

Application Number	Date of Appln	Committee Date	Ward
118568/FO/2017 and 118569/LO/2017	18th Dec 2017	8th Mar 2018	City Centre Ward

Proposal Refurbishment, restoration and re-use of Great Northern Warehouse building as mixed-use development including retail units (Use Classes A1 shop, A3 restaurant/cafe and A4 drinking establishment), gym (Use Class D2), casino (sui generis) and 118 no. residential apartments (Use Class C3), refurbishment, restoration and extension of 223-255 Deansgate Terrace and Goods Yard Entrance to accommodate ground floor retail units (Use Classes A1 shop, A3 restaurant/cafe and A4 drinking establishment) and 24 no. residential apartments (Use Class C3) on upper floors, reconfiguration of Great Northern Square to allow for redeveloped and additional public realm, to include hard and soft landscaping, and formation of Dean Street parallel to Deansgate, together with associated highway works, access, car parking, servicing, rooftop plant, removal of non-original modern installations and making good and associated works

and

LISTED BUILDING CONSENT for internal and external alterations in association with refurbishment, restoration and re-use of Great Northern Warehouse building as mixed-use development to include retail units, gym, casino and 118 no. residential apartments, and refurbishment, restoration and extension of 223-255 Deansgate Terrace and Goods Yard Entrance to accommodate ground floor retail units and 24 no. residential apartments on upper floors and associated works

Location Great Northern Complex Encompassing Great Northern Warehouse, Great Northern Square,, 223-255 Deansgate And Goods Yard Entrance, Manchester, M3 4EN

Applicant GNW Developments Limited, C/o Agent,

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

Description

These applications relate to the northern part of the Great Northern complex that is bound by Watson Street, Peter Street, Deansgate and the 'Leisure Box' building which occupies the southern part of the Great Northern complex. The proposal relates to the Grade II* listed Great Northern Warehouse building (and attached carriage ramp), Great Northern Square, nos. 223-255 Deansgate (formed from two separate Grade II listed buildings – 223-233 Deansgate and 235-291 Deansgate Terrace) and the associated Goods Yard Entrance at the northern end of the Terrace. The site measures 1.67 ha and the northern part of the site is within the

Deansgate-Peter Street Conservation Area. It is opposite the St. John Street Conservation Area to the west and diagonally opposite the Castlefield Conservation Area. The surrounding area is predominantly commercial with shops, restaurants, bars and offices within the immediate vicinity. Nearby residential developments include the Great Northern Tower and the Beetham Tower. The site occupies an important position within the City Centre, close to a number of established and emerging economic growth and regeneration areas. The Manchester and Salford Junction Canal Tunnel, a Grade II listed structure, runs under the southern part of the site and is not affected by the works.

The Great Northern Warehouse building accommodates a number of retail, restaurant and leisure uses including a bowling alley and casino, with public car parking on floors 2 to 4. A modern atrium space to the rear links to the Leisure Box building and a bridge connects into a pedestrian route to Deansgate-Castlefield Metrolink Station. The atrium accommodates the booking office for the cinema and is included within the red line boundary.

The two listed buildings fronting Deansgate have commercial units at ground level housing cafes, shops, restaurants and estate agents, with office and storage units at the upper levels. The upper floor space is underutilised and many of the units are vacant.

The complex has been extensively redeveloped twice since it was originally constructed around 1900 – firstly as a car park around 1960 and then as a leisure and retail destination in the 1990s. The modern Leisure Box was added in 2000 when the remodelling of Great Northern Square occurred and the pavilion bar was built on Peter Street.

The complex now contains 1240 car parking spaces – 519 in the Warehouse building and 721 in the Leisure Box.

The Proposal

Planning permission and/or Listed Building Consent are sought for the refurbishment, restoration and re-use of the Great Northern Warehouse building (Grade II*) to create 118 apartments (Class C3), retail units (A1 shop, A3 restaurant/cafe and A4 drinking establishment), gym (D2) and casino (sui generis).

223-255 Deansgate Terrace and the Goods Yard Entrance (Grade II) would be refurbished, restored and extended to create 24 apartments (Class C3) on the upper floors with ground floor retail units (A1 shop, A3 restaurant/cafe and A4 drinking establishment).

Great Northern Square would be re-configured, altered and re-landscaped and the listed remnant viaduct structure to the south of the Warehouse would be redeveloped with the creation of additional public realm including hard and soft landscaping. A new road would be formed parallel to Deansgate between the rear of Deansgate Terrace and the Great Northern Warehouse building called Dean Street. There would be associated highway works, access, car parking, servicing, rooftop plant, removal of non-original modern installations and making good and associated works.

A conservation-led approach aims to ensure that the proposal respects the historical significance of the site and enables it to fulfil its potential as a cultural, business and residential destination. These works would form Phases 1 and 2 of the wider Great Northern complex proposals. Phase 1 specifically relates to re-landscaping the eastern part of Great Northern Square and refurbishing 223-233 Deansgate. Phase 2 relates to the redevelopment of Great Northern Warehouse, 235-255 Deansgate Terrace and the remainder of Great Northern Square, as well as the formation of the new Dean Street. There is a further phase (Phase 3) not included in the current proposal relating to the redevelopment of the Leisure Box. The pavilion bar within the Square on Peter Street would remain.

Of the 142 apartments that would be created within the scheme, 54 would be 1-bed, 79 would be 2-bed and 9 would be 3-bed apartments.

Great Northern Warehouse

118 apartments are proposed together with residential amenity space and a gym. The existing commercial uses would remain at ground and first floor level, with new ones added. The casino would be reconfigured. A 3 storey atrium would be created in the middle of the Warehouse to provide natural light and ventilation to the apartments that would front onto it. It would have an elevated glazed roof and an additional mezzanine level. The top of the atrium would be raised approximately 2.1m above the existing roofline and louvred to provide natural ventilation to the atrium space. This would require the removal of some artificial slates that were installed during the 1990s conversion. The original timber roof trusses would predominantly be retained, as would the structural support beams. The artificial slates to the entire roof would be removed and replaced with natural slates.

The creation of the atrium would require the removal of around 9% of the brick arch floor construction within the central structural bays at levels 3 and 4. The primary structural steel frame would remain in-situ and would remain exposed.

The apartments would be arranged around the atrium and around the perimeter of the building. Some apartments on the upper level would be duplex, contained within spaces within the roof trusses, with new roof lights and private amenity terraces. Some apartments on the west elevation of the building would have balconies. A shared amenity space at first floor level within the Warehouse would be available for residents. The apartments within the upper floors would be subdivided with lightweight partitions. Ceilings would remain exposed save for limited areas where services would need to be concealed within lightweight ceiling construction. Four original staircases would be used as fire escape stairs. The original cast iron balustrades would be retained and those that have previously been boxed in would be exposed.

The casino use would be retained at first floor level but the void in the floor which provides access to the mall below would be infilled. The cinema mall space would be reconfigured and used as the new residential entrance area, concierge and management suite. This would involve removal of the stairs and escalators that provide access to the cinema and casino first floor entrance. A residential stair and lift core would be built in this area. The cinema entrance would be relocated to the

Leisure Box. A gym and restaurant would occupy the vacant space to the south of the building that would face the public realm created on the remnant viaduct.

The commercial ground floor frontages would be retained and a new glazed entrance would be provided facing the square to provide access to the residential lobby and concierge area that would replace the mall entrance from the Square. New canopies would be provided to the ground floor commercial units that would relate to each individual opening. All original metal-framed windows in the Warehouse would be repaired, re-glazed and refurbished.

Service routing within the building for utilities, drainage and ventilation to the apartments and the provision of lift cores has been designed to minimise impact on the listed building. For example, where services would track horizontally across a floorplate, they would generally be positioned at high level and either be concealed within new lightweight ceilings or bulkheads or rafts, or exposed as high quality visual service runs along the original building fabric. Where services would need to penetrate existing floors, the intrusion has been minimised.



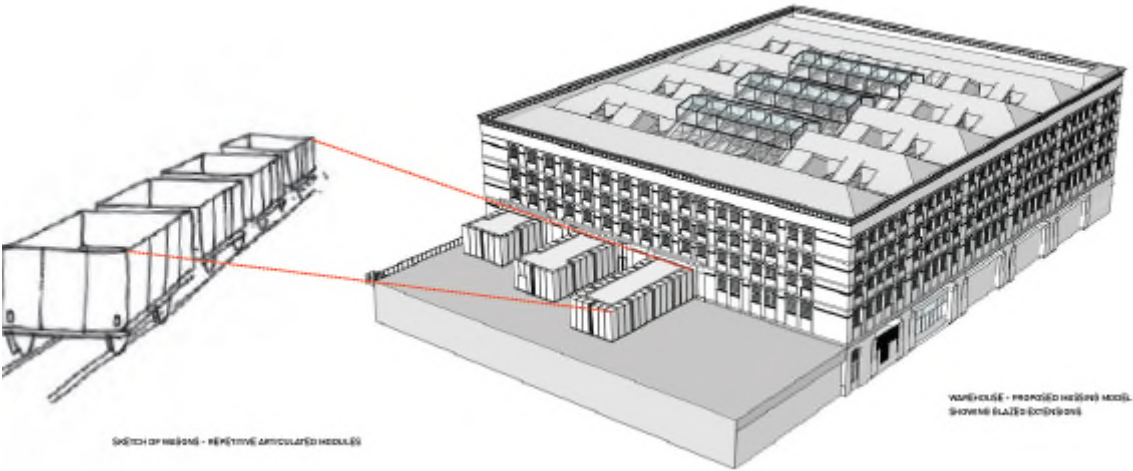


Viaduct proposals

The existing remnant of the former viaduct structure to the south of the Warehouse would be redeveloped to allow a glazed extension to be used as a restaurant, public realm, service, plant and parking spaces. The glazed extension has been designed to imitate Railway wagons and would relate to the location of the former train track entrances into the southern elevation of the Warehouse.

The viaduct structure would be extended by approximately 16.5m to the east and would incorporate access to the bridge across Watson Street that links to Manchester Central. The extension would create connections east to west across the site and accommodate discreet areas of plant and servicing for the new and existing commercial units within the Warehouse. Plant areas would be screened by landscape features and planting. Vehicular and servicing access to the Leisure Box would be at ground level. A stair and lift core would allow pedestrian access to the landscaped area on top of the viaduct from Dean Street.

Car and cycle parking for Phases 1 and 2 would be provided within a dedicated car park under the viaduct structure. There would be 27 car parking spaces for residents, 2 of which would be fully accessible, and 2 for the casino. 142 cycle spaces (1 per apartment for residents) are proposed. 51 cycle spaces are proposed for staff and visitors to the commercial units - 19 within the car park under the viaduct and 32 above the viaduct within the new public realm.



Deansgate Terrace proposals

The former Goods Yard Entrance is located at the northern part of Deansgate Terrace, nearest to its junction with Peter Street. Modern additions to the rear of the structure would be removed and replaced by an extension that would also be built to the rear of the rest of the Deansgate Terrace. The elevational treatment would be a contemporary interpretation of the historic façade pattern on the Deansgate frontage and would obscure the existing first and second floor rear elevation. Ground floor commercial units would remain on Deansgate and further commercial units would be provided to the rear on Dean Street. 24 apartments would occupy the upper floors of Deansgate Terrace. Where possible the original building fabric, arches and timber roof structure would be exposed and apartments within the listed building at 223-233 Deansgate would have single aspect towards the Square. All apartments would have

winter gardens and private amenity space and access would be via a lift and stair core within a lobby area accessed off Great Northern Square. The apartments within 235-291 Deansgate Terrace would have some single and some dual aspect duplex apartments. They would have private external terraces facing Dean Street and would be accessed via a new circulation core from Dean Street.

The conversion/refurbishment of the upper floors of the Terrace would require the installation of new lightweight partitions, linings and ceilings to subdivide units and facilitate any service routings. The party walls between the apartments would generally use structural bays to minimise the interventions needed to the listed buildings. The original building fabric such as the brick vaulted arches and timber roof structure would be exposed within the apartments where possible.

There would be a series of horizontal recesses within the brick gable elevation of 223 Deansgate which would be inlaid with bronze strips. This would have perforated lettering, reading a British political poem called 'The Masque of Anarchy' which was written in 1819 by Percy Bysshe Shelley following the Peterloo massacre.

The roof of the Terrace buildings would be refurbished and thermally insulated. Existing slates would be re-used where possible and all timber framed windows would be refurbished and reglazed. A new east-west pedestrian route through the site would be formed within a gap in the Terrace.



Great Northern Square proposal

Great Northern Square is not well-used and significant changes in levels and the sunken amphitheatre presents a barrier to movement. The Square would be

completely re-structured as part of the scheme. The sunken area would be covered over and hard and soft landscaping would be introduced to create a green area in the heart of the City Centre that would help link into other green spaces.

A series of spaces and experiences would be linked by routes which would encourage movement and create a strong relationship between the outdoor space, the buildings and the surroundings areas. The overall masterplan aims to repair the setting of the Grade II* listed Warehouse and Grade II listed Deansgate Terrace.

A number of trees would be removed and 58 would be planted using a variety of species and a further 20 would be planted on the Viaduct terrace. The planting beds and soft works would be laid out in linear bands to relate to the straight grid-like railway tracks. Native grasses and shrubs would also be planted. Different varieties of trees are proposed depending on whether they would predominantly be in the sun or shade.

The sunken amphitheatre would contain water storage tanks which would avoid them being in the Warehouse. The fire escape to the adjacent pavilion bar in the amphitheatre space would remain and its entrance would be clad in a perforated corten steel.





Other works

The car park ramps, between the northern part of the Terrace and the Warehouse, would be removed, as would the modern atrium linking the Warehouse to the Leisure Box. Minor alterations to the Leisure Box include the removal of the atrium above the viaduct and making good the Leisure Box north elevation, the addition of green walls to create a suitable edge to the remaining high level walkway visible from Dean Street and the reconfiguration of the car park and service access road serving the Leisure Box at ground floor level.

Servicing would take place from 3 loading bays on Watson Street or Deansgate, one of which is existing, one of which is new and one which is to be redesigned.

A substation would be located on the ground floor on the east of the site with access from Watson Street. A temporary substation would be constructed in a plant space in the service area underneath the Leisure Box/raised walkway to provide power to the Phase 1 and 2 sites before the permanent substations are constructed as part of Phase 3. Plant space provision integrated into the landscaped viaduct space has been incorporated into the scheme.

An external building lighting strategy is proposed across the complex. It is proposed that the commercial units within the scheme could have external seating areas.

Apartments would be provided with a number of bins to ensure waste is separated at source. Residents within the Warehouse would take their waste to a waste storage area on each floor. Management staff would then transport this to the ground floor central refuse area. There would be capacity for 26 bins (all 1100l) within two ground floor refuse storage areas within the Warehouse, 12 for general waste, 6 for pulpable

waste, 6 for mixed glass and plastic and 2 for organic (food) waste. Similarly the waste from residents living within Deansgate Terrace would be taken to a central refuse storage area that would be coordinated by on-site maintenance staff. Within the central refuse store within the Terrace there would be capacity for 5 no. 1100l bins comprising 2 for general waste, 1 for pulpable waste, 1 for mixed glass and plastic and 1 for organic (food) waste. The total number of bins for all the residential units would therefore total 31 no. 1100l bins. For commercial unit waste, 35no. 1100l eurobins would be available within a central refuse store in the Warehouse. This would give sufficient bins for collection three times a week which is in line with existing arrangements. The 35 bins would be split between 17 general waste bins, 9 bins for mixed glass and plastic and 9 bins for pulpable waste. A further 4 x mixed waste 1100L bins would be provided for commercial uses in Phase 1 of the Terrace.

Consultations

The applications have been advertised in the Manchester Evening News as: a major development; affecting a conservation area; affecting the setting of listed buildings; listed building consent; affecting a right of way; and in the public interest. Site notices have been displayed and the occupiers of nearby properties have been notified. Representations have been received from two nearby residential occupiers.

One letter of objection has been received concerning:

- noise and dust during construction should be minimised otherwise it may prevent residents using their balconies or opening windows in Great Northern Tower.
- Access for residents is already difficult for deliveries and the underground car park and it is feared that this will be worse during the construction phase.
- There is reference to night time working in the construction plan which is inconceivable next to a large residential development.
- The service entrance and loading bay on Watson Street adjacent to the current entrance of the casino is of concern as residents already suffer from noise and disturbance from customers and taxis through until after 6am and now there will be refuse and delivery trucks using the same general location from early morning.
- The transport reports ignore that parking restrictions are uniformly ignored so additional vehicles will compound the congestion at Watson Street.
- Loading, unloading and deliveries should be located away from existing residents.

One letter of support has been received, although it did make reference to the fire escape for the pavilion bar adjacent to the Square being unattractive.

Highway Services - Forecasted trip rates are acceptable in principle. The footways at the Deansgate/Quay Street/Peter Street junction should be improved due to the likely increase in pedestrian footfall i.e. tactile paving renewal, dropped kerbs etc through a S278 agreement. The reduction in car parking spaces, the new car parking access arrangements from Watson Street and the new loading bay on Watson Street are acceptable in principle. 10% of parking spaces on site would be electric vehicle charging ready which is acceptable in principle. The existing and proposed loading

bays on Watson Street and Deansgate would be available for ad-hoc deliveries and house movements which is acceptable. 199 secure cycle spaces are proposed on site as well as additional cycle parking within the public realm areas which is acceptable. The pedestrian and cycleway environment around the site should be designed to be as safe, attractive and convenient as possible and should provide sufficient links to the surrounding pedestrian and cycle networks. Access for refuse and servicing is acceptable in principle, as is the submitted Waste Management Strategy. A servicing strategy should be submitted as well as a full Construction Management Plan.

Environmental Health - Recommended that conditions should be applied to any approval granted relating to fume extraction, submission of a construction management plan, construction hours, hours of use for the commercial units and external seating areas, external lighting, acoustic insulation of the building and external plant, glazing specifications, waste management, air quality and contaminated land.

Neighbourhood Team Leader (Arboriculture) - No objection to removal of existing trees. Welcome the planting of different and unusual species. Underground planting pits should be given adequate volume to allow for future healthy growth of the new trees.

Corporate Property - No representations received

MCC Flood Risk Management - Recommended conditions relating to the design and implementation of a sustainable drainage system and the management and maintenance of it.

City Centre Regeneration - No representations received

Central Neighbourhood Team - No representations received

Policy, Partnership and Research - No representations received

Greater Manchester Police - The scheme should be designed and constructed in accordance with the submitted Crime Impact Statement.

Historic England (North West) – Has no objections and consider that the proposals should provide a sustainable use for the buildings which would be consistent with their conservation and enhance the character and distinctiveness of the area. The harm caused to the historic fabric through the introduction of the atrium could be justified as necessary to enable a scheme which would provide a viable use for the building as required by the National Planning Policy Framework (NPPF),.

The physical impact of the proposals on the listed buildings would be relatively limited. The removal of the concrete ramps should allow the west elevation to be viewed largely unimpeded for the first time in several decades. The treatment of the scars on this elevation is a reasonable way of repairing the earlier damage whilst allowing the recent history of the building to be understood.

The introduction of an atrium by cutting through the two upper floors of the Warehouse and the alterations to the roof structure would harm the historic fabric. However, this has been minimised it is accepted that the harm could now be justified in enabling a viable use of the historic building.

The removal of later, harmful additions such as the concrete access ramps, and the partial reinstatement of the western elevation would be heritage benefits. The new street running parallel to Deansgate and the proposed landscaping of the space in front of the building would introduce animation and life and should make a positive contribution to local character and distinctiveness.

The impact of the proposals on the row of shops facing onto Deansgate would be even more limited; the one intervention causing a degree of harm being the blocking of the historic entrance at the northern end of the row, although the proposed treatment of the blocked opening should make its former function clear. The proposed new eastern elevation to the row, though clearly modern, draws clear inspiration from the strong horizontal emphasis of the Deansgate elevation.

Environment Agency - No objections but the previous uses presents a risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because parts of the proposed development site are located on a Principal aquifer and Secondary aquifer A. Conditions should be applied to any approval regarding the investigation and remediation of any contaminated land and piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

Transport For Greater Manchester - No comments from a Metrolink perspective

Greater Manchester Archaeological Advisory Service - GMAAS has a detailed historic building survey and associated archive from the previous conversion scheme for the Warehouse in 2002 so do not require a historic building survey for the current scheme. The submitted assessment concludes that buried foundations from a number of 18th and 19th Century workers' houses, commercial and industrial premises could be present under the public realm area in the Square and under the vehicle access ramps (that are to be demolished). The potential for Roman remains is low. It is recommended that an archaeological watching brief be carried out during development ground works, targeted on areas of potential interest.

Greater Manchester Ecology Unit - Conditions are required regarding the protection of bats during roof and demolition works, the timing of works and protection of nesting birds, and the incorporation of biodiversity enhancement measures into the scheme.

Greater Manchester Pedestrians Society - No representations received

Travel Change Team - No representations received

Strategic Development Team - No representations received

United Utilities Water PLC - No representations received

National Amenity Societies - No representations received

Historic Buildings and Conservation Panel - The Panel noted that this has been a historically difficult building to find new successful and long term uses.

The Panel were supportive of the proposed residential use within the building and considered the scheme to be of high quality. The Panel noted some historic fabric would be lost but felt there was enough positive elements to support this level of intervention.

They were not convinced about the proposals for Dean Street believing that the existing connecting route that transfers people from the viaduct down to Deansgate is well used. The proposed staircase is a weakness looking like a temporary solution which would provide inadequate vertical circulation through the site. The link from Deansgate Station allows people to pass through the warehouse and a much stronger solution is required.

The creation of 'a garden in the city' within the square is welcome however it had been constrained by the triangular building to Peter Street. The landscaping should allow for uninterrupted views of the building from Deansgate and St Peter Street. They consider that the corner between Peter Street and Deansgate should have a stronger response with a building which should also include the triangular building.

The elevational treatment with steel banded lettering is missed opportunity and a more adventurous solution is needed. The reference to the Peterloo Massacre is not relevant to this site.

Issues

Relevant National Policy

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

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

The 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 proposal would be a high quality development in an area in need of further regeneration. It would create jobs during construction and in operation and would complement the existing residential community within the area. New residents would support the local economy through the use of facilities and services.

Section 2 - Ensuring the Vitality of Town Centres - The proposal would develop a key site and help to create a neighbourhood that would attract and retain a diverse labour market. This would support Greater Manchester's growth objectives of delivering appropriate housing and meeting the demands of a growing economy and population. It would be in a location that is well connected and would therefore help to promote sustained economic growth.

Section 4 - Promoting Sustainable Transport - The location is highly accessible and near to all sustainable transport stations modes including train, Metrolink and Metroshuttle and bus routes. . Development here would be sustainable and contribute to wider sustainability and health objectives giving people a choice about how they travel.

Section 6 - Delivering a wide choice of high quality homes - The scheme would provide an efficient, high-density development that would deliver 142 apartments in a sustainable location. A range of accommodation sizes are proposed which help to create a sustainable, inclusive and mixed community. Housing investment is required in appropriate locations within Manchester as the City grows. The City Centre is the biggest source of jobs in the region and the proposal would provide suitable accommodation to support the growing economy and help to create a vibrant, thriving and active community.

Section 7 - Requiring Good Design - The buildings and public spaces within the site would be sensitively restored and refurbished. The proposal would help to raise the standard of design more generally in the area. The new additions and spaces proposed would be of a contemporary high quality design that would complement the heritage assets.

Section 8 - Promoting healthy communities - The development would facilitate social interaction and help to create a healthy, inclusive community. It would help to integrate the site into the locality and increase levels of natural surveillance.

Section 10 - Meeting the challenge of climate change, flooding and coastal change - The site is in a highly sustainable location and an Environmental Standards Statement has been submitted which details the energy measures and other facets incorporated into the design that influence the sustainability credentials of the proposal. Full details are given below. The site does not fall within an area at risk of flooding as it is in Flood Zone 1.

Section 11 - Conserving and enhancing the natural environment - The documents submitted with this application have considered issues such as ground conditions, noise and lighting, and the impact on ecology and demonstrate that the proposal would have no significant adverse impacts in respect of the natural environment.

Section 12 - Conserving and Enhancing the Historic Environment - The proposals would have an acceptable impact on the Grade II* and Grade II listed buildings on the site and no adverse impact on the character or appearance of the Deansgate-Peter Street Conservation Area, the St. John Street Conservation Area and the Castlefield Conservation Area, or on the setting of other nearby listed buildings. The redevelopment of the listed buildings would inevitably involve the loss of a small amount of existing historic fabric, for example the brick arch floors where the new internal atrium in the Warehouse building is proposed, but this has been kept to a minimum throughout the scheme proposed. This is discussed in greater detail below.

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1, H1, H8, CC1, CC3, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN3, EN4, EN6, EN8, EN9, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1.

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

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

S01. 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.

S02. Economy - The scheme would provide new jobs during construction along with permanent employment and facilities in a highly accessible location. The development would provide housing near to employment opportunities and therefore help to support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S03. Housing - The scheme would provide 142 apartments in a highly accessible location and would meet demand for housing, near to employment opportunities, in a sustainable location. It would address demographic needs and support economic growth. The growing economy requires well located housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

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

S06. Environment - The development would provide a high quality environment, protecting and enhancing the natural and built environment and ensuring the sustainable use of natural resources.

Policy SP1 Spatial Principles - The development would be highly sustainable providing high quality residential accommodation. It would be close to sustainable transport provision, maximise the potential of the City's transport infrastructure and contribute to the creation of a neighbourhood where people choose to be. It would enhance the built and natural environment, create a well-designed place that would enhance and create character, re-use existing buildings and reduce the need to travel.

Policy CC1 Primary Economic Development Focus: City Centre and Fringe - The City Centre is a strategic location for economic development and employment growth where a variety of high quality accommodation types, sizes and foot-plates are encouraged to boost investment by local, national and international businesses. The provision of a range of economic development uses such as retail, leisure, entertainment, cultural and tourism facilities within the City Centre is supported to promote the development of a vibrant employment location attractive to businesses, employees and visitors to the City Centre. The proposal would bring under-used buildings back into full use as a residential-led mixed-use development within a mixed-use area.

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 suitable location for residential development and thus would contribute to meeting the overall housing targets identified for the City Centre within the Core Strategy.

Policy CC4 Visitors - Tourism, Culture and Leisure - The City Centre is seen as the focus for culture and leisure in the City Region. The proposal would support this policy by adding a further facility to support tourism and leisure.

Policy CC5 Transport - The proposal would be accessible by a variety of modes of transport and would help to improve air quality.

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

Policy CC7 Mixed Use Development - The City Centre presents the most viable opportunities for mixed-use development and active ground floor uses (shops, food and drink and leisure) are appropriate in locations which have an established public function, or as part of a mixed-use development which will create such an environment. The proposal would add to the mix of uses in an area that has an established public function helping to maintain the vibrancy of the City Centre, and would therefore be in keeping with this policy.

Policy CC8 Change and Renewal - The proposal would make a significant contribution to the City Centre's role in terms of employment and improve the accessibility and legibility of the Centre.

Policy CC9 Design and Heritage - The proposals would bring under-used heritage assets back into full use with new elements added that would be of the highest standard in terms of appearance and function. The alterations proposed have been designed in a sensitive and conservation-led way and are considered to be acceptable.

Policy CC10 A Place for Everyone - The proposed residential units would be a variety of sizes and therefore appeal to singles, couples and families. The development would be fully accessible.

Policy H1 Overall Housing Provision - The development would provide new homes which would be consistent with regeneration objectives and help to create a mixed use community. The development would contribute to the ambition of building 90% of new housing on brownfield sites. The redevelopment of the site would have a positive impact on the surrounding area.

Policy H8 Affordable Housing - No affordable housing or financial contribution are proposed in this instance. This is discussed in more detail below. Given the significant cost involved in bringing the Grade II* and II listed buildings back into full use and the provision of new public realm as proposed, the provision of any financial contribution towards affordable housing would render the scheme unviable.

Policy C10 Leisure and the Evening Economy - Subject to the implementation of measures to control the manner in which the development would operate, the proposal would not have a detrimental cumulative impact, would not have a detrimental impact on residential amenity and would maintain an acceptable balance of uses within the area, and is therefore consistent with this policy.

Policy T1 Sustainable Transport - The proposed development would encourage a modal shift away from car travel to more sustainable alternatives.

Policy T2 Accessible Areas of Opportunity and Need - The proposal would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design, and would result in a development which would enhance the character of the area and the overall image of Manchester. The positive aspects of the design are discussed in more detail below.

Policy EN3 Heritage - The proposal would bring important listed buildings back into full use with new additions designed to complement the heritage assets. It is considered that the quality and design of the proposed works would enhance the character and appearance of the conservation area. This is discussed in more detail below.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The proposed development would follow the principle of the Energy Hierarchy to reduce CO2 emissions as far as is practicable given the heritage assets involved.

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 where practicable given the heritage assets involved.

Policy EN8 Adaptation to Climate Change - The proposed energy statement for the scheme sets out how the building has been designed to consider adaptability in relation to climate change.

Policy EN14 Flood Risk - A Flood Risk Assessment has been prepared which assesses the flood risk as low. This is discussed in more detail below.

Policy EN16 Air Quality - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

Policy EN17 Water Quality - The development would not have an adverse impact on water quality.

Policy EN18 - Contaminated Land and Ground Stability - A desk study which identifies possible risks arising from ground contamination has been submitted with the application.

Policy EN19 Waste - The development would be consistent with the principles of the waste hierarchy. In addition the application is accompanied by a Waste Management Strategy.

Policy DM1 - Development Management - This policy sets out the requirements for developments in terms of Code for Sustainable Homes 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.

The application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Policy PA1 Developer Contributions - This is discussed in the section on Viability and Affordable Housing Provision below.

Saved Unitary Development Plan Policies

E3.3 Enhancing the City's Environment - Seeks to upgrade the appearance of the City's major radial routes and orbital roads, including derelict buildings. This proposal would bring important listed buildings back into full use and would thereby upgrade the appearance of an important radial route into the City Centre.

DC18.1 Conservation Areas - It is considered that the proposal would enhance the character and appearance of the Deansgate-Peter Street, St. John Street and Castlefield Conservation Areas. This is discussed in more detail later in the report.

DC19.1 Listed Buildings - It is considered that the proposal would not have a detrimental impact on the Grade II* and Grade II listed buildings on the site or the setting of other nearby listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology - The site has an archaeological interest and a scheme of investigation is proposed.

DC26.6 Development and Noise - The development control process will be used to reduce the impact of noise on people living and working in the City and developments likely to result in unacceptably high levels of noise will not be permitted in residential areas. It is considered that, subject to the recommended conditions, the proposal would not have a detrimental impact on the amenities of nearby residents and occupiers of buildings. The application is supported by acoustic assessments and it would be adequately insulated to protect the amenity of occupiers of the development. This is discussed in more detail later on in this report.

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

This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant.

Providing for Housing Choice SPD

This document provide guidance about the mixture of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies and housing provision. A core driver of success is the creation of 'Neighbourhoods of Choice' where there should be a wide choice of housing. The proposed development contributes to the achievement of this.

Strategic Plan for Manchester City Centre 2015-2018

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

The application site falls within the area designated as the Civic Quarter and the Plan states that a key priority for the city within this area is to work collaboratively with partners to finalise regeneration proposals and bring forward development at the Great Northern Warehouse site. It is considered that the proposed development would be consistent with achieving this priority.

Central Manchester Strategic Regeneration Framework

This Strategic Regeneration Framework sets a spatial framework for Central Manchester within which investment can be planned and guided in order to make the greatest possible contribution to the City's social, economic and other objectives. The plan lists key objectives for Central Manchester, including promoting a dynamic economy that supports the long term prosperity of the many communities, opportunities for all, new and improved housing, a renewed physical environment and flourishing communities that are safe and well managed. It is considered that the application proposals would contribute significantly to achieving several of the key objectives that are set out in the Framework, including creating a renewed urban environment and making Central Manchester an attractive place for employer investment.

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 mixed-use development of the application site would clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy. The proposal would deliver the comprehensive redevelopment of the underused Great Northern complex within the City Centre in order to bring much needed homes to the area and a significant amount of commercial space. Delivering appropriate housing in a well-connected location would assist in the promotion of sustained economic growth.

Manchester Residential Quality Guidance

This guidance was endorsed by the City Council in December 2016 and outlines the considerations that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. It sets out nine components that, when combined, will inform and help to create high quality residential development. The proposed development is consistent with the guidance found in this documents, including that given for apartment sizes.

Manchester Green and Blue Infrastructure Strategy

The Manchester Green and Blue Infrastructure Strategy (2015) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal should exploit opportunities to enhance Green and Blue Infrastructure and these are discussed in more detail below.

Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Framework

The proposals form a key part of the Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Framework (SRF), which was endorsed in February 2017 by Manchester City Council's Executive Committee. The SRF was prepared in order to guide the future of these important sites that lie in the southern part of the City Centre, adjacent and close to a number of Manchester's key established and emerging economic growth and regeneration areas.

The SRF identifies that the Great Northern is currently underutilised and underperforms due to both physical and functional connections to its surroundings. It therefore supports the comprehensive regeneration of the site so that it fulfils its potential as a cultural, business and residential destination. Planning permission was granted for the comprehensive redevelopment of the Manchester Central component of the SRF area in June 2017 for a scheme that would deliver 375 residential apartments within a 40-storey tower and a 14-storey Grade A Office building together with a new feature staircase linking the Deansgate Castlefield Metrolink Station to Watson Street leading directly into the Great Northern Site.

The objectives within the SRF for the Great Northern complex include creating better permeability through the site by the creation of legible, animated, at-grade, high quality pedestrian linkages, enhancement of the listed buildings and structures, removal of the inappropriate modern additions that were added to the site in the 1990s, the creation of attractive new public realm areas, replacing the car parking levels in the Warehouse with residential accommodation, the formation of an internal atrium within the Warehouse to facilitate its residential use, the creation of a new street running north to south in between the Warehouse and the Terrace buildings, and improving the quality of the Deansgate frontage.

Deansgate-Peter Street Conservation Area Declaration

Deansgate-Peter Street Conservation Area was designated by the City Council on 26 June 1985. It includes much of the area surrounding Peter Street and the junctions of Deansgate with both Quay Street and Bridge Street. The area is situated on ground which is mostly flat, although there is a gentle slope down Peter Street in a westerly

direction towards the river. Peter Street, and its continuation into Quay Street, is the most important junction in the area. Acute and oblique angles affect the plan form of buildings; since land in the city centre is at a premium, buildings totally cover their site and as a result more interesting buildings occur, many with corner entrances which are typical of Manchester.

Generally, buildings in the area display the Manchester characteristic of a tri-partite subdivision of the elevations, consisting of an over-large ground floor, a less highly modelled middle section and a varied top level seen against the sky. Buildings on Peter Street, Quay Street and part of Deansgate are of different ages and styles, but retain a positive relationship with one another. Where redevelopment proposals are put forward, the City Council will seek designs which are consistent with the character of surrounding buildings.

St. John St Conservation Area Declaration

St. John Street is the only surviving Georgian terraced street in central Manchester, and forms the heart of the conservation area which was designated on 4th November 1970. The boundary of the conservation area follows Artillery Street, Longworth Street, Camp Street, Culvercliffe Walk, Lower Byrom Street, Quay Street and Byrom Street.

The street remains level along its length from Deansgate to Byrom Street, though the latter slopes gently down to Quay Street. At the west end the view along St John Street was originally terminated by St. John's Church, now replaced by a formal garden containing a central memorial and trees. Cobden House (occupied by Richard Cobden) was larger than any on St John Street and had an extensive garden. Following occupation by the County Court the garden became totally developed with buildings. One of those buildings (erected in 1896), along with Byrom House, fronts on to the narrow St John's Passage. This route provided pedestrian access between Byrom Street and Lower Byrom Street, alongside St. John's Churchyard, vehicles being barred by cast iron bollards at both ends. Both sets of bollards are listed for their architectural or historic interest. The linear, dynamic, directional character of St John Street, Artillery Street, Culvercliffe Walk and Longworth Street contrasts with the static, tranquil spaces of the gardens, particularly St. John's Churchyard. The contrast is also significant in the hard materials of the streets and the soft trees and shrubs in the gardens.

New structures need not be imitations of old buildings; indeed it is preferable that each one should have a vitality of its own and reflect the period in which it is built. Development should respect the architectural character of the existing historic buildings.

Castlefield Conservation Area Declaration

Designated in October 1979, the conservation area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in

June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character.

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

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

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

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

Environmental Impact Assessment - The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2015 and an Environmental Impact Assessment is therefore not required for this proposal.

Principle of the Proposed Uses and the Scheme's 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 an important link between economic growth, regeneration and housing and the provision of new housing is an essential component of the next phase of economic growth. Manchester's 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 proposal would contribute to this within a part of the City Centre that has been identified as a suitable location for further housing. Housing would be consistent with a number of the Greater Manchester Strategy's key growth priorities, delivering homes to meet the demands of a growing economy and population, in a well-connected location, adjacent to a major employment centre and promoting sustained economic growth.

The proposal would deliver significant regeneration benefits. It would create a destination at one of Manchester's most recognisable sites which includes listed buildings, including the Grade II* Warehouse. Their restoration and reuse would act as a catalyst to change elsewhere and would complement ongoing regeneration at Manchester Central, St. Johns and Spinningfields.

The Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Framework (SRF) recognises the importance of bringing the Great Northern complex back into full use. The proposal would deliver a range of 1, 2 and 3-bed apartments and would be consistent with the aspirations of the emerging Residential Growth Prospectus.

The Warehouse is a fine example of a railway goods warehouse and Deansgate Terrace is one of the longest listed buildings in the country. All listed buildings have special historic and architectural significance and the level of intervention proposed internally and externally has been carefully considered and minimised. The level of intervention does not involve substantial harm and the public benefits that are generated justify the works that are proposed.

A number of commercial units would accommodate shop and food and drink uses, as well as other facilities that would be open to the public such as the casino and gym. All the proposed uses would bring additional activity to the site at all times of the day. This would ensure a vital and viable development.

The proposal is an important component of the regeneration of the Civic Quarter and the City Centre in general. The complex does not reach its full potential and the way that the site is laid out causes barriers to movement in and around it. The redevelopment of the complex would contribute positively to regeneration in this area. The conservation-led approach informed by a vision on both a strategic and site specific level would secure a vibrant and viable long term future for the site. As such, it would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1.

Heritage Impact

Sections 66 and 72 of the Listed Building Act 1990 provide 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, and in determining planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Section 12 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 128 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets importance, sufficient to understand the potential impact of the proposals on their significance. Where a development proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals. The NPPF also states that any development proposal which fails to give due weight to the conservation of heritage assets are deemed not to be sustainable development and should not be supported. It also states that the redevelopment of a site adjacent to heritage assets could affect the setting of them, and that effect could be neutral, beneficial or harmful. Developments should ensure that the balance of the impact on the heritage assets is demonstrably beneficial, minimising any negative impact on their significance.

Paragraph 7 of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment. The NPPF advises that decisions on applications affecting heritage assets should be made on the basis of the significance of the asset and the harm or impact that a proposal would cause to that significance. Harm can either be substantial or less than substantial. Great weight should be given to the asset's conservation and any harm or loss requires clear and convincing justification.

Core Strategy Policy EN3 'Heritage' highlights that the City Council will encourage development that complements and takes advantage of the distinct historic features of its districts and neighbourhoods. New developments must be designed so as to support the City Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance. Proposals which enable the re-use of heritage assets are encouraged where they are considered consistent with the significance of the heritage asset.

A Heritage Impact Assessment states that the Terrace and Warehouse have high evidential, historic and aesthetic value. It concludes that the proposal would result in limited instances of minor or moderate adverse impact, but no instances of significant adverse impact. Overall, the proposal would result in a beneficial impact on the character of the Grade II* listed Warehouse and Grade II listed Deansgate Terrace buildings. Many original and historic features would be retained and any alterations would be sympathetic and sensitive to avoid harm to the listed buildings and the minimum necessary to bring them back into full use. The uses would work with the existing plan form and retain significant volumes. Additions that are required have been minimised and the new extensions to the rear of Deansgate Terrace and within the remnant viaduct area would complement the buildings.

The NPPF states that where development would lead to less than substantial harm to the significance of a designated heritage asset, the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. The proposal would deliver a number of public benefits including removing risks to a heritage asset, securing the optimum viable use of the heritage asset in support of its long term conservation, and the contribution of the scheme towards wider regeneration initiatives. It would revitalise an under-utilised landmark site which contains a number of listed buildings. The development would have economic public benefits including creating a range of employment opportunities through both the construction phase and operational phase, would provide space for small start-up businesses and would increase visitor spending.

The new uses would secure the long-term future of the buildings and would allow for their repair and restoration and provide some public access. The proposal would be sensitive to the buildings with the principle spaces remaining intact and wherever possible historic features and details would be restored and incorporated into the new use.

The northern part of Great Northern Square lies within the Deansgate-Peter Street Conservation Area and the site is very close to two other conservation areas (St. John Street and Castlefield). The City Council has a statutory duty to ensure that new development would preserve or enhance the character or appearance of conservation areas. The proposal would repair and refurbish the external elevations of the buildings as well as allow for substantial improvements to the public realm within the site. It is considered therefore that the proposal would enhance the Deansgate-Peter Street Conservation Area and have no adverse impact on other nearby conservation areas.

The harm caused to heritage assets would be less than substantial and would be outweighed by the public benefits as set out elsewhere in this report. Therefore, it is considered, that, notwithstanding the very considerable weight that must be given to preserving the setting of the listed buildings and the conservation area as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 132 and 134 of the NPPF.

Amenity and Effect on the Local Environment

The building can be suitably insulated to prevent any significant break out of noise subject to compliance with appropriate conditions. This would prevent unacceptable noise transference between the different uses within the building and prevent occupiers being disturbed from external noise sources. External seating associated with the food and drink uses could generate noise and conditions are recommended to ensure that there would be no disamenity to residents and other building occupiers.

There would be no impact on neighbouring buildings in terms of loss of daylight/sunlight or overshadowing. The new lantern to the top of the new internal atrium within the Warehouse would be approximately 2.1m higher than the existing roof, but as it would be located in the middle of the existing roof, many metres away

from the perimeter of the building, this intervention would not cause any undue issue with regard to loss of daylight/sunlight or overshadowing.

Due to the distance between the site and the nearest buildings outside the Great Northern complex, it is not considered that there would be any undue issues with regard to overlooking or loss of privacy.

Viability and Affordable Housing Provision

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

The NPPG sets out that Local Planning Authorities should seek to work with interested parties to promote the redevelopment of brownfield sites. To incentivise bringing brownfield sites use, Local Planning Authorities should:

- Consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use; and
- Take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.

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

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

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

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

The recently endorsed 'Housing Affordability in Manchester' report 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.

The applicant has provided an appraisal which demonstrates that the scheme is viable and capable of being delivered. It is not considered that affordable housing should be provided as part of this proposal but it would be appropriate to make a financial contribution towards off-site provision via a commuted sum, should this be viable.

This scheme proposes a relatively small number of apartments as part of these phases. This includes the sensitive restoration of listed buildings to a high standard of design and construction and bringing them back into full use. The proposal also includes for the redesign of Great Northern Square and the creation of a new public route, Dean Street to create a more useable and welcoming place that provides better connectivity and legibility through the complex as well as other public realm improvements to the south of the Warehouse. The costs of this would be substantial. Given the significant cost involved in bringing the Grade II* and II listed buildings back into full use and the provision of new public realm as proposed, it is not considered that the provision of finance for affordable housing is required in this instance.

Given the above the proposal is in accordance with the Councils approved guidance in relation to affordable housing policies H8 and PA1.

Relationship to Transport Infrastructure

The site is close to all sustainable transport modes including trains, trams and buses. A minimal amount of car parking is proposed for Phases 1 and 2 of the development (29 spaces) which would not cause material harm. 142 cycle spaces are proposed which would equate to 0.6 spaces per bedroom. A further 51 cycle spaces are also proposed for the commercial units.

A framework Travel Plan sets out a package of practical measures aimed at reducing the transportation and traffic impact of the development, which would encourage the use of public transport and non-car modes.

Mix of apartments

The number of one bed apartments at 38% would exceed the ratio normally required by the City Council. However, the majority of these are within the listed buildings where a balance has to be struck between achieving the apartment mix against the need to develop these important heritage assets in a sympathetic and conservation-led way. The apartment layout has been developed to work within the physical constraints of the buildings so as to not cause undue harm. The internal layout is primarily defined by the structural beams which create a logical grid to the internal layout of the building. All apartments would be larger than average in order to work with the structural grid and create a unique residential product. The apartments within the upper level of the Warehouse would work with the original timber roof structure to avoid the requirement to remove any original roof trusses.

Sustainable Design and Construction

The site is in a highly sustainable location and an Environmental Standards Statement details the energy measures and other facets incorporated into the design that influence the sustainability credentials of the proposal. The approach is to ensure the proposal is as sustainable as practicable without significantly impacting on the buildings' special character and appearance.

The development would follow the conservation of fuel and power in new dwellings and the building fabric would be upgraded to meet or exceed the thermal performance required of Building Regulations Part L1b where possible. Any new build, non-residential elements would aim to exceed the thermal performance by 15%.

The apartments would not need air conditioning and would be heated using a combination of electric under-floor heating and wall mounted electric panel heaters. Windows would need to be permanently closed so it is necessary for all apartments to be equipped with a mechanical heat recovery unit. Air-source heat pumps would be used for both heating and cooling non-residential areas which qualifies as low and zero carbon technology (LZC technology).

Full access and Inclusive Design

The proposals incorporate different solutions to achieve level access into and throughout the building. Given the nature of the listed buildings and the need to balance issues of access against the need to protect important historic features of the building, the level of access and the design solutions to achieve access are considered to be acceptable. The proposals would therefore be consistent with sections 7 and 8 of the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy.

Flood Risk and Sustainable Drainage System (SuDS)

The site is within Flood Zone 1, meaning that the risk of flooding from rivers and the sea is low probability and the site is within the Conurbation Core Critical Drainage Area. The development's site drainage would be in accordance with current best practice to provide adequate capacity. The buildings would utilise existing drainage connections but new drains are proposed where the extensions to buildings are

proposed. The landscaped areas would have a permeable sub-base to provide attenuation storage as well as acting as a SuDS treatment stage. Further attenuation is proposed within the network using oversized pipework. The 40% climate change allowance has been considered in the calculations which confirm that there is no flooding risk present in this scenario.

Contaminated Land and Impact on Water Resources

As there is the possibility that some contamination may exist on the site, it is recommended that a condition be attached to any permission requiring a site investigation. In view of the above, the proposals would be consistent with section 11 of the National Planning Policy Framework and policy EN18 of the emerging Core Strategy.

Archaeology

The Greater Manchester Archaeological Advisory Service has a detailed historic building survey and associated archive from the previous conversion scheme for the Warehouse in 2002 so do not require a historic building survey for the current scheme. The submitted assessment concludes that buried foundations from a number of 18th and 19th Century workers' houses, commercial and industrial premises could be present under the public realm area in the Square and under the vehicle access ramps (that are to be demolished). The potential for Roman remains is low. It is recommended that an archaeological watching brief be carried out during development ground works, targeted on areas of potential interest. A condition will be applied to any approval granted to deal with this.

Ecology, Biodiversity and Green and Blue Infrastructure

A survey found no evidence of any bat activity at the site. A precautionary condition in case is recommended if bats are found during works to the roof or any demolitions. A condition is recommended in relation to the disturbance of nesting birds. The development could provide opportunities for the encouragement of biodiversity such as incorporating nesting opportunities and maximising the wildlife value of any soft landscaping. The full details of this would be conditioned.

None of the existing trees on site within Great Northern Square are mature, having only been planted as part of the previous redevelopment around 2000, nor are any of them of any significant arboricultural value or interest. There is therefore no objection to their removal. Full details of the size and species of trees to be planted as part of the reconfigured public realm works would be conditioned. It is recommended that the proposal allows the opportunity to plant a diverse and interesting range of tree species, complementing other important green infrastructure locations within the City.

The proposal would have no direct impact on any blue infrastructure (watercourses).

Crime and Disorder

The proposal would bring vitality to this vacant site and the broader area. The development would allow overlooking to the roads surrounding the site so would

enliven the street scene and help to provide natural surveillance within the immediate area. A Crime Impact Statement considers that the proposal is generally acceptable subject to the advice contained in the report being implemented. It is recommended a condition be attached which requires the development to achieve 'Secured by Design' accreditation. In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Air Quality

An Air Quality Assessment concludes that the development is low risk and no specific mitigation measures are required. This is accepted. The report has recommended the construction phase mitigation measures to be employed, including air quality monitoring and dust control. These measures would be conditioned within the required final construction management plan.

Waste Management

Apartments would be provided with a number of bins to ensure waste is separated at source. Residents within the Warehouse would take their waste to a waste storage area on each floor. Management staff would then transport this to the ground floor central refuse area. There would be capacity for 26 bins (all 1100l) within two ground floor refuse storage areas within the Warehouse, 12 for general waste, 6 for pulpable waste, 6 for mixed glass and plastic and 2 for organic (food) waste. Similarly the waste from residents living within Deansgate Terrace would be taken to a central refuse storage area that would be coordinated by on-site maintenance staff. Within the central refuse store within the Terrace there would be capacity for 5 no. 1100l bins comprising 2 for general waste, 1 for pulpable waste, 1 for mixed glass and plastic and 1 for organic (food) waste. The total number of bins for all the residential units would therefore total 31 no. 1100l bins. For commercial unit waste, 35no. 1100l eurobins would be available within a central refuse store in the Warehouse. This would give sufficient bins for collection three times a week which is in line with existing arrangements. The 35 bins would be split between 17 general waste bins, 9 bins for mixed glass and plastic and 9 bins for pulpable waste. A further 4 x mixed waste 1100L bins would be provided for commercial uses in Phase 1 of the Terrace.

The above is acceptable to Environmental Health and a condition would be attached to any approval to ensure that the waste management strategy is implemented.

Response to neighbour objection

Noise and dust protection measures are outlined in the Outline Construction Management Plan (CMP) submitted with the application. This would be developed in a detailed CMP that addresses the proximity to nearby sensitive receptors and other site conditions. The detailed CMP would include measures designed to minimise any impact on residential amenity through physical and procedural controls, such as hours of working, access, site delivery co-ordination, neighbour consultation, etc. A condition relating to the agreement of a full Construction Management Plan would be attached to any approval.

The proposed servicing arrangements are not dissimilar to the existing servicing arrangements, also taken from Watson Street. Due to the site constraints of the Grade II* Listed Building and the lease arrangements of the existing tenants, it is not possible to relocate the servicing away from Watson Street. The servicing strategy has been discussed and agreed with highways officers as acceptable in principle. A condition relating to the submission of a servicing strategy for the development would also be attached to any approval. The casino operation would continue as existing.

Conclusion

The use of the Great Northern Warehouse as a carpark is not the most sympathetic use for the building. The complex could make a much fuller contribution to the city centre and the comprehensive long-term strategy for the site would secure its future and create a high quality, distinctive destination for Manchester.

The scheme retains and enhances historic assets and would reveal historically significant elements of the Great Northern Warehouse and Deansgate Terrace. The design would respect the listed buildings by integrating high quality and complementary materials to those currently in situ. Significant areas of new public realm would allow the public use of the site to increase by removing the barriers at the site and enhancing ease of access. The proposal would be highly accessible and would allow enhanced north-south and east-west connections through the site on foot.

The majority of the site would be residential which would be consistent with a number of the GM Strategy's key growth priorities and would deliver homes to meet the demands of a growing economy and population, in a well-connected location, adjacent to a major employment centre. It would help to promote sustained economic growth within the City.

The proposal would enhance the character and appearance of the Deansgate-Peter Street Conservation Area and the setting of other nearby conservation areas as well improve the listed buildings on the site and not harm their significance.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities including the Adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework and should be approved.

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 and

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.

Application 118568/FO/2017

Recommendation APPROVE

Article 35 Declaration

Officers have worked in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Appropriate conditions have been attached to the approval.

Conditions to be attached to the decision

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

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

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

List of Plans

Landscaping

PL1704-000 Existing Topographical Survey; PL1704-001 General Arrangement - Rendered Landscape Masterplan; PL1704-002 General Arrangement - Landscape Masterplan; PL1704-003 General Arrangement –Hardworks; PL1704-004 General Arrangement – Softworks; PL1704-006 General Arrangement - Street Furniture; PL1704-009 General Arrangement - Tree Retention and Removal; PL1704-010 Illustrative Site Sections; PL1704-011 General Arrangement - The Viaduct; PL1704-012 General Arrangement - The Viaduct Softworks; PL1704-013 General Arrangement - The Viaduct (this one should be 'The Atrium'); PL1704-014 General Arrangement - Phase 1 Extents.

Site Plans

10161-Z0-A-B5D9-G000-XP-RF-001 Site Location Plan; 10161-Z0-A-B5D9-Z460-XP-00-001 Existing Site Ground Floor Plan with Planning App Boundary; 10161-Z0-A-B5D9-Z460-XP-00-002 Existing site ground floor plan with listed app boundaries; 10161-Z0-A-B5D9-G100-XP-RF-001 Existing Site Roof Plan; 10161-Z0-A-B5D9-G100-XS-AA-001 Existing Site Section AA; 10161-Z0-A-B5D9-G100-XS-BB-001 Existing Site Section BB; 10161-Z0-A-B5D9-G100-XE-N-001 Existing Site Context Elevation North; 10161-Z0-A-B5D9-G100-XE-E-001 Existing Site Context Elevation East; 10161-Z0-A-B5D9-G100-XE-E-002 Existing Site Context Elevation East

(Deansgate Terraces); 10161-Z0-A-B5D9-G100-XE-W-001 Existing Site Context Elevation West (Deansgate Terraces); 10161-Z0-A-Z460-P-GD-004 Delivery Phase Boundaries; 10161-Z0-A-B5D9-G100-P-00-001 Proposed Ground Floor Site Plan; 10161-Z0-A-B5D9-G100-P-RF-001 Proposed Site Roof Plan 10161-Z0-A-B5D9-G100-S-AA-001 Proposed Site Section AA; 10161-Z0-A-B5D9-G100-S-BB-001 Proposed Site Section BB; 10161-Z0-A-B5D9-G100-E-N-001 Proposed site context elevation North; 10161-Z0-A-B5D9-G100-E-E-001 Proposed site context elevation East; 10161-Z0-A-B5D9-G100-E-E-002 Proposed site context elevation East (Deansgate Terraces); 10161-Z0-A-B5D9-G100-E-W-001 Proposed site context elevation West (Deansgate Terraces); 10161-Z2-A-B5D9-G200-XP-00-001 Existing Ground Floor Plan; 10161-Z2-A-B5D9-G200-XP-00-MZ-001 Existing Ground Floor Mezzanine Plan; 10161-Z2-A-B5D9-G200-XP-01-001 Existing Level 01 Plan; 10161-Z2-A-B5D9-G200-XP-01-MZ-001 Existing Level 01 Mezzanine Plan; 10161-Z2-A-B5D9-G200-XP-02-001 Existing Level 02 Plan; 10161-Z2-A-B5D9-G200-XP-03-001 Existing Level 03 Plan; 10161-Z2-A-B5D9-G200-XP-04-001 Existing Level 04 Plan.

Great Northern Warehouse

10161-Z2-A-B5D9-G200-XP-RF-001 Existing Roof Plan; 10161-Z2-A-B5D9-G200-XS-AA-001 Existing Section AA; 10161-Z2-A-B5D9-G200-XS-BB-001 Existing Section BB; 10161-Z2-A-B5D9-G200-XE-N-001 Existing elevation North; 10161-Z2-A-B5D9-G200-XE-S-001 Existing elevation South; 10161-Z2-A-B5D9-G200-XE-E-001 Existing elevation East; 10161-Z2-A-B5D9-G200-XE-W-001 Existing elevation West; 10161-Z2-A-B5D9-G332-XP-00-001 Existing Reflected Ceiling Plan Ground Floor; 10161-Z2-A-B5D9-G332-XP-01-001 Existing Reflected Ceiling Plan Level 01; 10161-Z2-A-B5D9-G332-XP-02-001 Existing Reflected Ceiling Plan Level 02; 10161-Z2-A-B5D9-G332-XP-03-001 Existing Reflected Ceiling Plan Level 03; 10161-Z2-A-B5D9-G332-XP-04-001 Existing Reflected Ceiling Plan Level 04; 10161-Z2-A-BD59-JC20-XP-00-001 Ground Floor Alterations Plan; 10161-Z2-A-BD59-JC20-XP-00-MZ-001 Ground Floor Mezzanine Alterations plan; 10161-Z2-A-BD59-JC20-XP-01-001 Level 01 Alterations Plan; 10161-Z2-A-BD59-JC20-XP-01-MZ-001 Level 01 Mezzanine Alterations Plan; 10161-Z2-A-BD59-JC20-XP-02-001 Level 02 Alterations Plan; 10161-Z2-A-BD59-JC20-XP-03-001 Level 03 Alterations Plan; 10161-Z2-A-BD59-JC20-XP-04-001 Level 04 Alterations Plan; 10161-Z2-A-BD59-JC20-XP-RF-001 Roof Alterations Plan; 10161-Z2-A-B5D9-JC20-XE-N-001 Alterations Elevation North; 10161-Z2-A-B5D9-JC20-XE-S-001 Alterations Elevation South; 10161-Z2-A-B5D9-JC20-XE-E-001 Alterations Elevation East; 10161-Z2-A-B5D9-JC20-XE-W-001 Alterations Elevation West; 10161-Z2-A-B5D9-G200-P-00-001 Proposed Ground Floor Plan; 10161-Z2-A-B5D9-G200-P-00-MZ-001 Proposed Ground Floor Mezzanine Plan; 10161-Z2-A-B5D9-G200-P-01-001 Proposed Level 01 Plan; 10161-Z2-A-B5D9-G200-P-01-MZ-001 Proposed Level 01 Mezzanine Plan; 10161-Z2-A-B5D9-G200-P-02-001 Proposed Level 02 Plan; 10161-Z2-A-B5D9-G200-P-03-001 Proposed Level 03 Plan; 10161-Z2-A-B5D9-G200-P-04-001 Proposed Level 04 Plan; 10161-Z2-A-B5D9-G200-P-05-001 Proposed Level 05 Plan; 10161-Z2-A-B5D9-G200-P-RF-001 Proposed Roof Level Plan; 10161-Z2-A-B5D9-F200-P-WH203-WA Adapted Apartment Plan WH-203; 10161-Z2-A-B5D9-F200-P-WH207-WA Adapted Apartment Plan WH-207; 10161-Z2-A-B5D9-F200-P-WH220-WA Adapted Apartment Plan WH-220; 10161-Z2-A-B5D9-F200-P-WH223-WA Adapted Apartment Plan WH-223; 10161-Z2-A-B5D9-F200-P-WH225-WA Adapted Apartment Plan WH-225; 10161-Z2-A-B5D9-G200-S-AA-001 Proposed Section AA; 10161-Z2-A-B5D9-G200-S-BB-001 Proposed Section BB; 10161-Z2-A-B5D9-G200-E-N-001 Proposed

Elevation North; 10161-Z2-A-B5D9-G200-E-S-001 Proposed Elevation South; 10161-Z2-A-B5D9-G200-E-E-001 Proposed Elevation East; 10161-Z2-A-B5D9-G200-E-W-001 Proposed Elevation West; 10161-Z2-A-B5D9-G200-E-V-001 Proposed Viaduct Elevation East and West; 10161-Z2-A-B5D9-G332-P-00-001 Proposed Ground Floor Reflected Ceiling Plan; 10161-Z2-A-B5D9-G332-P-01-001 Proposed Level 01 Ceiling Strategy; 10161-Z2-A-B5D9-G332-P-02-001 Proposed Level 02 Ceiling Strategy; 10161-Z2-A-B5D9-G332-P-03-001 Proposed Level 03 Ceiling Strategy; 10161-Z2-A-B5D9-G332-P-04-001 Proposed Level 04 Ceiling Strategy; 10161-Z2-A-B5D9-G332-P-05-001 Proposed Level 05 Ceiling Strategy; 10161-Z2-A-B5D9-G251-D-001 Retail Kiosk Openings Type A; 10161-Z2-A-B5D9-G251-D-002 Retail Kiosk Openings Type B; 10161-Z2-A-B5D9-G251-D-003 Viaduct Ground Floor Elevations; 10161-Z2-A-B5D9-G251-D-004 Viaduct Balustrade Details; 10161-Z2-A-B5D9-G251-D-005 Viaduct Ground Floor Green Wall Details; 10161-Z2-A-B5D9-G251-D-006 Viaduct Glazed Extension Details; 10161-Z2-A-B5D9-G251-D-007 Viaduct Glazed Extension- Existing Fabric Interfaces; 10161-Z2-A-B5D9-G240-D-001 Ground Floor Canopy Details – 001; 10161-Z2-A-B5D9-G240-D-002 Ground Floor Canopy Details – 002; 10161-Z2-A-B5D9-G240-D-003 Atrium Roof; 10161-Z2-A-B5D9-G240-D-004 New Slate and Zinc Roof Typical Bays; 10161-Z2-A-B5D9-G240-D-005 Roof Light Details; 10161-Z2-A-B5D9-G240-D-006 Service and Drainage Details; 10161-Z2-A-B5D9-G321-D-001 Window Type 001- Refurbished Openable Window; 10161-Z2-A-B5D9-G321-D-002 Window Type 002- Refurbished Openable Window; 10161-Z2-A-B5D9-G321-D-003 Window Type 003- New Fixed Window in Original Opening; 10161-Z2-A-B5D9-G321-D-004 Window Type 004- Replica Fixed Window into Original Opening; 10161-Z2-A-B5D9-G321-D-005 Window Type 005- New Balcony into Original Opening; 10161-Z2-A-B5D9-G321-D-006 Window Type 006- Balcony into Non Original Opening; 10161-Z2-A-B5D9-G321-D-007 Window Type 007- New Openable Windows in Non-Original Opening; 10161-Z2-A-B5D9-G321-D-008 Window Type 008- Refurbished Window Fixed in Open Position; 10161-Z2-A-B5D9-G321-D-009 Window Type 009- New Glazed Infill into Original Opening; 10161-Z2-A-B5D9-G321-D-010 Window Type 009- New Glazed Infill into Non-Original Opening; 10161-Z2-A-B5D9-G200-SCH-001 Systems Materials and Codes.

Deansgate Terraces

10161-Z3-A-B5D9-G200-XP-B1-001 Existing Basement Plan; 10161-Z3-A-B5D9-G200-XP-00-001 Existing Ground Floor Plan; 10161-Z3-A-B5D9-G200-XP-01-001 Existing Level 01 Plan; 10161-Z3-A-B5D9-G200-XP-02-001 Existing Level 02 Plan; 10161-Z3-A-B5D9-G200-XP-03-001 Existing Level 03 Plan; 10161-Z3-A-B5D9-G200-XP-RF-001 Existing Roof Plan; 10161-Z3-A-B5D9-G332-XP-B1-001 Existing Basement Reflected Ceiling Plan; 10161-Z3-A-B5D9-G332-XP-00-001 Existing Ground Reflected Ceiling Plan; 10161-Z3-A-B5D9-G332-XP-01-001 Existing Level 01 Reflected Ceiling Plan; 10161-Z3-A-B5D9-G332-XP-02-001 Existing Level 02 and 03 Reflected Ceiling Plans; 10161-Z3-A-B5D9-G200-XS-AL-001 Existing Sections; 10161-Z3-A-B5D9-G200-XE-NandW-001 Existing North and West Elevations; 10161-Z3-A-B5D9-G200-XE-E-001 Existing Elevation East; 10161-Z3-A-B5D9-JC20-XP-B1-001 Basement Alterations Plan; 10161-Z3-A-B5D9-JC20-XP-00-001 Ground Floor Alterations Plan; 10161-Z3-A-B5D9-JC20-XP-01-001 Level 01 Alterations Plan; 10161-Z3-A-B5D9-JC20-XP-02-001 Level 02 Alterations Plan; 10161-Z3-A-B5D9-JC20-XP-03-001 Level 03 Alterations Plan; 10161-Z3-A-B5D9-JC20-XP-RF-001 Roof Alterations Plan; 10161-Z3-A-B5D9-JC20-XE-NandW-001 North and West

Alteration Elevations; 10161-Z3-A-B5D9-JC20-XE-E-001 Alterations Elevation East; 10161-Z3-A-B5D9-G200-P-B1-001 Proposed Basement Plan; 10161-Z3-A-B5D9-G200-P-00-001 Proposed Ground Floor and Mezzanine Plans; 10161-Z3-A-B5D9-G200-P-01-001 Proposed Level 01 Plan; 10161-Z3-A-B5D9-G200-P-02-001 Proposed Level 02 Plan; 10161-Z3-A-B5D9-G200-P-03-001 Proposed Level 03 Plan; 10161-Z3-A-B5D9-G200-P-RF-001 Proposed Roof Plan; 10161-Z3-A-B5D9-G332-P-B1-001 Proposed Basement Proposed Ceiling Strategy; 10161-Z3-A-B5D9-G332-P-00-001 Proposed Ground Floor Proposed Ceiling Strategy; 10161-Z3-A-B5D9-G332-P-01-001 Proposed Level 01 Proposed Ceiling Strategy; 10161-Z3-A-B5D9-G332-P-02-001 Proposed Level 02 and 03 Proposed Ceiling Strategy; 10161-Z3-A-B5D9-F200-P-T1102-WA Adapted Apartment Plan T1-102; 10161-Z3-A-B5D9-F200-P-T1104-WA Adapted Apartment Plan T1-104; 10161-Z3-A-B5D9-F200-P-T2101-WA Adapted Apartment Plan T2-101; 10161-Z3-A-B5D9-F200-P-T2102-WA Adapted Apartment Plan T2-102; 10161-Z3-A-B5D9-G200-S-AL-001 Proposed sections AA and BB; 10161-Z3-A-B5D9-G200-E-NandW-001 Proposed North and West Elevations; 10161-Z3-A-B5D9-G200-E-E-001 Proposed East Elevation; 10161-Z3-A-B5D9-G240-D-001 Roof to Existing Fabric Interface Details; 10161-Z3-A-B5D9-G251-D-001 Proposed Phase 01 Typical Bay Elevation; 10161-Z3-A-B5D9-G251-D-002 Proposed Phase 02 Typical Bay Elevation; 10161-Z3-A-B5D9-G251-D-003 New Infill to Deansgate Arches; 10161-Z3-A-B5D9-G251-D-004 Gable End with Bronze inlay and Text; 10161-Z3-A-B5D9-G251-D-005 Phase 02: Glazed Covering to Residential Stair; 10161-Z3-A-B5D9-G321-D-001 Window Type 001: Refurbished Deansgate Sash Window; 10161-Z3-A-B5D9-G321-D-002 Terraces Phase 02: Refurbished Dean Street Sash Window and Bricked Up Opening; 10161-Z3-A-B5D9-G321-D-003 Terraces Phase 02: Original Opening Reinstated; 10161-Z3-A-B5D9-G200-SCH-001 Systems Materials and Codes.

Amphitheatre

10161-Z1-A-B5D9-G100-P-B1-001 Proposed Basement Plan; 10161-Z1-A-B5D9-G100-P-RF-001 Proposed Roof Plan; 10161-Z1-A-B5D9-G100-S-AA-001 Proposed Landscape Section AA; 10161-Z1-A-B5D9-G200-E-AL-001 Proposed Landscape Elevations.

Leisure Box

10161-Z4-A-G200-G200-XE-N-001 Existing Elevation North; 10161-Z4-A-G200-G200-E-N-001 Proposed Elevation North.
Planning and Listed Building Statement prepared by Deloitte Real Estate;
Statement of Consultation prepared by Deloitte Real Estate;
Planning application forms (Full Planning Permission and Listed Building Consent) and Ownership Certificate B and Notices;
Design and Access Statement prepared by Simpson Haugh;
Landscaping Strategy prepared by Planit-IE;
Heritage Statement (Part 1 - Significance) prepared by Heritage Architecture;
Heritage Statement (Part 2 - Impact) prepared by Heritage Architecture;
Condition Surveys prepared by Aura and Quadriga;
Listed Building Structural Report prepared by Curtins;
Structural Inspection Report prepared by Curtins;
Archaeological Desk Based Assessment prepared by Salford Archaeology;
Phase 1 Preliminary Ecology Survey prepared by Indigo Surveys;

Updated Preliminary Ecological Appraisal prepared by Indigo Surveys dated February 2018;
Tree Survey Assessment prepared by Indigo Surveys;
Transport Statement prepared by Curtins;
Framework Travel Plan prepared by Curtins;
Waste Management and Servicing Strategy including a Waste Proforma prepared by Curtins;
Transport and Waste Addendum Note prepared by Curtins (February 2018) and subsequent email from Deloitte dated 27 February 2018 regarding the mixture of waste within each residential refuse store within the Warehouse;
Updated Acoustic Planning Report prepared by Hilson Moran dated February 2018;
Air Quality Report prepared by Hilson Moran;
Flood Risk Assessment and Drainage Strategy by Curtins;
Phase 1 Ground Conditions Survey prepared by Curtins;
Energy Statement prepared by WSP;
Environmental Standards Statement prepared by Watergrove;
Outline Construction Management Plan prepared by 2110 Consulting;
Residential Management Plan prepared by Workman;
Operational Management Plan prepared by Workman;
Ventilation Strategy prepared by WSP; and
Crime Impact Statement prepared by GMP.

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) Prior to the commencement of development of each phase (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries'), a programme for the issue of samples and specifications of all materials to be used on all external elevations and within all external hard landscaped areas of the development shall be submitted to and approved in writing by the City Council, as local planning authority. Samples and specifications of all materials to be used within all external hard landscaped areas and on all external elevations of the development, including jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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

4) a) Before each phase of the development hereby approved commences (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries'), 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 in each phase 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 in each phase and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development within each 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 in each phase 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.

5) Before the development commences within each phase (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries'), a scheme for the extraction of any fumes, vapours and odours from any Use Class A3 or A4 commercial units hereby approved within each phase shall be submitted to, and approved in writing by, the City Council as local planning authority. An odour impact assessment is required together with suitable mitigation measures, information regarding the proposed cleaning/maintenance regime for the fume extraction equipment, and details in relation to replacement air. Any scheme should make reference to the Defra document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems', particularly Annex B. The scheme shall be implemented in accordance with the approved details prior to first occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with saved policy DC10 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

6) Prior to the commencement of the development of each phase (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries'), a detailed construction/fit-out management plan outlining working practices during development of that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt this should include;

- Hours of site opening/operation
- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Details regarding location, removal and recycling of waste (site waste management plan);
- Phasing and quantification/classification of vehicular activity
- Types and frequency of vehicular demands
- Routing strategy and swept path analysis;
- Parking for construction vehicles and staff;
- Sheeting over of construction vehicles;
- A commentary/consideration of ongoing construction works in the locality;
- Construction and demolition methods to be used, including the use of cranes (and their location);
- The erection and maintenance of security hoardings;
- Details on the timing of construction of scaffolding;
- Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times;
- Confirmation that the recommended construction phase mitigation measures to be employed as specified in the submitted Air Quality Assessment, including air quality monitoring and dust control will be applied

The development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Core Strategy.

7) Each Use Class A3 or A4 commercial unit within both Phase 1 and Phase 2 of the development (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries') shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full in each unit before the use of each commercial unit commences.

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.

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

8) Before the development of each phase commences (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries' and not including the removal of existing external structures and external repair works), a scheme for acoustically insulating the proposed residential accommodation within each phase against noise from Deansgate and Peter Street shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units in each phase are occupied.

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

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events 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.

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

9) Prior to any façade works commencing on the Great Northern Warehouse building (excluding the removal of any external structures such as the car park ramps and/or associated external repair works), full details and specifications including scaled drawings and the acoustic properties of the proposed glazing system to be used on the external elevations of the Warehouse shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt, the glazing system shall achieve the internal noise criteria for each apartment as specified in condition 8 above. The works shall be carried out in accordance with the approved details.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

10) Prior to the fit out works for the apartments in the Great Northern Warehouse directly above the bowling alley being complete, but after the initial subdivision of the space above the bowling alley into apartments is undertaken, a noise assessment shall be undertaken that demonstrates that the internal noise criteria for each apartment as specified in condition 8 above shall be achieved. Should additional insulation works be required to meet the internal noise criteria, the works shall be

carried out in accordance with a scheme that shall be submitted to and approved in writing by the City Council as Local Planning Authority before the works are implemented. These further works shall be completed in accordance with the approved details and prior to the apartments directly above the bowling alley first becoming occupied.

Reason - To confirm that the required internal noise levels will be achieved and to determine if any further works are required to prevent noise break in from the bowling alley to the apartments directly above it, in the interests of residential amenity and pursuant to policy DM1 of the Core Strategy.

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

For each phase (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries'), an acoustic insulation scheme shall be submitted to and approved in writing by the City Council as local planning authority prior to installation in order to secure a reduction in the level of noise emanating from the site.

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

12) No development in each phase (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries') shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - a. an archaeological watching brief to record below-ground remains affected by development ground works
2. A programme for post investigation assessment to include:
 - b. analysis of the site investigation records and finds
 - c. production of a final report on the significance of the archaeological and historical interest represented.
3. Dissemination of the results commensurate with their significance, including a scheme of heritage display/interpretation.
4. Provision for archive deposition of the report and records of the site investigation.
5. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - In accordance with NPPF Section 12, Paragraph 141 - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible.

13) Prior to the commencement of the public realm/landscaping works in each phase of the development (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries'), final details of the public realm/landscaping works as shown in the approved drawings referenced in condition 2 shall be submitted and approved in writing by the City Council as Local Planning Authority, to include an implementation timeframe and the following:

- a. Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes, bird boxes and appropriate planting;
- b. Details of the proposed hard landscaping materials;
- c. Details of the proposed tree species within the public realm areas including proposed size, species and planting specification including tree pits and design;
- d. Details of the proposed furniture including seating, bins and lighting;
- e. Details of external steps and handrails;
- f. Details of an external signage strategy in relation to way finding within the development and associated public realm; and
- g. A management and maintenance strategy.

The approved scheme for each phase shall be implemented not later than 12 months from the date the proposed buildings within each phase of the development 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 saved policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

14) Notwithstanding the phased nature of the development, the redevelopment of Great Northern Square shall be completed in full in accordance with the scheme shown on the approved drawings listed in condition 2 within a timescale to be agreed with the City Council as Local Planning Authority following the completion of the Phase 1 works (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries').

Reason – To ensure the completion of the Great Northern Square public realm works, in the interests of amenity, pursuant to policy DM1 of the Core Strategy and saved policies DC18I.1 and DC19.1 of the Unitary Development Plan.

15) No development shall commence in each phase of the development (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries') until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the City Council as Local Planning Authority. Surface water shall discharge to a Sustainable Drainage System to meet the requirements of the NPPF. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. The scheme shall subsequently be implemented in accordance with the approved details before each phase of the development is completed.

For the avoidance of doubt, foul and surface water shall be drained on separate systems with only foul drainage connected into the foul sewer.

Reason - To prevent the increased risk of flooding and to ensure the future maintenance of the surface water drainage system, pursuant to policy EN8 of the Manchester Core Strategy.

16) Each phase of the development hereby permitted (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries') shall not be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme for that phase have been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

Reason - To manage flooding and pollution, to ensure that a managing body is in place for the sustainable drainage system and to ensure there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies EN8 and EN14 of the Core Strategy.

17) The development hereby approved shall include a scheme for the illumination of external areas during the period between dusk and dawn within each phase. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority before this aspect of the works in each phase commences (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries'). The approved scheme shall be implemented in full before the development in each phase is first occupied and shall remain in operation for so long as the development is occupied.

External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the City 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 City 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 the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of government guidance in the National Planning Policy Framework, saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

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

Reason - To ensure a safe form of development which poses no unacceptable risk of pollution to the water environment, pursuant to policy DM1 of the Core Strategy.

19) Before each of the new commercial units within each phase of the development are first brought into use (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries'), full details of the hours of use proposed for these areas shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved hours.

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

20) Before any external seating areas within the demise of any of the commercial units within each phase of the development (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries') are first brought into use, full details of the hours of use proposed for these areas shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved hours.

For the avoidance of doubt, the external seating areas associated with the commercial units shall not include any amplified sound.

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.

21) Each phase of the development hereby approved (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries') shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation that the development has been built in accordance with the recommendations contained within sections 3.3 and 4 of the submitted Crime Impact Statement Version B, dated 15 December 2017, ref. 2013/0137/CIS/03, and the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

22) The car parking indicated on the approved plans within Phase 2 shall be surfaced, demarcated and made available for use prior to Phase 2 of the development hereby approved being occupied (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries'). The car parking spaces shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with policy DM1 of the Manchester Core Strategy.

23) The cycle parking area shown on the approved plans shall be made available at all times whilst the site is occupied.

Reason - To ensure that there is adequate cycle parking for the development proposed when the building is occupied in order to comply with policy DM1 of the Manchester Core Strategy.

24) No part of each phase of the development (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries') shall be occupied unless and until details of a parking management strategy for residents has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the residential accommodation in each phase of the development hereby approved is first occupied.

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

25) a) Before first occupation of any part of each phase of the development (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries'), a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the

monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective.

b) Within six months of the first occupation of each phase of the development (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries'), the results of the monitoring and review processes for that phase shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented and kept in operation at all times thereafter.

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

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

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

27) No externally mounted telecommunications equipment shall be mounted on any part of the development hereby approved, including the roof.

Reason - In the interests of visual amenity, pursuant to Core Strategy Policies DM1 and SP1.

28) Prior to development of each phase commencing (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries'), a local labour agreement relating to that construction phase of development shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of each phase of the development and shall be kept in place thereafter.

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

29) Before the first commercial unit within each phase of the development becomes operational (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries'), full details of a servicing strategy for each phase of the development shall be submitted to and approved in writing by the City Council as

Local Planning Authority. The servicing strategy shall ensure that all vehicles requiring loading access to the site are scheduled and managed appropriately.

Reason - In the interests of public safety, pursuant to policy DM1 of the Core Strategy.

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

07:30 to 20:00, Monday to Saturday
10.00 to 18.00 on Sundays and Bank Holidays

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

31) No roof works shall commence in each phase (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries') between 1st March and 31st August in any year unless a detailed bird nest survey by a suitably qualified and experienced ecologist that has been carried out immediately prior to the works in that phase and provides written confirmation that no active bird nests are present has been submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - To ensure wildlife habitats are not adversely affected and to be consistent with policies EN15 and DM1 of the Manchester Core Strategy.

32) Prior to any roof repairs or demolition in each phase (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries'), a method statement detailing precautionary measures for roosting bats in relation to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The agreed method statement shall be adhered to and implemented in full.

Reason - To ensure wildlife habitats are not adversely affected and to be consistent with policies EN15 and DM1 of the Manchester Core Strategy.

33) The development shall be carried out in accordance with the submitted Waste Management Strategy ref. 64582/WMS dated 12 December 2017, as amended by the agent's emails on 23 February 2017 and 27 February 2017 with regard to number of bins and the location and use of the refuse storage areas.

Reason – In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy.

Application 118569/LO/2017

Recommendation APPROVE

Article 35 Declaration

Officers have worked in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Appropriate conditions have been attached to the approval.

Conditions to be attached to the decision

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

Reason - Required to be imposed pursuant to Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

List of Plans

Landscaping

PL1704-000 Existing Topographical Survey; PL1704-001 General Arrangement - Rendered Landscape Masterplan; PL1704-002 General Arrangement - Landscape Masterplan; PL1704-003 General Arrangement –Hardworks; PL1704-004 General Arrangement – Softworks; PL1704-006 General Arrangement - Street Furniture; PL1704-009 General Arrangement - Tree Retention and Removal; PL1704-010 Illustrative Site Sections; PL1704-011 General Arrangement - The Viaduct; PL1704-012 General Arrangement - The Viaduct Softworks; PL1704-013 General Arrangement - The Viaduct (this one should be 'The Atrium'); PL1704-014 General Arrangement - Phase 1 Extents.

Site Plans

10161-Z0-A-B5D9-G000-XP-RF-001 Site Location Plan; 10161-Z0-A-B5D9-Z460-XP-00-001 Existing Site Ground Floor Plan with Planning App Boundary; 10161-Z0-A-B5D9-Z460-XP-00-002 Existing site ground floor plan with listed app boundaries; 10161-Z0-A-B5D9-G100-XP-RF-001 Existing Site Roof Plan; 10161-Z0-A-B5D9-G100-XS-AA-001 Existing Site Section AA; 10161-Z0-A-B5D9-G100-XS-BB-001 Existing Site Section BB; 10161-Z0-A-B5D9-G100-XE-N-001 Existing Site Context Elevation North; 10161-Z0-A-B5D9-G100-XE-E-001 Existing Site Context Elevation East; 10161-Z0-A-B5D9-G100-XE-E-002 Existing Site Context Elevation East (Deansgate Terraces); 10161-Z0-A-B5D9-G100-XE-W-001 Existing Site Context Elevation West (Deansgate Terraces); 10161-Z0-A-Z460-P-GD-004 Delivery Phase Boundaries; 10161-Z0-A-B5D9-G100-P-00-001 Proposed Ground Floor Site Plan; 10161-Z0-A-B5D9-G100-P-RF-001 Proposed Site Roof Plan 10161-Z0-A-B5D9-G100-S-AA-001 Proposed Site Section AA; 10161-Z0-A-B5D9-G100-S-BB-001 Proposed Site Section BB; 10161-Z0-A-B5D9-G100-E-N-001 Proposed site context elevation North; 10161-Z0-A-B5D9-G100-E-E-001 Proposed site context elevation East; 10161-Z0-A-B5D9-G100-E-E-002 Proposed site context elevation East (Deansgate Terraces); 10161-Z0-A-B5D9-G100-E-W-001 Proposed site context elevation West (Deansgate Terraces); 10161-Z2-A-B5D9-G200-XP-00-001 Existing Ground Floor Plan; 10161-Z2-A-B5D9-G200-XP-00-MZ-001 Existing Ground Floor Mezzanine Plan; 10161-Z2-A-B5D9-G200-XP-01-001 Existing Level 01 Plan; 10161-Z2-A-B5D9-G200-XP-01-MZ-001 Existing Level 01 Mezzanine Plan; 10161-Z2-A-

B5D9-G200-XP-02-001 Existing Level 02 Plan; 10161-Z2-A-B5D9-G200-XP-03-001 Existing Level 03 Plan; 10161-Z2-A-B5D9-G200-XP-04-001 Existing Level 04 Plan.

Great Northern Warehouse

10161-Z2-A-B5D9-G200-XP-RF-001 Existing Roof Plan; 10161-Z2-A-B5D9-G200-XS-AA-001 Existing Section AA; 10161-Z2-A-B5D9-G200-XS-BB-001 Existing Section BB; 10161-Z2-A-B5D9-G200-XE-N-001 Existing elevation North; 10161-Z2-A-B5D9-G200-XE-S-001 Existing elevation South; 10161-Z2-A-B5D9-G200-XE-E-001 Existing elevation East; 10161-Z2-A-B5D9-G200-XE-W-001 Existing elevation West; 10161-Z2-A-B5D9-G332-XP-00-001 Existing Reflected Ceiling Plan Ground Floor; 10161-Z2-A-B5D9-G332-XP-01-001 Existing Reflected Ceiling Plan Level 01; 10161-Z2-A-B5D9-G332-XP-02-001 Existing Reflected Ceiling Plan Level 02; 10161-Z2-A-B5D9-G332-XP-03-001 Existing Reflected Ceiling Plan Level 03; 10161-Z2-A-B5D9-G332-XP-04-001 Existing Reflected Ceiling Plan Level 04; 10161-Z2-A-BD59-JC20-XP-00-001 Ground Floor Alterations Plan; 10161-Z2-A-BD59-JC20-XP-00-MZ-001 Ground Floor Mezzanine Alterations plan; 10161-Z2-A-BD59-JC20-XP-01-001 Level 01 Alterations Plan; 10161-Z2-A-BD59-JC20-XP-01-MZ-001 Level 01 Mezzanine Alterations Plan; 10161-Z2-A-BD59-JC20-XP-02-001 Level 02 Alterations Plan; 10161-Z2-A-BD59-JC20-XP-03-001 Level 03 Alterations Plan; 10161-Z2-A-BD59-JC20-XP-04-001 Level 04 Alterations Plan; 10161-Z2-A-BD59-JC20-XP-RF-001 Roof Alterations Plan; 10161-Z2-A-B5D9-JC20-XE-N-001 Alterations Elevation North; 10161-Z2-A-B5D9-JC20-XE-S-001 Alterations Elevation South; 10161-Z2-A-B5D9-JC20-XE-E-001 Alterations Elevation East; 10161-Z2-A-B5D9-JC20-XE-W-001 Alterations Elevation West; 10161-Z2-A-B5D9-G200-P-00-001 Proposed Ground Floor Plan; 10161-Z2-A-B5D9-G200-P-00-MZ-001 Proposed Ground Floor Mezzanine Plan; 10161-Z2-A-B5D9-G200-P-01-001 Proposed Level 01 Plan; 10161-Z2-A-B5D9-G200-P-01-MZ-001 Proposed Level 01 Mezzanine Plan; 10161-Z2-A-B5D9-G200-P-02-001 Proposed Level 02 Plan; 10161-Z2-A-B5D9-G200-P-03-001 Proposed Level 03 Plan; 10161-Z2-A-B5D9-G200-P-04-001 Proposed Level 04 Plan; 10161-Z2-A-B5D9-G200-P-05-001 Proposed Level 05 Plan; 10161-Z2-A-B5D9-G200-P-RF-001 Proposed Roof Level Plan; 10161-Z2-A-B5D9-F200-P-WH203-WA Adapted Apartment Plan WH-203; 10161-Z2-A-B5D9-F200-P-WH207-WA Adapted Apartment Plan WH-207; 10161-Z2-A-B5D9-F200-P-WH220-WA Adapted Apartment Plan WH-220; 10161-Z2-A-B5D9-F200-P-WH223-WA Adapted Apartment Plan WH-223; 10161-Z2-A-B5D9-F200-P-WH225-WA Adapted Apartment Plan WH-225; 10161-Z2-A-B5D9-G200-S-AA-001 Proposed Section AA; 10161-Z2-A-B5D9-G200-S-BB-001 Proposed Section BB; 10161-Z2-A-B5D9-G200-E-N-001 Proposed Elevation North; 10161-Z2-A-B5D9-G200-E-S-001 Proposed Elevation South; 10161-Z2-A-B5D9-G200-E-E-001 Proposed Elevation East; 10161-Z2-A-B5D9-G200-E-W-001 Proposed Elevation West; 10161-Z2-A-B5D9-G200-E-V-001 Proposed Viaduct Elevation East and West; 10161-Z2-A-B5D9-G332-P-00-001 Proposed Ground Floor Reflected Ceiling Plan; 10161-Z2-A-B5D9-G332-P-01-001 Proposed Level 01 Ceiling Strategy; 10161-Z2-A-B5D9-G332-P-02-001 Proposed Level 02 Ceiling Strategy; 10161-Z2-A-B5D9-G332-P-03-001 Proposed Level 03 Ceiling Strategy; 10161-Z2-A-B5D9-G332-P-04-001 Proposed Level 04 Ceiling Strategy; 10161-Z2-A-B5D9-G332-P-05-001 Proposed Level 05 Ceiling Strategy; 10161-Z2-A-B5D9-G251-D-001 Retail Kiosk Openings Type A; 10161-Z2-A-B5D9-G251-D-002 Retail Kiosk Openings Type B; 10161-Z2-A-B5D9-G251-D-003 Viaduct Ground Floor Elevations; 10161-Z2-A-B5D9-G251-D-004 Viaduct Balustrade Details; 10161-Z2-A-B5D9-G251-D-005 Viaduct Ground Floor Green Wall Details;

10161-Z2-A-B5D9-G251-D-006 Viaduct Glazed Extension Details; 10161-Z2-A-B5D9-G251-D-007 Viaduct Glazed Extension- Existing Fabric Interfaces; 10161-Z2-A-B5D9-G240-D-001 Ground Floor Canopy Details – 001; 10161-Z2-A-B5D9-G240-D-002 Ground Floor Canopy Details – 002; 10161-Z2-A-B5D9-G240-D-003 Atrium Roof; 10161-Z2-A-B5D9-G240-D-004 New Slate and Zinc Roof Typical Bays; 10161-Z2-A-B5D9-G240-D-005 Roof Light Details; 10161-Z2-A-B5D9-G240-D-006 Service and Drainage Details; 10161-Z2-A-B5D9-G321-D-001 Window Type 001- Refurbished Openable Window; 10161-Z2-A-B5D9-G321-D-002 Window Type 002- Refurbished Openable Window; 10161-Z2-A-B5D9-G321-D-003 Window Type 003- New Fixed Window in Original Opening; 10161-Z2-A-B5D9-G321-D-004 Window Type 004- Replica Fixed Window into Original Opening; 10161-Z2-A-B5D9-G321-D-005 Window Type 005- New Balcony into Original Opening; 10161-Z2-A-B5D9-G321-D-006 Window Type 006- Balcony into Non Original Opening; 10161-Z2-A-B5D9-G321-D-007 Window Type 007- New Openable Windows in Non-Original Opening; 10161-Z2-A-B5D9-G321-D-008 Window Type 008- Refurbished Window Fixed in Open Position; 10161-Z2-A-B5D9-G321-D-009 Window Type 009- New Glazed Infill into Original Opening; 10161-Z2-A-B5D9-G321-D-010 Window Type 009- New Glazed Infill into Non-Original Opening; 10161-Z2-A-B5D9-G200-SCH-001 Systems Materials and Codes.

Deansgate Terraces

10161-Z3-A-B5D9-G200-XP-B1-001 Existing Basement Plan; 10161-Z3-A-B5D9-G200-XP-00-001 Existing Ground Floor Plan; 10161-Z3-A-B5D9-G200-XP-01-001 Existing Level 01 Plan; 10161-Z3-A-B5D9-G200-XP-02-001 Existing Level 02 Plan; 10161-Z3-A-B5D9-G200-XP-03-001 Existing Level 03 Plan; 10161-Z3-A-B5D9-G200-XP-RF-001 Existing Roof Plan; 10161-Z3-A-B5D9-G332-XP-B1-001 Existing Basement Reflected Ceiling Plan; 10161-Z3-A-B5D9-G332-XP-00-001 Existing Ground Reflected Ceiling Plan; 10161-Z3-A-B5D9-G332-XP-01-001 Existing Level 01 Reflected Ceiling Plan; 10161-Z3-A-B5D9-G332-XP-02-001 Existing Level 02 and 03 Reflected Ceiling Plans; 10161-Z3-A-B5D9-G200-XS-AL-001 Existing Sections; 10161-Z3-A-B5D9-G200-XE-NandW-001 Existing North and West Elevations; 10161-Z3-A-B5D9-G200-XE-E-001 Existing Elevation East; 10161-Z3-A-B5D9-JC20-XP-B1-001 Basement Alterations Plan; 10161-Z3-A-B5D9-JC20-XP-00-001 Ground Floor Alterations Plan; 10161-Z3-A-B5D9-JC20-XP-01-001 Level 01 Alterations Plan; 10161-Z3-A-B5D9-JC20-XP-02-001 Level 02 Alterations Plan; 10161-Z3-A-B5D9-JC20-XP-03-001 Level 03 Alterations Plan; 10161-Z3-A-B5D9-JC20-XP-RF-001 Roof Alterations Plan; 10161-Z3-A-B5D9-JC20-XE-NandW-001 North and West Alteration Elevations; 10161-Z3-A-B5D9-JC20-XE-E-001 Alterations Elevation East; 10161-Z3-A-B5D9-G200-P-B1-001 Proposed Basement Plan; 10161-Z3-A-B5D9-G200-P-00-001 Proposed Ground Floor and Mezzanine Plans; 10161-Z3-A-B5D9-G200-P-01-001 Proposed Level 01 Plan; 10161-Z3-A-B5D9-G200-P-02-001 Proposed Level 02 Plan; 10161-Z3-A-B5D9-G200-P-03-001 Proposed Level 03 Plan; 10161-Z3-A-B5D9-G200-P-RF-001 Proposed Roof Plan; 10161-Z3-A-B5D9-G332-P-B1-001 Proposed Basement Proposed Ceiling Strategy; 10161-Z3-A-B5D9-G332-P-00-001 Proposed Ground Floor Proposed Ceiling Strategy; 10161-Z3-A-B5D9-G332-P-01-001 Proposed Level 01 Proposed Ceiling Strategy; 10161-Z3-A-B5D9-G332-P-02-001 Proposed Level 02 and 03 Proposed Ceiling Strategy; 10161-Z3-A-B5D9-F200-P-T1102-WA Adapted Apartment Plan T1-102; 10161-Z3-A-B5D9-F200-P-T1104-WA Adapted Apartment Plan T1-104; 10161-Z3-A-B5D9-F200-P-T2101-WA Adapted Apartment Plan T2-101; 10161-Z3-A-B5D9-F200-P-T2102-WA Adapted

Apartment Plan T2-102; 10161-Z3-A-B5D9-G200-S-AL-001 Proposed sections AA and BB; 10161-Z3-A-B5D9-G200-E-NandW-001 Proposed North and West Elevations; 10161-Z3-A-B5D9-G200-E-E-001 Proposed East Elevation; 10161-Z3-A-B5D9-G240-D-001 Roof to Existing Fabric Interface Details; 10161-Z3-A-B5D9-G251-D-001 Proposed Phase 01 Typical Bay Elevation; 10161-Z3-A-B5D9-G251-D-002 Proposed Phase 02 Typical Bay Elevation; 10161-Z3-A-B5D9-G251-D-003 New Infill to Deansgate Arches; 10161-Z3-A-B5D9-G251-D-004 Gable End with Bronze inlay and Text; 10161-Z3-A-B5D9-G251-D-005 Phase 02: Glazed Covering to Residential Stair; 10161-Z3-A-B5D9-G321-D-001 Window Type 001: Refurbished Deansgate Sash Window; 10161-Z3-A-B5D9-G321-D-002 Terraces Phase 02: Refurbished Dean Street Sash Window and Bricked Up Opening; 10161-Z3-A-B5D9-G321-D-003 Terraces Phase 02: Original Opening Reinstated; 10161-Z3-A-B5D9-G200-SCH-001 Systems Materials and Codes.

Amphitheatre

10161-Z1-A-B5D9-G100-P-B1-001 Proposed Basement Plan; 10161-Z1-A-B5D9-G100-P-RF-001 Proposed Roof Plan; 10161-Z1-A-B5D9-G100-S-AA-001 Proposed Landscape Section AA; 10161-Z1-A-B5D9-G200-E-AL-001 Proposed Landscape Elevations.

Leisure Box

10161-Z4-A-G200-G200-XE-N-001 Existing Elevation North; 10161-Z4-A-G200-G200-E-N-001 Proposed Elevation North.
Planning and Listed Building Statement prepared by Deloitte Real Estate;
Statement of Consultation prepared by Deloitte Real Estate;
Planning application forms (Full Planning Permission and Listed Building Consent) and Ownership Certificate B and Notices;
Design and Access Statement prepared by Simpson Haugh;
Landscaping Strategy prepared by Planit-IE;
Heritage Statement (Part 1 - Significance) prepared by Heritage Architecture;
Heritage Statement (Part 2 - Impact) prepared by Heritage Architecture;
Condition Surveys prepared by Aura and Quadriga;
Listed Building Structural Report prepared by Curtins;
Structural Inspection Report prepared by Curtins;
Archaeological Desk Based Assessment prepared by Salford Archaeology;
Phase 1 Preliminary Ecology Survey prepared by Indigo Surveys;
Updated Preliminary Ecological Appraisal prepared by Indigo Surveys dated February 2018;
Tree Survey Assessment prepared by Indigo Surveys;
Transport Statement prepared by Curtins;
Framework Travel Plan prepared by Curtins;
Waste Management and Servicing Strategy including a Waste Proforma prepared by Curtins;
Transport and Waste Addendum Note prepared by Curtins (February 2018) and subsequent email from Deloitte dated 27 February 2018 regarding the mixture of waste within each residential refuse store within the Warehouse;
Updated Acoustic Planning Report prepared by Hilson Moran dated February 2018;
Air Quality Report prepared by Hilson Moran;
Flood Risk Assessment and Drainage Strategy by Curtins;
Phase 1 Ground Conditions Survey prepared by Curtins;

Energy Statement prepared by WSP;
Environmental Standards Statement prepared by Watergrove;
Outline Construction Management Plan prepared by 2110 Consulting;
Residential Management Plan prepared by Workman;
Operational Management Plan prepared by Workman;
Ventilation Strategy prepared by WSP; and
Crime Impact Statement prepared by GMP.

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) Prior to the commencement of development of each phase (phases as shown on Drawing 10161-Z0-A-Z460-P-GD-004 'Delivery Phase Boundaries'), a programme for the issue of samples and specifications of all materials to be used on all external elevations and within all external hard landscaped areas of the development shall be submitted to and approved in writing by the City Council, as local planning authority. Samples and specifications of all materials to be used within all external hard landscaped areas and on all external elevations of the development, including jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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

4) Prior to any façade works commencing on the Great Northern Warehouse building (excluding the removal of any external structures such as the car park ramp and/or associated external repair works), full details and specifications including scaled drawings and the acoustic properties of the proposed glazing system to be used on the external elevations of the Warehouse shall be submitted to and approved in writing by the City Council as Local Planning Authority. The works shall be carried out in accordance with the approved details.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to applications ref: 118568/FO/2017 and 118569/LO/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:

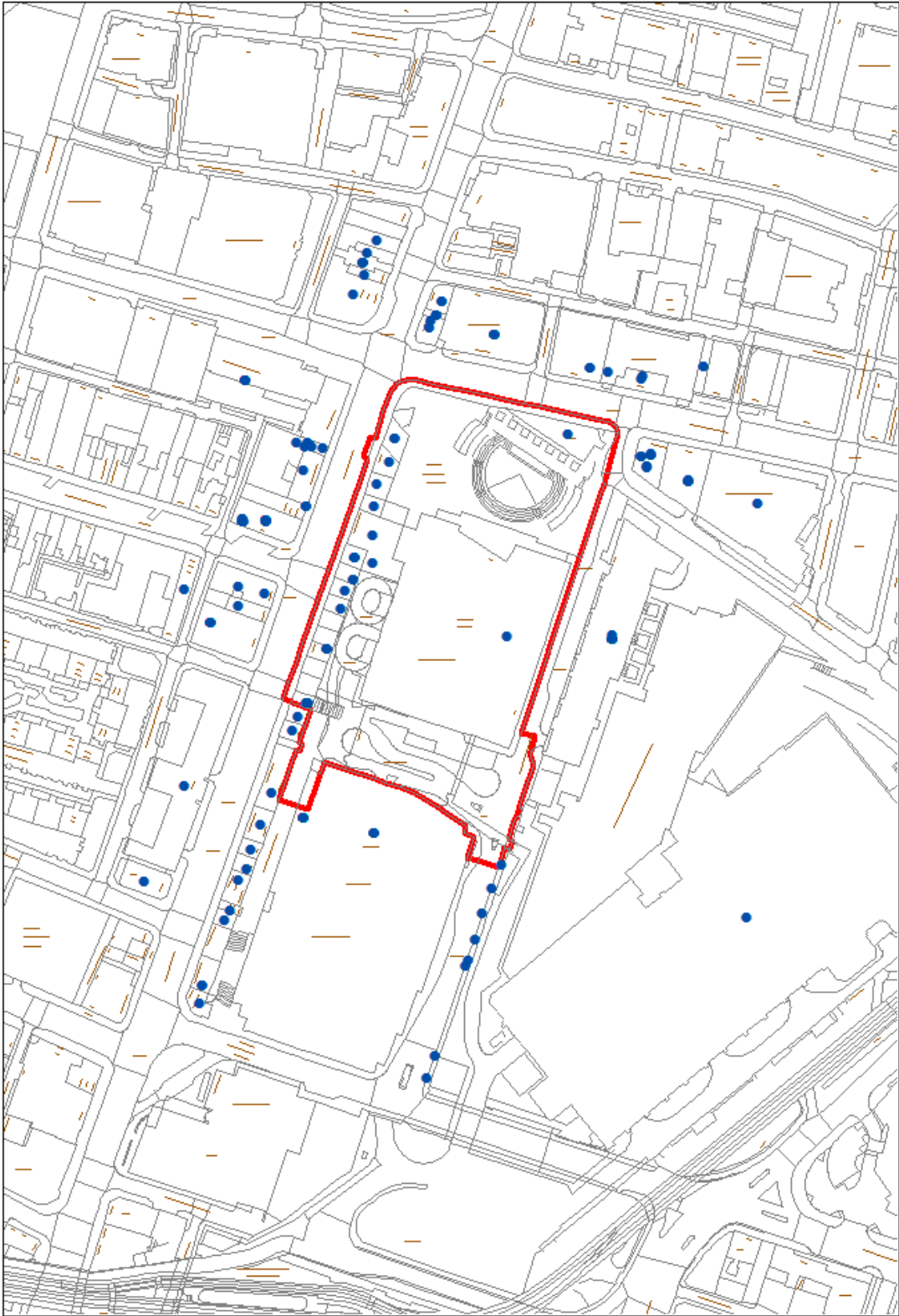
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
City Centre Renegeration
Central Neighbourhood Team
Policy, Partnership and Research
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Travel Change Team
Strategic Development Team
United Utilities Water PLC
National Amenity Societies



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:

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
Greater Manchester Ecology Unit
Apt A 8 2, 1 Watson Street, Manchester, M3 4EE
C7-2 Great Northern Tower, 1 Watson Street, Manchester, M3 4EF

Relevant Contact Officer : Carolyn Parry
Telephone number : 0161 234 4022
Email : c.parry@manchester.gov.uk



 Application site boundary  Neighbour notification
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