assets within this view.

Viewpoint 10 is of medium value view is taken from the junction of Deansgate and Peter Street/ Quay Street and is dominated by the horizontal form of the Grade II listed terrace that enclose Deansgate. The Grade II* Great Northern Warehouse is visible behind this. The view is terminated by the Hilton Tower.

The residential tower would be visible and would be read in conjunction with the Beetham Tower, as part of the backdrop to the former goods station buildings. It would appear over the centre of the Deansgate Terrace, it would erode to a minor extent the aesthetic value of these heritage assets. The character and appearance of the Deansgate/Peter Street Conservation Area would not be effected.

Viewpoint 11 is of medium value view and is from the north side of Bridgewater Street, opposite the Jury's Inn Hotel. The view is enclosed by the 7-storey contemporary hotel building the Grade II listed Britons Protection pub is beyond. Manchester Central is viewed across the open car park/ service yard for the Bridgewater Hall. The Hilton Tower terminates the view and the Great Bridgewater Street Bridge is visible. This view demonstrates an eclectic range of building styles, heights, forms and materiality.

The proposal would obscure views of the Hilton Tower but provide a better sense of enclosure and definition to the streetscape. The modern developments would step up in height and provide a contrast to the horizontal form of Manchester Central. There would be a gap between the proposal and Manchester Central along Great Bridgewater Street. The proposal would erode, to a minor extent, the ability to understand and appreciate the historic relationship between the Grade II Castlefield Viaduct and the Grade II* Manchester Central. However, the benefits to the urban form of the proposed development are considered to mitigate this impact.

Viewpoint 12 is of medium value from the south-west side of the Deansgate/ Castlefield Metrolink tram stop which is located on top of the Grade II listed Castlefield Viaduct, looking north towards the Grade II* Manchester Central. The open elevation of the Grade II* listed building has been substantially altered and whilst the presence of the tram stop maintains an historic connection to the historic use of the viaduct and its relationship with the former train station, this relationship is better understood and appreciated when on a tram travelling north, when the full form and size of the building is experienced whilst travelling along its east side. The south side of the building is currently used as a service yard for the conference centre and this has created a cluttered, incoherent space that is of poor quality for pedestrians and those using the tram.

The proposal would obscure the view of the southern end of the Grade II* Manchester Central building and would have a major adverse impact. However, mitigation for this impact would be provided by the enhanced pedestrian environment that are proposed which would also provide a more coherent interchange.

Viewpoint 16 is from the west side of Watson Street is of low to negligible value. The street is enclosed by the inactive frontages of the Manchester Central undercroft and the Great Northern car park. The top of the arched roof of Manchester Central can be seen on top of the viaduct but the 'roofline' is broken by structures within the service yard. This view shows the lack of activity and poor pedestrian environment along Watson Street.

The proposal would provide a highly visible termination to the street, signifying activity and the continuation of the city beyond. A street level entrance would be created to the upper level up and to the tram stop beyond. This would help to reactivate Watson Street and enhance, discernibly the ability to understand and appreciate the historic and aesthetic values of the Manchester Central undercroft and those of the Castlefield Viaduct.

Viewpoint 17 is experienced from the junction of Liverpool Road and Deansgate, looking east along Great Bridgewater Street. Part of the rear elevation of Manchester Central can be seen beyond the Great Northern and the bridge on Great Bridgewater Street terminates the view in the middle ground with the pitched roof of a temporary building within the service yard of Manchester Central visible above it. The proposal would be seen in conjunction with the Beetham Tower and have a negligible impact.

The proposal would result in instances of major, moderate and minor adverse impact on the setting of the Grade II listed Castlefield Viaduct and Grade II* listed Manchester Central. However, it would also result in moderate beneficial impacts, and enhance the setting of the Grade II listed Castlefield Viaduct and Grade II* listed undercroft of Manchester Central around the Watson Street/ Great Bridgewater Street junction, as well as instances of negligible/ no impact within the wider setting.

It is considered that these impacts amount of less than substantial harm as defined by paragraph 134 of the NPPF and can be suitably mitigated by the high quality and distinctive architecture that the building will bring together with the regeneration benefits in respect of improved connectivity in the area and high quality public realm. It is considered that this mitigate provides the public benefits required by the paragraph 133 of the NPPF which outweighs any harm which arises.

Impact Assessment

The proposal would result in some instances of adverse impact. The adverse impacts in relation to the alterations to listed structures and changes to their settings are considered to result in *less than substantial harm*. This concurs with Historic England's conclusions. In these circumstances, it is necessary to assess whether this level of harm would be outweighed by the public benefits that would be delivered, including whether it would secure the optimum viable use in accordance with the guidance provided in paragraph 134 of the NPPF. In doing so, regard must be had to the desirability of sustaining and enhancing the significance of the heritages assets, in line with paragraph 131 of the NPPF.

The proposal would regenerate a major site within the City Centre which has a negative impact on the area and introduce a viable, active use. It would provide an appropriate mix of uses and provide accommodation required by modern businesses and residents and would therefore provide sustained economic growth.

It would provide new public spaces and establish a strong sense of place. It would create a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life. The proposals would enhance permeability and connections. A new vertical connection will be created from Great Bridgewater Street onto the top of the viaduct, leading directly via enhanced public

realm to Deansgate Interchange, incorporating Deansgate-Castlefield Metrolink Station and Deansgate Railway Station. This will complement the investment in creating a new transport hub at this location, which opened in 2016. The proposal will reinstate a strong frontage onto Albion Street and will significantly enhance the east-west connection along Great Bridgewater Street between Deansgate and Albion Street.

It would generate specific heritage benefits and ensure that people can engage with the heritage assets on and around the site for the first time since it ceased to be used as used as a railway station. The poor quality pedestrian environment, lack of permeability and lack of viable use for the undercroft is adversely impacting the ability to understand and appreciate the heritage values of the listed structures. The development would introduce new viable uses to the Grade II Listed arches, drawing people into these spaces to enjoy, appreciate and understand them. The alterations to the bridge over Great Bridgewater Street would improve an unattractive, oppressive and unsafe connection through the site. The entrances to the railway arches, onto Great Bridgewater Street, would be opened up to provide a visual link into the listed structure. Together these interventions would draw pedestrians down the route to appreciate the retained elements of the bridge and the reactivated arches.

The service yard to Manchester Central would be rationalised, modernised and enclosed resolving the untidy arrangement which currently detracts from the setting of the Grade II* Listed structure. Whilst views of the Manchester Central building from the south would be adversely affected, views from the north, west and east would be enhanced, by repairing the urban form to the Albion Street / Great Bridgewater Street junction and putting Manchester Central back into an active city centre streetscape.

Manchester Central would be highly visible from the new public realm, the new route onto Watson Street, the new podium deck and from the opened up Great Bridgewater Street.

The alignment, scale, massing and materiality of the proposal would ensure that it integrates successfully into the historic environment. It would respond to the variety in massing, scale, alignment and materiality of nearby buildings and reflect the diversity of the local identity, building styles and materials. The proposal would be innovative, continuing the history of independence and variety and place shaping, and address connections between people and places.

It has to be acknowledged that there are differing views on the level of impact that the proposals would have on the historic environment. Historic England consider that there would be a high level of harm as a result of the development albeit less than substantial harm. The visual association between the station and viaduct and the understanding of their inter-relationship would be significantly diminished due to the location, scale and proximity of the development. The siting of the office building so close to the station and the impact of the adjacent podium on views through the site would cause great harm to the setting of the station. Kinetic views at street level and tram and train routes from the south and south-east, which currently allow an appreciation of the monumental arched form of this important city landmark, would be lost almost entirely. The scale of the new buildings would entail loss and harmful

alteration to the vaults of the viaduct below by the intrusion of new structures such as lift cores and foundations. They believe that the viaduct across Great Bridgewater Street could be improved by introducing public art. They recognise that the proposal has sought to mitigate the harm to the structure of the viaduct and that there are likely to be some modest heritage and public benefits and enhancements, which would need to be taken into account when coming to a decision but they consider the level of harm to be high..

The Heritage Statement submitted in support of the application in conjunction with the VIA concludes that there would be some impacts. There can be no doubt that this proposal would change this area and would change the setting of the heritage assets. Officers do not believe that the level of harm would constitute substantial harm and it is important to note that Historic England have not suggested that this is the case, although they do consider the level of harm to be high. Therefore, the level of harm is less than substantial and therefore the question of whether the public benefits delivered by the scheme would outweigh the level of harm caused has to be considered.

The proposal has the potential to continue the regeneration of one of the City's key regeneration areas and would fully utilise an under-utilised site. In particular, it would ensure that areas to the south of the railway viaduct around First Street, Great Jackson Street and Little Peter Street are fully and properly integrated into the heart of the City Centre. The public benefits of the proposals are clearly set out elsewhere in this report but would include the delivery of strategically important site delivering much needed housing provision, employment generation, significant areas of public open space and amenity space. The site is a key component of the strategic vision for the Civic Quarter and would deliver high quality buildings, a substantial number of new high quality residential units and new sources of employment both during construction and post completion and the delivery of a large public space and enhanced connectivity for use by users of and residents of the City Centre.

The application site makes little contribution to the townscape other than providing a open setting to the south side of Manchester Central. The proposed development would introduce high-quality, distinctive buildings of an urban scale and would therefore make a positive contribution to the wider townscape. Therefore, this development could enhance the setting of affected heritage assets in line with NPPF paragraph 56-68 and 131.

The 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 on Albion Street where there is a low level of environmental quality which creates a poor impression of the City Centre.

Overall the verified views indicate that the mass of the development and proposed materials would have an impact, Manchester Central, but overall would respond well to the adjacent and wider historic environment. They also demonstrate that it would not prevent the appreciation or significance of the townscape value of adjacent buildings or, the ability to appreciate the heritage values of the adjacent listed buildings.

Given all of the above it has to be acknowledged that the existing urban form and pedestrian environment would be enhanced by these developments and it is considered that the considerable and extensive public benefits that would be delivered would outweigh the 'less than substantial harm' that would be caused to the setting of the Palace Hotel.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, 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.

External Appearance and visual amenity

The materials would respond to the context, and particularly the adjacent Beetham Tower with which it will form a cluster. The development would have a simple, uniform design to ensure each building has a strong relationship with the other, with the Hilton Tower and to the urban surroundings. The strong, simple silhouette and regular geometric composition creates a uniform approach to the cladding that responds to the wider city context and vertical form of the buildings. A collection of tall buildings would be created that complement each other and form a strong composition within the city.

The residential building would have a simple palette of materials including clear glass, opaque enamel fritted glass, aluminium panel vents and aluminium fins to articulate the façade within a unitised curtain wall system. This would create a high quality façade treatment. The fins would be arranged across each elevation to enforce the slenderness and verticality of the tower and create shadow and depth. There fins would gradually open out towards the upper parts of the tower to improve views across the city.

The office block would be glazed and treated as a simple glazed cube expressed over a green base element. The glazing would achieve a high level of light to the internal spaces. The glass is to be treated with a ceramic fritting which will reduce overheating within the internal spaces.

The scale of the development would respond to its context to give the development a clear identity and provide a significant number of high quality dwellings and office accommodation. A tall residential building would minimise the level of alteration necessary to the Grade II Listed Castlefield Viaduct

Archaeology

A desk based archaeology assessment concludes that despite construction of the railway viaduct at a later stage, there is considerable potential for the survival of

archaeological remains relating to the Roman settlement of Manchester (Manucium) and early 19th Century workers housing and industry. There is also potential for relict 18th Century and earlier plough soils to be present; these may well seal Roman deposits as has been found elsewhere in Castlefield. None of these remains are nationally significant warranting preservation in situ, but they will require a record to be made if they are impacted on by the development.

A scheme of evaluation trenching would be required to inform the level and nature of surviving archaeological features/deposits and their relative significance. More detailed excavation may then follow if significant remains are identified that would be damaged or destroyed by the development ground works. A historic building survey should be undertaken to record the late 19th Century railway arches including the listed grade 2 Castlefield viaduct. These matters should form part of the conditions of the planning approval.

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.

The applicants acknowledge that the market is competitive market and that the quality of the development is paramount. A significant amount of time has been spent developing and carefully costing the design to ensure that the as scheme submitted can be delivered. The applicant is keen to commence work on site as soon as possible.

The proposed 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.

The development team have experience of delivering high quality buildings, including residential schemes, in city centre locations. They recognise the high profile nature of the site which has ensured that the design response is appropriate for this strategically important site.

Impact on the highway network/car/cycle parking and servicing

A transport statement notes that the site is accessible to a range of transport modes and is close to a range of amenities and services. It immediately adjoins the Deansgate Metrolink stop and beyond this is Deansgate Station. Many bus routes are nearby.

There would be 36 parking spaces within the ground floor for the office development. Car parking for disabled residents within the parking area and disabled parking bay on Great Bridgewater Street.

The residential accommodation would be available for sale and owning a car in the city centre is a lifestyle choice rather than a necessity. The applicant has also provided details of off-site car parking available within the local area on long term lease hold arrangements. A car parking strategy would assist residents with their parking needs together with measures such as car club availability etc and this should be secured by a condition.

The proposal includes 375 cycle spaces (100% per apartment, 55.6 % per bedroom) for residents and 114 cycle spaces for the offices within secure accommodation at service yard level. There would be shower and locker facilities adjacent to the secure cycle store which makes cycling to work a real alternative. The proposal would include electric car charging points across the development.

The applicant has committed to producing a travel plan for the development and the implementation of this should form part of the conditions of the planning approval.

There would be no significant impacts on the capacity of the local highway network. The existing service yard for Manchester Central is to be retained and marginally reduced in size to facilitate the development. A new management system would be put in place to provide an efficient system which would include a booking system for event traffic to help manage peak demands. In addition, there would be an off-site holding area for event peak activity during construction and when the development is operational. This would be located at the existing car park on top of Castlefield Quay.

General and waste servicing for the rest of the development will also take place from the Manchester Central servicing yard. A loading bay is proposed on the south side of Great Bridgewater Street and details should be secured through a planning condition.

The development would not have an unduly harmful impact on the local highway network. Travel planning would help take advantage of the sustainable location of the site in order to further reduce the reliance on the car to the site. Servicing and construction requirements can also adequately met at the site. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Sustainability

An energy and environmental standards statement demonstrates that the energy hierarchy has been applied and that low and zero carbon technologies have been used within the development which would enable the buildings to achieve a 15% improvement of part L (2010) and 9% improvement on the 2014 regulations. The BREEAM pre-assessment confirms that an 'excellent' rating is the target.

The overall energy performance of the development is satisfactory and there would be an overall reduction in emissions as prescribed by policy EN6 of the Core Strategy. The development performs well, and complies with the spirit of the Core Strategy policies given the high quality building fabric and systems that are being incorporated into the buildings. It is recommended that the energy standards form part of the conditions of the planning approval.

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

A comprehensive landscaping scheme has been prepared for the site in order provide the connections from the tram stop as well as the opportunity to create a more desirable connection towards Great Bridgewater Street and Great Northern Square.

The public realm enhancements at Deansgate Metrolink station would be extended across the entire upper deck of the viaduct. A new staircase and lift would link the upper deck to Great Bridgewater Street/Watson Street and provide a safe and legible route into the city centre from the tram stop. The walls of the staircase would have vertical greening and a series of trees and lighting would animate the space.

There would also be private space including a podium deck on top of the service yard which would link the residential and office elements and provide high quality amenity space for the residents and workers.

It is recommended that a condition of the planning approval is that details of the hard and soft landscaping area agreed by planning condition in order to ensure that they are of the highest quality and satisfy requirements in respect of accessibility and designing our crime.

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.

a) Sunlight, daylight, overshadowing and overlooking

The site is vacant and therefore it is inevitable that the proposal would affect the daylight and sunlight to adjoining properties to varying degrees. As assessment has been undertaken of the impact on sunlight and daylight in line with BRE Guidelines. The guidance should be treated flexibly in a dense urban area such as this, where buildings are located in close proximity to each other.

It should also be noted that there is currently an extant planning permission for an 15 storey building adjacent to the Hilton Tower together with a masterplan which promotes high density accommodation. The following buildings were assessed in terms of the impact of the proposal:

- Hilton Tower - 907 windows have been assessed with 906 windows continuing to receive daylight within the VSC target of 21.6%. A total of 150 lounges/kitchens dining rooms have been appraised with all rooms continuing to achieve the required APSH levels or a value of less than 20% which would not be noticed. The impacts on the Hilton Tower would be negligible and non-significant in terms of day light and sunlight.

- Hacienda apartments – 159 windows were appraised with 149 windows continuing to receive daylight within VSC levels. There are 10 windows which do not achieve the alternative VSC target and therefore would suffer a noticeable reduction in daylight. However, these windows are located under recessed balcony areas and all of the spaces affected are all dual aspect and therefore are not the sole light source to the space. The proposal has no impact on the Hacienda apartments in terms of sunlight nor casts a shadow in its direction.
- Residential apartments under construction at Axis have 76 single aspect rooms (out of 481) that would overlook the proposed office building. These windows are unlikely to be complaint with the recommended VSC levels. Out of this 76, 43 are less sensitive with 33 being living rooms/kitchens which are high sensitive. This equates to 7% of all rooms surveyed. This is considered to be a minority of rooms and given the urban context, it is inevitable that some affects would arise. The arrangement is not considered to be unusual for a city centre context. Axis is located to the south of the development so there would be no sunlight impacts.
- Residential apartments under construction at 10-12 Whitworth Street West are likely to meet the VSC guidelines due to the distances involved between the two sites. There would be no impact on sunlight to this development.
- External spaces within the development to the north at Barborelli square and Manchester Central Plaza – the existing amenity areas around the site would be complaint in that they will receive at least 50% of their area will receive two hours of direct sunlight at spring equinox. Manchester Central will received at least two hours of direct sunlight to 88.2% of its area and Barborelli square 83.4%.

It is considered that there would be no unduly harmful impacts which would arise regarding day and sunlight to surrounding developments with any impacts being minor in nature and are not unusual for a city centre context.

The siting and orientation of the development would allow adequate separation distances between the buildings and avoid overlooking and loss of privacy, There would be approximately 28 metres between the proposed residential and office buildings and approximately 36 metres between the proposed residential block and the Hilton Tower. In addition, the development has been designed so that no single aspect rooms would look directly into the site where the extant planning permission exists adjacent to the Hilton Tower.

It is therefore considered that there will be no unduly harmful impacts which will arise in this regard and any impacts which doe arise are not unusual for a City Centre context.

There is some opportunity for solar glare from the development which could impact on tram drivers on the metrolink line running underneath the office building, particularly during the mornings during the winter months. This can be mitigated though the materials used and this should be minimised once the development at Axis and 10-12 Whitworth Street are constructed.

b) Wind environment

An assessment of the pedestrian level wind environment in and around the site has been prepared. It provides a wind mitigation scheme within the existing and future context to ensure that conditions at ground and elevated levels are generally improved and remain suitable for their intended usage throughout the year.

The report highlights an outdoor seating area to the south of the site at the eastern end of Deansgate locks which would remain suitable for short term standing/sitting during summer months, but term sitting would be affected. Long terms sitting would be suitable for 94% of the time during summer, falling just below the criteria which stands at 95%.

It is considered that the proposal would not have a detrimental impact on the wind environment in and around the site. Whilst there is an exception, it is considered that this impact is minor and would not warrant refusal of this planning application.

It is recommended that the wind mitigation measures are secured by planning condition.

c) TV reception

A TV reception survey has sought to establish the impact on the surrounding terrestrial television signal from the addition of a tall building at the site. It highlighted that there could disruption to terrestrial television reception within approximately one kilometre of the proposal within the terrestrial television shadow zone to the south east. The significance of this impact has been judged to be minor adverse within the Environmental Statement. A series of mitigation measures have been outlined within the documentation.

There would be an impact on wireless communication links operated by two communication operators and discussions would take place with these operators.

In order to verify the effects of the development it is recommended that a post construction survey is undertaken to determine whether any mitigation is required once the development is complete.

d) Air quality

An air quality assessment has considered whether the proposal would change air quality during the construction and operational phases. The application is within an Air Quality Management Area (AQMA) where air quality conditions are known to be poor.

There would be dust during the construction process but there would be no demolition which would reduce dust emissions. There would be earthworks and above ground construction activities and a dust management plan should be prepared during the construction activities to ensure that the dust and air quality impacts are not be significant. This should remain in place for the duration of the construction period and should be the subject of a condition.

The development would provide limited on site parking and the majority of residents would travel by alternative means. The applicant has committed to providing electric car charging points within their development along with 100% cycle provision. These measures would offer travel options which would not worsen air quality conditions.

In light of the mitigation measures proposed above, it is considered that the proposal will comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there will be no detrimental impact on existing air quality conditions as a result of the development.

Noise and vibration

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

The level of noise and any necessary mitigation measures required for any externally mounted plant and ventilation associated with the building should be a condition of any consent granted. Access for deliveries and service vehicles would be restricted to daytime hours to mitigate any potential impact on the adjacent residential accommodation.

It is acknowledged that disruption could arise as a result of the construction phase of work. The applicant and their contractors will work with the local authority and local communities to seek to minimise disruption. The contractors would be required to engage directly with local residents. The enabling works package has followed this process. The provision of a Construction Management Plan should be a condition of any consent granted. This would provide details of mitigation methods to reduce the impact on surrounding residents

Conclusions in relation to CABI and English Heritage Guidance

In assessing the development in the context of the CABI 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.

Affordable Housing

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

The supporting SPD to this policy is clear that this may not be necessary or required where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing or a proportion, or where material considerations indicate that intermediate or social rented housing would be inappropriate.

Of relevance to this application this includes:

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

As noted above, any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives.

The proposal would consist of properties that would be available on a for sale basis. There is no provision within the development for affordable housing. The proposal is a complex scheme there requires significant interventions into a listed structure. In addition, the high quality façade of the building together with the significant improvements to the public realm and compliance with the City Council space standards raises issues of viability of the overall scheme.

Scheme viability is a key strand to the consideration. A Viability assessment has been submitted, which demonstrates that in its current form the development is viable with costs associated with design/high quality materials, highway mitigation measures, space standards etc together with the development being capable of being delivered. As such, providing affordable housing in this scheme would make the scheme unviable.

The recently endorsed 'Housing Affordability in Manchester' report by the Executive acknowledged the importance of delivering new homes through the planning process, providing the fundamental and underlying platform for growth and ensuring that the supply of housing increases thereby helping to counter price rises created by shortage. An assessment of scheme viability was noted as an essential part of this process.

On the basis of the above the proposed development complies with Core Strategy policy H8.

Phasing

The proposal would be split into two distinct phases with the residential building being phase one and the overall construction programme anticipated to take five years. The landscaping and highways works would be delivered with each distinct phase. It is anticipated that, subject to planning permission, development would commence in late 2017.

Ecology

An ecological appraisal concludes that there would be no adverse impacts on statutory or non-statutory designated sites. Checks should be made regarding nesting birds prior to the commencement of any works. This would be an informative of the planning approval.

The proposal would enhance biodiversity with extensive new soft landscaping and greening of areas and the creation of a green wall on the north and south elevations of the service yard podium. Bat boxes would be provided along the southern side of the site where there is be the greatest opportunity to access habitats.

Effect of the development on the proposed residents

A noise assessment has been provided to consider the noise insulation requirements for the accommodation. The main sources of noise from the development are as follows:

- noise emissions from plant and construction activities associated with the development;
- plant;
- acoustic specification of the building to limit noise ingress from external noise.

It is not considered that noise levels from the construction process would be unduly harmful, provided that the strict operating and delivery hours are adhered to along with the erection of the hoarding line around the perimeter of the site, which would have acoustic properties, silencers from equipment along with regular communication with nearby residents. It is recommended that such details are secured by a planning condition.

The proposal is likely to require plant and details are required prior to the first use of the development and it is recommended that this is included as a condition of the planning approval.

The acoustic report also considers external noise sources on the proposed residential accommodation. The main sources of noise would be from the nearby Metrolink line, traffic generation and music break out from Manchester Central. It is necessary that the apartments are acoustically insulated to mitigate against any undue harm as a consequence of the noise sources.

It is proposed that all apartments would be provided with continuously running supply of air and extract ventilation to ensure that the noise levels within the apartments do not reach unacceptable levels. The proposal would therefore not require any trickle ventilation.

It has been recommended that a post completion report is prepared to ensure that internal noise levels have been met and this should be secured by a condition of the planning approval.

With regards to the office accommodation and the commercial units, the noise assessment is also considered to be acceptable in this regard to prevent any unacceptable noise outbreak from the premises. It is again recommended that a post completion report is carried out for the office accommodation and a further report considered once the end users of the commercial units is known.

On that basis, provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation are appropriately insulated the proposed development is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

A major mixed use development of this nature would generate a significant amount of waste which requires management on a daily basis. There would be two main refuse storage areas for both the residential and office blocks located off the service yard area and dedicated loading areas created for refuse vehicles.

Due to the constraints within the building footprint, the applicant has chosen to opt for a private waste collection scheme for both the residential and commercial elements of the scheme. There is a clear commitment to recycling and waste would be segregated within the refuse store area.

Each residential apartment would have separate waste bins to enable to be segregated and recycled. Residents would use waste chutes lobby areas which are located on each floor and a colour coded system button system would enable waste to be directed to the appropriate bin in the waste room.

The commercial uses would have their own internal refuse storage and the office building would utilise the large refuse storage at the bottom of their building.

It is anticipated that the following waste management requirements would be required:

- Residential waste collected 5 times per week = storage of 11 Eurobins
- Office waste collected 7 times per week = storage of 15 Eurobins
- A1 Retail waste collected 5 times per week = storage of 2 Eurobins
- A3 Retail waste collected 5 times per week = storage of 2 Eurobins
- Coffee Shop waste collected 2 times per week = storage of 4 x 360litre bins

Environmental Health have assessed the refuse arrangements which are considered to be acceptable in principle. Further details are required in respect of the operations of the chute system together with finalising the commercial waste arrangements once the end users are known.

Overall it is considered that the waste management arrangements have been well considered as part of the development. The arrangements ensure maximum ease and efficiency for residents and ensure that waste is contained within a specified area. There is also a clear commitment and drive to ensure that residents recycle and the measures that will be put in place to do this are acceptable. The proposal therefore accords with policies DM1 and EN19 of the Core Strategy in this regard.

Fume extraction

Fume extraction will be required with regards to the commercial units if they are to be occupied by a food and drink use. It is considered that a suitable scheme can be put in place and integrated into the scheme. In this regard, it is recommended that a condition of the planning approval is that the fume extraction details are agreed.

Accessibility

All primary entrances to the commercial, residential, office and car parking entrance have level surfaces and would use no slip materials. All the buildings upper floors are accessible by lifts and internal corridors will be a minimum of 1500mm wide.

All the residential apartments have been designed with the space standards allow adequate circulation space. Parking is located at the ground level within the undercroft, accessible from Trafford Street, which can be made available for disabled parking. In addition, Great Bridgewater Street is capable of accommodating an accessible car parking space.

Flood Risk/surface drainage

The site is located in flood zone 1 'low probability of flooding' and within a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are sensitive to an increase in the rate of surface water run off and/or volume from new developments which may exasperate local flooding problems.

A detailed drainage scheme would be required through a condition along with a management plan. There would be no infiltration SuDs due to the poor permeability and contamination issues within the ground. It is proposed that attenuation is through sealed systems and connecting into the public sewer.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition of the planning

approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Aerodrome safeguarding

The Manchester Airports Aerodrome safeguarding have confirmed that the height of the development would not have an impact on the airports obstacle limitation surfaces (OLS) and therefore does not conflict with any physical safeguarding criteria. They have recommended that in using any tall cranes during construction they should seek a relevant permit from the airport. This should be highlighted as part of an informative of the planning approval.

The height of the development could require modifications to the radar system and it is recommended that a condition of the planning approval is that such mitigation should be agreed with Manchester Airport.

Ground conditions

Initial site investigation work has found a large amount of made ground at the site. There are some complex ground conditions associated and the site is located over a principal aquifer. The main risk is pollutants reaching the aquifer around the site and a detailed risk assessment remediation strategy is required together with conditions relating to there being no infiltration of surface water drainage into the ground where contamination has been identified.

The implementation of the remediation strategy should be confirmed through a verification report to verify that all the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Public opinion

A majority of the concerns have been addressed in the report including close proximity of the development resulting in loss of privacy and light.

The application site is a key site within the Great Northern, Manchester Central and Castlefield Quay SRF. This document has identified the application site as a key component of the SRF and seeks to create a cluster of large buildings around this part of the City Centre. The design is considered to be of high architectural and visual quality and will contribute positively to the Manchester skyline alongside developments such as the Hilton Tower.

There is no car parking proposed for the residential element but residents would have access to a wide range of services and public transport. The public realm improvements would improve permeability and connections to the City Centre.

The proposal would require complex and work associated with building in and around a listed building. This together with the significant investment into the public realm would make providing any affordable housing provision unviable in this particularly instance.

Permitted development

The Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that a condition of the approval should clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) without the requirement for formal planning permission. This is to protect this development and its future residents from the problems associated with the change of use of properties to HMO's and to promote family accommodation and sustainability within this neighbourhood.

Construction management

Measures would be put in place to help minimise the impact of the development on local residents such as dust suppression, minimising stock piling and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site. It would not be possible to site the compound/welfare facilities within the site boundaries due to the restricted size and this would need to be created locally.

There is unlikely to be any cumulative impact from the construction elements of the development. Whilst there is a large amount of activity in the local area, the close proximity to major roads will ensure such activities should not have a detrimental impact on the surrounding area.

Provided appropriate measures are put in place the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

Conclusion

The proposal would have a positive impact on the regeneration of this part of the City Centre including contributing to the supply of high quality housing and office accommodation. Alterations to the viaduct would result in the introduction of an active frontage to the street level and significant improvements to the public realm connecting this part of the city centre to Deansgate Metrolink station. There would be cycle parking provision and well considered servicing improvements from both Manchester Central and the resulting office and residential elements. The buildings will be of a high level of sustainability and the high quality materials on the exterior of the building are worthy of a building of landmark status.

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

The report has outlined that the proposal would have an adverse impacts on the setting of the Grade II* listed Manchester Central in terms of its aesthetic and townscape value and legibility and form. The level of harm is considered to be less than substantial and is outweighed by the public benefits that would be delivered. Notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme thus meeting 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 proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application as a result of matters arising from the consultation and notification process. The proposal is considered to be acceptable and therefore determined within a timely manner.

Reason for recommendation

Conditions to be attached to the decision 115871/FO/2017

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 shall be carried out either as one development or on a phased basis in accordance with drawing 0053-MP-A-B5D9-F000-P-AL-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017

In these conditions, the following phrases shall have the meanings set out below:

Phase 1 – Shall mean the construction of the residential block and associated landscaping, public realm, highway and any other associated works

Phase 2 – Shall mean the construction of the office block and associated landscaping, public realm, highway and any other associated works

Reason – To allow the development to be constructed on a phased basis pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

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

Drawings

10053-MP-A-B5D9-G000-XP-00-001 Rev 00, 10053-MP-A-B5D9-G000-XP-01-001 Rev 00, 10053-MP-A-B5D9-G000-XP-00-001 Rev 00, 10053-MP-A-B5D9-F000-P-AL-001 Rev 00, 10053-MP-A-B5D9—JC20-P-00-001 Rev 00, 10053-MP-A-B5D9-JC20-P-01-001 Rev 00, 10053-MP-A-B5D9-G100-P-00-001 Rev 00, 10053-MP-A-B5D9-G100-P-02-001 Rev 00, 10053-MP-A-B5D9-G100-P-03-001 Rev 00, 10053-MP-A-B5D9-G100-P-04-001 Rev 00, 10053-MP-A-B5D9-G100-P-14-001 Rev 00, 10053-MP-A-B5D9-G100-P-20-001 Rev 00, 10053-MP-A-B5D9-G100-P-RF-001 Rev 00, 10053-MP-A-B5D9-G200-E-N-001 Rev 00, 10053-MP-A-B5D9-G200-E-S-001 Rev 00, 10053-MP-A-B5D9-G200-E-E-001 Rev 00, 10053-MP-A-B5D9-G200-E-W-001 Rev 00, 10053-MP-A-B5D9-G100-S-AA-001 Rev 00, 10053-MP-A-B5D9-Z200-3-AL-001 Rev 00, 10053-MP-A-B5D9-Z200-3-AL-002 Rev 00, 10053-MP-A-B5D9-Z200-3-AL-003 Rev 00, 10053-MP-A-B5D9-Z200-3-AL-004 Rev 00, 10053-MP-A-B5D9-Z200-3-AL-005 Rev 00, 10053-B2-A-B5D9-G200-P-00-001 Rev 00, 10053-B2-A-B5D9-G200-P-01-001 Rev 00, 10053-B2-A-B5D9-G200-P-01M-001 Rev 00, 10053-B2-A-B5D9-G200-P-40-001 Rev 00, 10053-B2-A-B5D9-G200-P-RF-001 Rev 00, 10053-B2-A-B5D9-G200-E-S-001 Rev 00, 10053-B2-A-B5D9-G200-S-AA-001 Rev 00, 10053-B2-A-B5D9-G251-D-02-001 Rev 00, 10053-B2-A-B5D9-G251-D-19-001 Rev 00, 10053-B2-A-B5D9-G251-D-40-001 Rev 00, 10053-B2-A-B5D9-G251-D-TY-001 Rev 00, 10053-B2-A-B5D9-G251-D-TY1-001 Rev 00, 10053-B2-A-B5D9-G251-D-TY2-001 Rev 00, 10053-B3-A-B5D9-G200-XS-EE-001 Rev 00, 10053-B3-A-B5D9-G200-XS-FF-001 Rev 00, 10053-B3-A-B5D9-G200-XS-HH-001 Rev 00, 10053-B3-A-B5D9-G200-XS-PP-001 Rev 00, 10053-B3-A-B5D9-G200-XS-QQ-001 Rev 00, 10053-B3-A-B5D9-G200-P-00-001 Rev 00, 10053-B3-A-B5D9-G200-P-02-001 Rev 00, 10053-B3-A-B5D9-G200-P-03-001 Rev 00, 10053-B3-A-B5D9-G200-P-TYP-001 Rev 00, 10053-B3-A-B5D9-G200-P-14-001 Rev 00, 10053-B3-A-B5D9-G200-P-RF-001 Rev 00, 10053-B3-A-B5D9-G200-E-N-001 Rev 00, 10053-B3-A-B5D9-G200-E-S-001 Rev 00, 10053-B3-A-B5D9-G200-E-E-001 Rev 00, 10053-B3-A-B5D9-G200-

E-W-001 Rev 00, 10053-B3-A-B5D9-G200-E-AL-001 Rev 00, 10053-B3-A-B5D9-G200-S-EE-001 Rev 00, 10053-B3-A-B5D9-G200-S-FF-001 Rev 00, 10053-B3-A-B5D9-G200-S-HH-001 Rev 00, 10053-B3-A-B5D9-G200-S-PP-001 Rev 00, 10053-B3-A-B5D9-G200-S-QQ-001 Rev 00, 10053-B3-A-B5D9-G200-S-RR-001 Rev 00, 10053-B3-A-B5D9-G251-D-T1-001 Rev 00, 10053-B3-A-B5D9-G251-D-T2-001 Rev 00, 10053-B3-A-B5D9-G251-D-T3-001 Rev 00, 10053-B3-A-B5D9-G251-D-T4-001 Rev 00, 10053-B3-A-B5D9-G251-D-T5-001 Rev 00, 10053-B3-A-B5D9-G251-D-T6-001 Rev 00, 10053-B4-A-B5D9-G200-E-NS-001 Rev 00, 10053-B4-A-B5D9-G200-E-EW-001 Rev 00, 10053-B4-A-B5D9-G251-D-N-001 Rev 00, 10053-B4-A-B5D9-G200-D-N-002 Rev 00, 10053-B4-A-B5D9-G200-S-KK-001 Rev 00, 10053-B4-A-B5D9-G200-S-LL-001 Rev 00, 10053-B4-A-B5D9-G200-S-MM-001 Rev 00, 10053-B4-A-B5D9-G251-D-TY-001 Rev 00 and 10053-B5-A-B5D9-G200-S-MM-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017

10053-B2-A-B5D9-G200-P-02-001 Rev 01, 10053-B2-A-B5D9-G200-P-03-001 Rev 01, 10053-B2-A-B5D9-G200-P-04-001 Rev 01, 10053-B2-A-B5D9-G200-P-19-001 Rev 01, 10053-MP-A-B5D9-G200-P-20-001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 22 June 2017

10053-MP-A-B5D9-G100-P-01-001 Rev 01, 10053-MP-A-B5D9-G100-P-01M-001 Rev 01, 10053-MP-A-B5D9-G200-P-E-N-001 Rev 01, 10053-MP-A-B5D9-G200-E-E-001 Rev 01, 10053-MP-A-B5D9-G200-E-W-001 Rev 01, 10053-B3-A-B5D9-G200-P-01-001 Rev 01, 10053-B3-A-B5D9-G200-P-01M-001 Rev 01 and 10053-B3-A-B5D9-G200-S-AA-001 Rev 01 stamped as received by the City Council, as Local Planning Authority, 13 July 2017

Supporting Information

Design and access statement prepared by Simpson Haugh & Partners, landscape design and access statement prepared by Planit-IE, Crime Impact Statement (Version A), Ecology Assessment prepared by Penny Anderson Associates, Energy Strategy Statement prepared by RPS, Environmental standards statement (including BREEAM pre- assessment) prepared by RPS, framework travel plan prepared by Vectos, Listed Building structural report prepared by Curtins, operational management strategy prepared by Ask Central Limited, Planning Statement including public benefit statement and tall building evaluation prepared by Deloitte, statement of consultation prepared by Deloitte, ventilation strategy prepared by RPS, waste and servicing strategy prepared by Vectos and Environmental Impact Assessment stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017

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

3) A phase of the development shall not commence until details of the method for piling, or any other foundation design using penetrative methods, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

4) Notwithstanding the flood risk, drainage and water strategy prepared Curtins stamped as received by the City Council, as Local Planning Authority on the 31 March 2017, (a) A phase of the development shall not commence until a scheme for the drainage of surface water from the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority.

(b) The phase shall then be constructed in accordance with the approved details, within an agreed timescale.

(c) There shall be no infiltration of surface water drainage into the ground where contamination has been identified is permitted other than with written consent of the City Council, as Local Planning Authority.

(d) Prior to the first occupation of a phase a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

5) A phase of the development shall not commence until a programme of archaeological works has been submitted. The works are to be undertaken in accordance with Written Schemes of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSIs shall cover the following:

1. A phased programme and methodology of investigation and recording to include:

- a Historic England Level 3 historic building survey
- archaeological evaluation through trial trenching
- informed by the above, more detailed targeted excavation and historic research (subject of a new WSI)

2. A programme for post investigation assessment to include:

- analysis of the site investigation records and finds
- production of a final report on the significance of the archaeological and historical interest represented.

3. Dissemination of the results commensurate with their significance.

4. Provision for archive deposition of the report and records of the site investigation.
5. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy.

6) Notwithstanding the ground conditions plus technical appendices including phase 2 site investigation report stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017,

a) A phase of the development shall not commence until 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.

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 phase 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 policies DM1 and EN18 of the Core Strategy.

7) A phase of the development shall not commence until a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of how access to the Metrolink stop via Trafford Street for maintenance purposes will be maintained;
- Construction and demolition methods including how buildings next to and over Metrolink infrastructure will be cleared;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

A phase shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, highway safety and minimise impact on the nearby Metrolink line, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

8) A phase of the development shall not commence until a scheme for the mitigation of run off from phase 2 onto the Metrolink line shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented and be in place prior to the first use of phase 2.

Reason – in the interest of the tram safety pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

9) A phase of the development shall not commence until details of any Electro Magnetic Compatibility (EMC) impact (including any necessary mitigation) and any earthing and bonding strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any mitigation required shall be implemented within a timescale to be agreed in writing by the City Council, as Local Planning Authority.

Reason – in the interest of the tram safety pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

10) A phase of the development shall not commence until a scheme for the detailed design of the oversailing structure to comply with safe clearances from Metrolink infrastructure, forward visibility requirements for tram operations, and measures to protect the building from accidental loads in the event of a light rail vehicle derailment has been submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented as part of the development.

Reason – in the interest of the tram safety pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

11) A phase of the development shall not commence until a scheme shall be submitted for protecting the Metrolink infrastructure from objects being able to be thrown from the adjacent roof gardens shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall be implemented prior to the first use of the development or phase 2 and shall thereafter be retained and maintained in situ.

Reason – in the interest of the tram safety pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

12) A phase of the development shall not commence until a scheme shall be submitted for an early warning system for the office building has been submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall be implemented prior to the first use of the development or phase 2 and shall thereafter be retained and maintained in situ.

Reason – in the interest of the tram safety pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

13) A phase of the development shall not commence until a radar mitigation scheme (RMS) including timetable for its implementation during construction), has been submitted for approval in writing by the City Council, as Local Planning Authority. The RMS shall thereafter be implemented in accordance with the previously agreed timescale.

Reason – in the interest of aviation safety pursuant to policy DM2 of the Manchester Core Strategy (2012).

14) Prior to any above ground works of a phase, a) 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, the programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in and a strategy for quality control management.

b) All samples and specifications shall be submitted to and approved in writing in accordance with the programme as agreed under part a). The approved materials shall then be implemented as part of the phase.

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.

15) Prior to any above ground works of a phase, details of the boundary treatment shall be submitted for approval in writing by the Council, as Local Planning Authority.

The approved details shall then implemented as part of the phase and be in place prior to the first occupation of the development.

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.

16) Prior to the first occupation of a phase hereby approved, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt the scheme shall include the following:

- Verification report providing photographic evidence of construction; and
- 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.
- evidence that there will be no impact on the Ashton Canal from the disposal of water from the development.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

17) The development hereby approved shall be carried out in accordance with the Environmental Standards statement (including BREEAM pre-assessment) prepared by RPS stamped as received by the City Council, as Local Planning Authority, on the 31 march 2017. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for each phase.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

18) (a) prior to the first occupation of each phase details of a hard and soft landscaping scheme (including appropriate materials, specifications) shall be submitted for approval in writing by the City Council as local planning authority.

(b) The approved scheme for each phase shall be implemented not later than 12 months from the date the buildings in each phase are 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 SP1, EN9 and DM1 of the Core Strategy

19) Notwithstanding the noise impact assessment prepared by Fisher Acoustics stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017, (a) prior to the first occupation of each phase, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. (b) The approved scheme shall be implemented and prior to the first occupation of the development (or phases 1 and 2) and post construction survey (including appropriate mitigation measures and timescales for implementation if necessary) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures agreed thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

20) Notwithstanding the noise assessment prepared by Fisher Acoustics stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017, prior to the first use of each the commercial units as indicated on drawing 10053-MP-A-B5D9-G100-P-00-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017 and drawings 10053-B3-A-B5D9-G200-P-01M-001 Rev 01, 10053-B3-A-B5D9-G200-P-01-001 rev 01, 10053-MP-A-B5D9-G200-P-01M-001 Rev 001 and 10053-MP-A-B5D9-G100-P-01-001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 13 July 2017, a scheme of acoustic insulation shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented and retained and maintained for as long as the development remains in use.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

21) Notwithstanding the noise assessment prepared by Fisher Acoustics stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017 2017, (a) prior to the first occupation of the residential accommodation hereby approved, the accommodation shall be insulated in accordance with a scheme submitted for approval in writing by the City Council, as Local Planning Authority. (b) The approved scheme shall be implemented and prior to the first occupation of the residential element and post construction survey (including appropriate mitigation measures and timescales for implementation if necessary) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures agreed thereafter retained and maintained in situ.

Reason: To secure a reduction in noise from traffic, trams and Manchester Central or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

22) Notwithstanding the waste and servicing strategy prepared by Vectos stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017, prior to the first occupation/use of each phase a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted for approval in writing by the City Council, as Local Planning Authority. The details of the approved scheme shall be implemented as part of each phase and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the residential element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

23) Prior to the first use of each of commercial units, as indicated on drawing 10053-MP-A-B5D9-G100-P-00-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017 and drawings 10053-B3-A-B5D9-G200-P-01M-001 Rev 01, 10053-B3-A-B5D9-G200-P-01-001 rev 01, 10053-MP-A-B5D9-G200-P-01M-001 Rev 001 and 10053-MP-A-B5D9-G100-P-01-001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 13 July 2017, details of a scheme to extract fumes, vapours and odours from the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the commercial units pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

24) Prior to the first use of each commercial unit as indicated on drawing 10053-MP-A-B5D9-G100-P-00-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017 and drawings 10053-B3-A-B5D9-G200-P-01M-001 Rev 01, 10053-B3-A-B5D9-G200-P-01-001 rev 01, 10053-MP-A-B5D9-G200-P-01M-001 Rev 001 and 10053-MP-A-B5D9-G100-P-01-001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 13 July 2017, details of any roller shutters to the ground floor of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of each commercial units and thereafter retained and maintained in situ.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

25) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period

between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of each phase. The approved scheme shall be implemented in full prior to the first occupation each phase and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

26) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

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

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): No deliveries/waste collections

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

28) The commercial units hereby approved, as indicated on drawing 10053-MP-A-B5D9-G100-P-00-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017 and drawings 10053-B3-A-B5D9-G200-P-01M-001 Rev 01, 10053-B3-A-B5D9-G200-P-01-001 rev 01, 10053-MP-A-B5D9-G200-P-01M-001 Rev 001 and 10053-MP-A-B5D9-G100-P-01-001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 13 July 2017, shall not be open outside the following hours:-

Monday to Saturday 08.00hrs - 23.00hrs

Sundays 09.00hrs - 23.00hrs

There shall be no amplified sound or any amplified music at any time within the units.

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.

29) The commercial units as shown on drawing 10053-MP-A-B5D9-G100-P-00-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017 and drawings 10053-B3-A-B5D9-G200-P-01M-001 Rev 01, 10053-B3-A-B5D9-G200-P-01-001 rev 01, 10053-MP-A-B5D9-G200-P-01M-001 Rev 001 and 10053-MP-A-B5D9-G100-P-01-001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 13 July 2017, shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

30) The 4 commercial units, as indicated on drawing stamped as received by the City Council, as Local Planning Authority, on the 5 May 2017, can be occupied as A1 (excluding convenience retail), A3 or A4. The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission or subject to the requirements of the Town and Country Planning (General Permitted Development) Order 2015.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester .

31) In the event that any of the commercial units, as indicated on drawing 10053-MP-A-B5D9-G100-P-00-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017 and drawings 10053-B3-A-B5D9-G200-P-01M-001 Rev 01, 10053-B3-A-B5D9-G200-P-01-001 rev 01, 10053-MP-A-B5D9-G200-P-01M-001 Rev 001 and 10053-MP-A-B5D9-G100-P-01-001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 13 July 2017 are occupied as an A3 use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

- Management of patrons and control of external areas. For the avoidance of doubt this shall include:
 - o Dispersal policy;
 - o Mechanism for ensuring windows and doors remain closed after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

32) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the residential element of the building shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

33) The development shall be carried out in accordance with the Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017. The development shall only be carried out in accordance with these approved details. Prior to the occupation of each phase the Council as local planning authority must 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.

34) The development hereby approved shall be carried out in accordance with the Framework travel plan stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017.

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 living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building 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 each phase, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval 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 for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

35) Prior to the first occupation of each phase the cycle provision, as indicated on drawing 10053-MP-A-B5D9-G100-P-00-001 Rev 00 Stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017.

The approved details shall then be implemented prior to the first occupation/use of each phase and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

36) Prior to the first occupation of the residential element of the development hereby approved, details of disabled car parking provision shall be submitted for approval in writing. The approved details shall then be implemented prior to the first occupation of the residential element and remain in situ for as long as the development remains in use.

Reason - To ensure sufficient car parking is available for disabled occupants of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

37) Prior to the first use of the office element of the development hereby approved the car parking layout as indicated on drawing 10053-MP-A-B5D9-G100-P-00-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017 shall be implemented and made available. The car parking shall remain available for as long as the office element remains in use.

Reason - To ensure sufficient car parking is available for the occupants of the office element of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

38) Prior to the first use of the residential element of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm in relation to Trafford Street, Great Bridgewater Street, Albion Street shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- servicing bay Great Bridgewater street and associated road markings .
- Improvements to the public realm including details of materials (including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and building line) and tree planting and soft landscaping where appropriate.

The approved scheme shall be implemented and be in place prior to the first occupation of the residential element of the development hereby approved and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

39) Notwithstanding the TV reception survey, stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017, within one month of the practical completion of each phase, 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 a 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 above. The measures identified must be carried out either before each phase 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.

40) (a) Prior to the commencement of each phase, details of a local labour agreement in order to demonstrate commitment to recruit local labour for both the construction and operations element of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. (b) The approved document shall be implemented as part of the construction and occupation phases of the development. Within six months of the first occupation of each phase details of the results of the scheme shall be submitted for consideration.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1 of the Manchester Core Strategy (2012).

41) Prior to the first occupation of the residential element of the development, details of electric car charging points within the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the residential element of the development.

Reason – In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

42) Prior to the first occupation of the each phase, details of bird and bat to be provided (including location and specification) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall

then be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason – To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

Informatives

Nesting birds

You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

0) - Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

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

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

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

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

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

- Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems'. It describes a method of risk

assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B). Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

- o - Surface water drainage
- o Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area. Existing rates should be based on the capacity of the existing drainage system;
- o Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event in any part of a building;
- o Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements);
- o Hydraulic calculation of the proposed drainage system;
- o Construction details of flow control and SuDS elements.
- o Verification report providing photographic evidence of construction as per design drawings;
- o As built construction drawings if different from design construction drawings;
- o Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
- Foundations - Where deep foundations are proposed we recommend the developer follows the guidance set out within our document 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination' which is available on our website at the following address:
<http://webarchive.nationalarchives.gov.uk/20140328084622/http://cdn.environment-agency.gov.uk/scho0501bitt-e-e.pdf>

Listed Building Application 115872/LO/2017

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding impact on the Listed structures. Further work and discussion have taken place with the applicant through the course of the application as a result of matters arising from the consultation and notification process. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions to be attached to the decision 115872/LO/2017

- 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:

Drawings

10053-MP-A-B5D9-G000-XP-00-001 Rev 00, 10053-MP-A-B5D9-G000-XP-01-001 Rev 00, 10053-MP-A-B5D9-G000-XP-00-001 Rev 00, 10053-MP-A-B5D9-F000-P-AL-001 Rev 00, 10053-MP-A-B5D9—JC20-P-00-001 Rev 00, 10053-MP-A-B5D9-JC20-P-01-001 Rev 00, 10053-MP-A-B5D9-G100-P-00-001 Rev 00, 10053-MP-A-B5D9-G100-P-02-001 Rev 00, 10053-MP-A-B5D9-G100-P-03-001 Rev 00, 10053-MP-A-B5D9-G100-P-04-001 Rev 00, 10053-MP-A-B5D9-G100-P-14-001 Rev 00, 10053-MP-A-B5D9-G100-P-20-001 Rev 00, 10053-MP-A-B5D9-G100-P-RF-001 Rev 00, 10053-MP-A-B5D9-G200-E-N-001 Rev 00, 10053-MP-A-B5D9-G200-E-S-001 Rev 00, 10053-MP-A-B5D9-G200-E-E-001 Rev 00, 10053-MP-A-B5D9-G200-E-W-001 Rev 00, 10053-MP-A-B5D9-G100-S-AA-001 Rev 00, 10053-MP-A-B5D9-Z200-3-AL-001 Rev 00, 10053-MP-A-B5D9-Z200-3-AL-002 Rev 00, 10053-MP-A-B5D9-Z200-3-AL-003 Rev 00, 10053-MP-A-B5D9-Z200-3-AL-004 Rev 00, 10053-MP-A-B5D9-Z200-3-AL-005 Rev 00, 10053-B2-A-B5D9-G200-P-00-001 Rev 00, 10053-B2-A-B5D9-G200-P-01-001 Rev 00, 10053-B2-A-B5D9-G200-P-01M-001 Rev 00, 10053-B2-A-B5D9-G200-P-40-001 Rev 00, 10053-B2-A-B5D9-G200-P-RF-001 Rev 00, 10053-B2-A-B5D9-G200-E-S-001 Rev 00, 10053-B2-A-B5D9-G200-S-AA-001 Rev 00, 10053-B2-A-B5D9-G251-D-02-001 Rev 00, 10053-B2-A-B5D9-G251-D-19-001 Rev 00, 10053-B2-A-B5D9-G251-D-40-001 Rev 00, 10053-B2-A-B5D9-G251-D-TY-001 Rev 00, 10053-B2-A-B5D9-G251-D-TY1-001 Rev 00, 10053-B2-A-B5D9-G251-D-TY2-001 Rev 00, 10053-B3-A-B5D9-G200-XS-EE-001 Rev 00, 10053-B3-A-B5D9-G200-XS-FF-001 Rev 00, 10053-B3-A-B5D9-G200-XS-HH-001 Rev 00, 10053-B3-A-B5D9-G200-XS-PP-001 Rev 00, 10053-B3-A-B5D9-G200-XS-QQ-001 Rev 00, 10053-B3-A-B5D9-G200-P-00-001 Rev 00, 10053-B3-A-B5D9-G200-P-02-001 Rev 00, 10053-B3-A-B5D9-G200-P-03-001 Rev 00, 10053-B3-A-B5D9-G200-P-TYP-001 Rev 00, 10053-B3-A-B5D9-G200-P-14-001 Rev 00, 10053-B3-A-B5D9-G200-P-RF-001 Rev 00, 10053-B3-A-B5D9-G200-E-N-001

Rev 00, 10053-B3-A-B5D9-G200-E-S-001 Rev 00, 10053-B3-A-B5D9-G200-E-E-001 Rev 00, 10053-B3-A-B5D9-G200-E-W-001 Rev 00, 10053-B3-A-B5D9-G200-E-AL-001 Rev 00, 10053-B3-A-B5D9-G200-S-EE-001 Rev 00, 10053-B3-A-B5D9-G200-S-FF-001 Rev 00, 10053-B3-A-B5D9-G200-S-HH-001 Rev 00, 10053-B3-A-B5D9-G200-S-PP-001 Rev 00, 10053-B3-A-B5D9-G200-S-QQ-001 Rev 00, 10053-B3-A-B5D9-G200-S-RR-001 Rev 00, 10053-B3-A-B5D9-G251-D-T1-001 Rev 00, 10053-B3-A-B5D9-G251-D-T2-001 Rev 00, 10053-B3-A-B5D9-G251-D-T3-001 Rev 00, 10053-B3-A-B5D9-G251-D-T4-001 Rev 00, 10053-B3-A-B5D9-G251-D-T5-001 Rev 00, 10053-B3-A-B5D9-G251-D-T6-001 Rev 00, 10053-B4-A-B5D9-G200-E-NS-001 Rev 00, 10053-B4-A-B5D9-G200-E-EW-001 Rev 00, 10053-B4-A-B5D9-G251-D-N-001 Rev 00, 10053-B4-A-B5D9-G200-D-N-002 Rev 00, 10053-B4-A-B5D9-G200-S-KK-001 Rev 00, 10053-B4-A-B5D9-G200-S-LL-001 Rev 00, 10053-B4-A-B5D9-G200-S-MM-001 Rev 00, 10053-B4-A-B5D9-G251-D-TY-001 Rev 00 and 10053-B5-A-B5D9-G200-S-MM-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017

10053-B2-A-B5D9-G200-P-02-001 Rev 01, 10053-B2-A-B5D9-G200-P-03-001 Rev 01, 10053-B2-A-B5D9-G200-P-04-001 Rev 01, 10053-B2-A-B5D9-G200-P-19-001 Rev 01 10053-MP-A-B5D9-G200-P-20-001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 22 June 2017

10053-MP-A-B5D9-G100-P-01-001 Rev 01, 10053-MP-A-B5D9-G100-P-01M-001 Rev 01, 10053-MP-A-B5D9-G200-P-E-N-001 Rev 01, 10053-MP-A-B5D9-G200-E-E-001 Rev 01, 10053-MP-A-B5D9-G200-E-W-001 Rev 01, 10053-B3-A-B5D9-G200-P-01-001 Rev 01, 10053-B3-A-B5D9-G200-P-01M-001 Rev 01 and 10053-B3-A-B5D9-G200-S-AA-001 Rev 01 stamped as received by the City Council, as Local Planning Authority, 13 July 2017

Supporting Information

Planning statement prepared by Deloitte, Listed Building Structural report prepared by Curtins and Environmental Impact Assessment stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017

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

- 3) The development shall not commence until a programme of archaeological works has been submitted. The works are to be undertaken in accordance with Written Schemes of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSIs shall cover the following:
 1. A phased programme and methodology of investigation and recording to include:
 - a Historic England Level 3 historic building survey

- archaeological evaluation through trial trenching
- informed by the above, more detailed targeted excavation and historic research (subject of a new WSI)

2. A programme for post investigation assessment to include:

- analysis of the site investigation records and finds
- production of a final report on the significance of the archaeological and historical interest represented.

3. Dissemination of the results commensurate with their significance.

4. Provision for archive deposition of the report and records of the site investigation.

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

Reason - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy.

- 4) Prior to the commencement of works to install any relevant mechanical and electrical (M & E) installations (including CCTV and lighting), detailed plans, method statement and specification showing the location, profile, fixing, sections and suitable samples, where necessary shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the removal, alterations and repair of the historic fabric of the building.

The development shall then be carried out in accordance with the details approved and thereafter be retained as approved throughout the life of the development. Should the M & E no longer be required, they should be removed and the elevations should be made good following a scheme previously approved in writing by the City Council, as Local Planning Authority.

Reason:- To ensure the M & E at the development does not harm the Listed structure and is attached appropriately to the historic fabric pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995).

- 5) Prior to the installation of the proposed shop front to the commercial units within the arches, as indicated on drawings 10053-B2-A-B5D9-G200-E-N-001 Rev 01 stamped as received by the City Council, as Local Planning Authority, on the 22 June 2017 a detailed method statement detailing how the shop front shall abut/fix to the historic fabric (including appropriate sections, elevations and materials) shall be submitted for approval in writing by the City Council, as

Local Planning Authority. For the avoidance of doubt this should include any removal, alteration and repair of the historic fabric.

The works shall then be carried out in accordance with this method statement and specification as part of the development and be completed prior to the first occupation of the commercial units.

Reason - To ensure that a satisfactory interventions into the Listed Building and retention/repair of as much of the Listed fabric as possible along with appropriate use of materials in the restoration of the Listed Buildings pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG

- 6) Prior to the installation of the concrete and steel columns, as indicated on drawings 10053-MP-A-B5D9-JC20-P-00-001 Rev 00 and 10053-MP-A-B5D9-JC20-P-01-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017, a detailed method statement and specification for the works shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of how the columns will be inserted into the historic fabric, what historic fabric (if any needs to be removed/altered) and how the historic fabric will be repaired once the columns have been inserted.

The approved details shall be implemented as part of the development. Should any parts of the Listed structure become damaged as a consequence of the alterations then such damage should be made good following a method of works previously agreed in writing by the City Council, as Local Planning Authority.

Reason – To ensure the method used to insert the columns into the historic fabric is appropriate and that any damaged to the historic fabric is repaired to a satisfactory standard pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC19 of the Unitary Development Plan for the City of Manchester (1995).

- 7) Prior to the removal of sections of the brick piers and altering of the openings to Great Bridgewater Street to form the new public stair core, a detailed method statement and specification for the works shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of how the historic structure will be removed, altered and repaired.

The approved details shall be implemented as part of the development. Should any parts of the Listed structure become damaged as a consequence of the alterations then such damage should be made good following a method of works previously agreed in writing by the City Council, as Local Planning Authority.

Reason – To ensure the method used to create the opening is appropriate and minimise any damage to the listed structure and that any damaged to the historic fabric is repaired to a satisfactory standard pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC19 of the Unitary Development Plan for the City of Manchester (1995).

- 8) Prior to the removal of the two sections of the Great Bridgewater Street Bridge (central and western outer section) as indicated on drawing 10053-MP-A-B5D9-JC20-P-01-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017, a detailed method statement and specification for the demolition, alteration and repair of the exterior of the listed structure shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include methods for dismantling the sections of the bridge to avoid damaged to the historic fabric and details, including materials, how the bridge will be repaired. The demolition must be carried out in accordance with this method statement and specification.

The approved details shall then be implemented as part of the development and be completed prior to the first occupation of the development.

Should any parts of the Listed structure become damaged as a consequence of the alterations then such damage should be made good following a method of works previously agreed in writing by the City Council, as Local Planning Authority.

Reason – To ensure that the removal is done so in a manner which does not harm the fabric of the Listed structure and to ensure that the resulting condition of the revealed is repaired appropriately within a suitable time frame and that the new interventions are appropriate to the Listed Building pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

- 9) Prior to the excavation/removal of the floor, as indicated on drawings 10053-MP-A-B5D9-JC20-P-00-001 Rev 00 and 10053-MP-A-B5D9-JC20-P-01-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017, a detailed method statement and specification for the demolition, alteration and repair of the floor of the listed structure shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include methods the removal of the structure (including use of appropriate equipment), details of how to avoid damaged to the historic fabric and details, including materials, how the historic fabric will be made good. The demolition/removal must be carried out in accordance with this method statement and specification.

The approved details shall then be implemented as part of the development and be completed prior to the first occupation of the development.

Should any parts of the Listed structure become damaged as a consequence of the alterations then such damage should be made good following a method

of works previously agreed in writing by the City Council, as Local Planning Authority.

Reason – To ensure that the removal is done so in a manner which does not harm the fabric of the Listed structure and to ensure that the resulting condition of the revealed is repaired appropriately within a suitable time frame and that the new interventions are appropriate to the Listed Building pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

- 10) Prior to the excavation/removal of areas of the service yard to facilitate works/installing columns, as indicated on drawings 10053-MP-A-B5D9-JC20-P-00-001 Rev 00 and 10053-MP-A-B5D9-JC20-P-01-001 Rev 00 stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017, a detailed method statement and specification for the demolition, alteration and repair of the service yard of the listed structure shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include methods the removal of the structure (including use of appropriate equipment), details of how to avoid damaged to the historic fabric and details, including materials, how the historic fabric will be made good. The demolition/removal must be carried out in accordance with this method statement and specification.

The approved details shall then be implemented as part of the development and be completed prior to the first occupation of the development.

Should any parts of the Listed structure become damaged as a consequence of the alterations then such damage should be made good following a method of works previously agreed in writing by the City Council, as Local Planning Authority.

Reason – To ensure that the removal is done so in a manner which does not harm the fabric of the Listed structure and to ensure that the resulting condition of the revealed is repaired appropriately within a suitable time frame and that the new interventions are appropriate to the Listed Building pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

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: 115871/FO/2017 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:

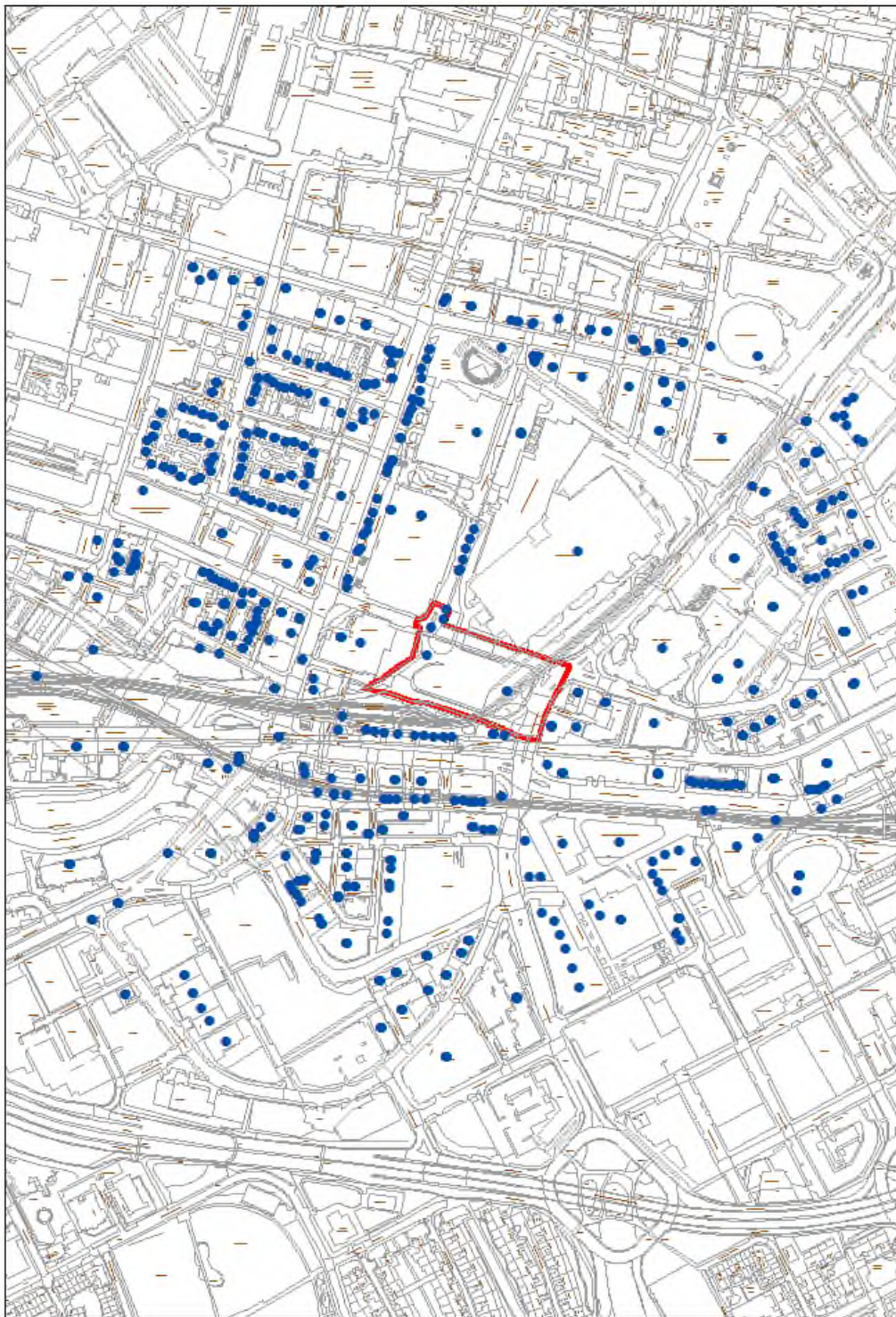
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Twentieth Century Society
Ancient Monuments Society
Council For British Archaeology
Georgian Group
Society For The Protection Of Ancient Buildings
Victorian Society
Greater Manchester Ecology Unit
Manchester Airport Safeguarding Officer
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:

Apt 27, The Boatmans, Manchester, M15 4QF
3003 Beetham Tower, Deansgate, Manchester, M3 4LT
27 Mesne Lea Road, Worsley, Manchester, M28 7EU
Flat 8, 288 Stretford Road, Hulme, Manchester, M15 5TQ
4008 Beetham Tower, 301 Deansgate, Manchester, M3 4LX
7 Jordan St, Manchester, M15 4PY
Apartment 1609, 26 Hertsmere Road, London, E14 4EF
3202 Beetham Tower, 301 Deansgate, Manchester, M34LU

Relevant Contact Officer : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : j.atkinson@manchester.gov.uk



 Application site boundary  Neighbour notification
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