

Application Numbers	Date of Appln	Committee Date	Ward
118869/VO/2018	19 January 2018	8 March 2018	Ancoats And Clayton Ward
118870/LO/2018			
118871/LO/2018			
118872/LO/2018			
118873/LO/2018			
118874/LO/2018			

Proposal CITY COUNCIL DEVELOPMENT - full planning permission to: (i) construct and operate a combined heat and power (CHP) Energy Centre (with a total thermal capacity of approximately 27MW, fuelled by natural gas) together with externally located ancillary infrastructure including HV switch-room; gas-meter room; thermal stores; mezzanine gantry; access ladders and staircases, dry air coolers, supply / extraction fans and ductwork and security fencing ("The Energy Centre") and (ii) install a network of underground insulated heating pipes, electrical cabling, communications ducting beneath sections of the following adopted highways ("The Civic Quarter Heat Network").

LISTED BUILDING CONSENT for internal alterations to the basement level of the Midland Hotel associated with connections to the Manchester Civic Quarter Heat Network.

LISTED BUILDING CONSENT for internal alterations to the basement level of the Central Library associated with connections to the Manchester Civic Quarter Heat Network.

LISTED BUILDING CONSENT for internal alterations to the basement level of Manchester Art Gallery associated with connections to the Manchester Civic Quarter Heat Network.

LISTED BUILDING CONSENT for internal alterations to the basement level of Manchester Town Hall Extension associated with connections to the Manchester Civic Quarter Heat Network.

LISTED BUILDING CONSENT for internal alterations to the basement level of the Manchester Central Convention Complex associated with connections to the Manchester Civic Quarter Heat Network.

Location NCP Car Park Manchester Central, Lower Mosley Street, Manchester, M2 3GX

Midland Hotel, Peter Street, Manchester, M60 2DS

Central Library, St Peters Square, Manchester, M2 5PD

Manchester Art Gallery, Mosley Street, Manchester, M2 3JL

Manchester Town Hall Extension, Albert Square, Manchester, M2 5DB

Manchester Central Convention Complex, Windmill Street, Manchester,
M2 3GX

Applicant Manchester City Council, Manchester Town Hall, Albert Square,
Manchester, M60 2LA

Agent Ms Katie Daniels and Mr Jack Haw, Turley, 1 New York Street
Manchester, M1 4HD

Introduction

The Manchester Civic Quarter Heat Network (MCQHN) is part of the Greater Manchester Heat Network Programme, and has been designed to facilitate the efficient, cost-effective development of heat networks across the ten authorities of Greater Manchester, to support carbon and energy policy commitments both locally and nationally.

The Civic Quarter contains a number of key MCC-owned buildings, and the Council is committed to supplying them with low-carbon energy as well as demonstrating leadership to others in the city to do the same. In February 2011 MCC's Executive Committee agreed to support the concept of a city centre heat network and the delivery of the MCQHN as the first cluster in its development, subject to a viable business case and planning approval.

It is intended that the heat network would serve the Grade I Listed Manchester Art Gallery, Grade II* Listed Town Hall Extension, Grade II* Listed Central Library, Grade II* Listed Midland Hotel, Grade II* Listed Manchester Central, the Bridgewater Hall, Heron House and Number One St Peter's Square. Manchester Central, Manchester Town Hall Extension, the Midland Hotel and the Bridgewater Hall would also have an electrical connection. The building would require minor alteration to the basement to connect them to the energy supply. Listed building consent has been submitted for these minor works to the above listed buildings.

This report considers a series of applications seeking planning permission and listed building consent for the development of the energy centre at Manchester Central and listed building consent for the connections and infrastructure work required to the make the above buildings part of the scheme.

Description

This proposal relates to 6 sites within the Civic Quarter and a network of streets and public spaces. St Peter's Square is at the core of the Civic Quarter and is characterised by high quality public realm, high quality new development and exceptional highly graded listed buildings. The Grade I Listed Town Hall and City Art Gallery and the Grade II* Listed Town Hall Extension, Central Library, and Midland Hotel are adjacent to St Peter's Square. This area includes offices and hotels along with restaurants, bars and cafes.

The Energy Centre

The energy centre would be located within Manchester Central at the junction of Lower Moseley Street and Great Bridgewater Street. The site is broadly semi-circular in shape and is within the car park beneath the Metro-link railway viaduct. It includes land between the viaduct and the Manchester Central Convention Complex and the surface treatment is a mix of concrete and cobbles.

The site is bounded by a brick retaining wall located adjacent to the footpath along Lower Mosley Street and the Grade II* Listed Manchester Central Complex. It is not within a Conservation Area, but other nearby listed buildings include the Grade II Listed Briton's Protection and the Grade II Listed 19 Albion Street. Surrounding uses include hotels, offices, bars, restaurants and the Bridgewater Hall: a state of the art concert venue.

The energy centre would house CHP boilers, fuelled by natural gas, along with a dispersion flue. It would house the principal plant and equipment, and have a total thermal capacity of approximately 27MW. It would be 7.7 metres in height.

The energy centre would be fuelled by natural gas and would include:

- Two 12MW gas boilers;
- One 2.7MW Combined Heat & Power (CHP) boiler;
- Five dispersion flues;
- Electricity switch rooms;
- An enclosed transformer;
- Spill vessels;
- Boiler expansion vessels;
- Oil storage tanks;
- An office and welfare area; and
- Associated inter-connecting pipework and ducting.

It has been designed with sufficient capacity to meet the peak demand of the participating buildings with contingency (c. +20%) and includes space to accommodate additional equipment to supply heat and electricity to additional buildings. The installation of any future additional equipment in the energy centre and/or expansion of the heat network would be subject to separate planning applications and environmental assessments.

The principal façade would follow the curve of the site along Lower Moseley Street and Great Bridgewater Street and would be clad in bespoke terracotta that would be moulded to highlight the passing light from the sun throughout the day. The tiles would either face the sky to catch the light, or face down to create a shadow. The resulting effect would create an ever changing dynamic pattern across the Energy Centre as the sun travels east to west, from dawn till dusk.

The glazed white finish would create a durable material that can be easily cleaned, and is inspired by the glazed, tiled facades of civic buildings in the city centre. The wall would have a 40m long, 2m tall window which would be flush with the outer edge

of the tiles. This would provide views into the building and ensure that it interacts with the street.

The glass would be frosted at either end and used for signage and display boards which would provide an identity to the building and promote the heat network and its benefits, the equipment it contains and the Tower of Light. It becomes transparent towards the centre to allow views of the illuminated, colourful inner workings of the Energy Hall.

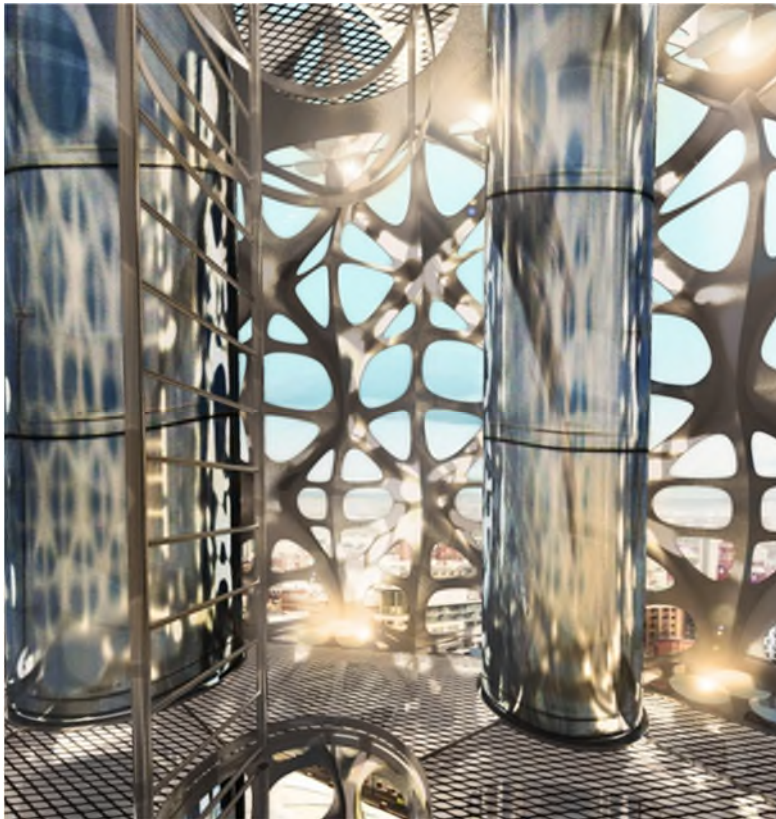
Cobbles from within the site will be laid between the façade and the Lower Moseley Street pavement and inlaid with LED up-lighters to illuminate the facade. The lights could be programmed and sequenced in tandem with the Tower of Light to create a dynamic, kinetic façade at night.

The return and rear elevations of the energy centre would be constructed from PPC coated steel flat composite cladding panels and coloured anthracite (RAL 7016). The roof would have a single-ply water-proof membrane. A rectangular louvre on top of the roof would provide ventilation to the CHP enclosures within the energy centre. This would be internally illuminated at night with the lighting sequenced in tandem with the façade and Tower of Light.

There would be five flues, each of which is 38.7 metres tall, which would disperse exhaust gases at high level. The flues would be polished stainless steel and encased in a decorative shell-lace structure, which would both provide structural support and provide a sculptural architectural wrap. This structure is known as the 'Tower of Light.'



The Tower of Light would be 38.7 metres tall and would be constructed as a vertical single-surface whose strength comes from its form. It would be manufactured from tailored stainless steel sheets which are welded together to create a stiff, strong surface. It would be coated with a matt, pure-white, three-coat paint finish.



The tower would contain Light Reflectors positioned over LED spotlights which would oscillate, moving back and forward by the power of the wind. The reflectors would change the colour and type of lighting depending on the weather. Light levels would be lower during late-night hours when the city is less active. The Tower of Light is intended to become a local landmark, symbolising the progressive attitude of Manchester towards environmental stewardship.

The following externally mounted equipment would also be located within the site:

- One 5.5 metre high HV switch-room with a footprint of 40m² to be finished with PPC coated steel cladding panels and coloured anthracite (RAL 7016);
- One 2.1 metre high gas meter room with a footprint of 16 m² to be finished with GRP panels and coloured anthracite (RAL 7016);
- Three 7.25 metre high thermal stores with a diameter of 3.5 metres to be finished in hammer-clad aluminium. The stores would have associated pipework;
- One mezzanine gantry to over sail the access road through the site at a height of 4 metres to allow maintenance of the thermal stores. To be constructed of silver steelwork;
- Silver steelwork access ladders to access the mezzanine gantry;
- One dry air cooler to be mounted on the mezzanine gantry comprising a sealed unit measuring 3.14 (h) x 2.4 (w) and 8.3 (l);

- An extract fan and attenuation system comprising supply/extraction fan and associated external ductwork to be mounted on the mezzanine gantry;

This equipment would be screened from street level by the energy centre and solid security gates and fence, but would be visible from the Metrolink vehicles that pass over the site and could be viewed from existing and future tall buildings.

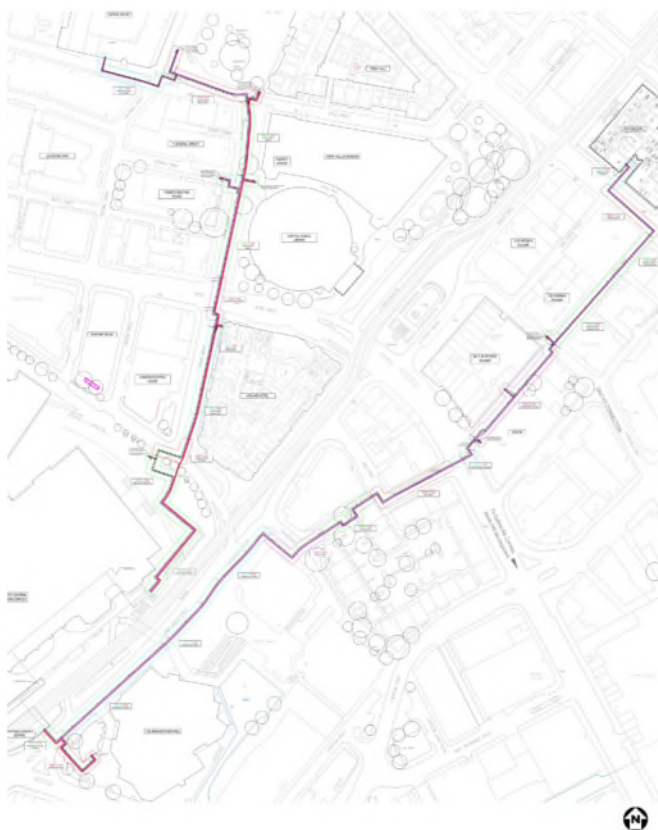
The security gates and fencing would be erected at the Great Bridgewater Street entrance and adjacent to the thermal stores. The Gates would be 4.5 metres high and the fencing would be 5.3 metres high. Both elements would be coloured anthracite (RAL 7016).

The energy centre has been designed to comply with all relevant health and safety information and is supported by an Environmental Impact Assessment.

The energy centre is remotely monitored on a 24 hour basis and would not be permanently staffed. It would be fuelled by natural gas and connected to the national grid.

The Heat Network

A network of insulated heating pipework, electrical cabling and communications cabling would extend from the energy centre via trenches within the public highway of Lower Moseley Street, Windmill Street, Mount Street, Bale Street, Hall Street, Oxford Street, George Street, Princess Street, Peter Street, Lloyd Street and Southmill Street. The network would also cross the area of public realm to the front of Manchester Central and that within Oxford Court.



Two 450mm heating pipes would carry hot water to and from connected buildings and the installation would also include two high voltage cable ducts 150mm in diameter, and four communication cables 100mm in diameter beneath the adopted public highway. A Public Realm Reinstatement Strategy explains where it will be necessary to lift surface materials within areas of public realm and proposals for reinstatement.

The Grade II* Listed Midland Hotel

The Midland Hotel is Grade II* Listed and is within Deansgate Conservation Area and is diagonally opposite St Peter's Square Conservation area within Manchester City Centre. The building is bounded by Peter Street, Lower Mosely Street, Windmill Street and Mount Street.

The Midland Hotel dates to c.1898-1903 and was designed by Charles Trubshaw in an eclectic style with Neo Baroque and Art Deco influences. The building is built on an irregular pentagon plan form, forms two irregular courtyards within the site, and is of five diminishing storeys with cellars and attics.

Surrounding listed buildings include the Grade II* Listed Central Library and Manchester Central Convention Complex.

Heat substations with associated pipework and high voltage and communication cabling to serve proposed substations that would be installed in the basement. The Midland Hotel is enclosed by an external lightwell to all sides and the insulated pipework for the heat network and cabling would be located within this space, below-ground and alongside existing services.

The proposed entry point within the lightwell is from the North West corner along Mount Street, with the pipework attached to the perimeter wall with proprietary fixings. The pipework includes an integrated 50mm heavy duty cable tray for the proposed fibre optic cables, reducing the need for additional openings or fixings.

Below the pipework, it is proposed to install a 450mm heavy duty ladder rack for the cables. The size of the fixings would be limited and they would be constructed from stainless steel to avoid corrosion. The pipework and cabling would follow the lightwell around to the north east along Peter Street. The high voltage cabling would then continue past the pipework and connect to the existing Midland Hotel electricity substation.

Within the area of the lightwell beneath the Midland Hotel entrance on Peter Street the pipework would then be routed into a service duct/tunnel where it would run below a basement corridor. The proposed fibre optic cables would also follow the same route. The pipework would be attached to the wall using proprietary fixings and "wedge anchors" within the lightwell.

The pipework and fibre optic cables would continue along the route of the existing service duct/tunnel before rising up through an existing opening within the floor and connecting through a modern partition wall before entering the existing plant room to connect to the new heat substation. The fixings to the listed building would follow the

same proprietary fixing arrangement and the opening within the modern partition wall would be core drilled. The proposals do not alter any features of architectural or historic interest.

The Grade II* Listed Central Library

Manchester Central Library is within St Peters Square Conservation Area and adjacent to Albert Square Conservation Area, is Grade II* Listed and is part of the Town Hall Complex. The building has recently undergone extensive refurbishment and reopened as a public library on 22nd March 2014. The building is a public library building dating back to 1930-4.

The Central Library was built as a result of a design competition held in c.1925/6. It was designed by Emmanuel Vincent Harris, also responsible for the design of the Grade II* Listed Town Hall Extension to the immediate north.

The Central Public Library is a distinctive, circular building dating to the 1930s, designed in Classical style with a striking two storey portico. It is faced in Portland stone. At ground floor the stone walling is smooth tooled ashlar with a series of regularly spaced round-headed vertical windows with rustication beginning at the springing line, and projecting keystones. The portico rises to two storeys with four substantial Corinthian columns, framed by outer squared columns forming archways to the north and south, with a plain entablature above.

At first floor, windows are set within deep reveals with square heads, emphasised by channelled rustication. Above, a continuous Tuscan colonnade accentuates the circular plan form of the library and provides elegance to its design. The roof is domed with a concealed glazed lantern light, and is tiled in slate. The colonnade and portico, which provide a sense of verticality to the massing of the building.

The Proposed Works are confined to the interior and the basement level of the Grade II* Listed Central Library and adjacent Grade II* Listed Town Hall Extension. The works comprise the installation of heat substations with associated pipework; and high voltage and communication cabling to serve proposed substations. The works involve the installation of a new heat substation within the existing plant room located within the shared service corridor and plant room to the Town Hall Extension and the Central Library (under Library Walk).

The proposed entry point is below-ground from Mount Street, with the pipework and cabling connected through into the basement area between the listed buildings. The proposed holes would be core drilled and up to 350mm in diameter. This area is of modern construction and has no features of architectural or historic interest which contribute to the significance of the Central Library or the Town Hall Extension.

The pipework would largely be contained within a suspended support system fixed to the ceiling by drop rods that would be attached with proprietary fixings and would be installed using mobile mechanical access and handling equipment with "wedge anchor" fixings. The pipework would run along through this area and connect to the new heating substation, which would be mechanically lifted into the existing plant room through the existing access hatch that opens at street level. The high voltage

and communication cabling would follow the same route (above the pipework within the ladder rack) and then drop down to a wall mounted system along the existing corridor that would run around the perimeter of Central Library to the switch room.

The wall mounted system has been sensitively located below existing services within the corridor and would be installed with proprietary “wedge anchor” fixings which would support the bracketry to the proposed ladder rack. The holes for the fixings would be 20mm diameter at their largest, minimising the removal of historic fabric.

The Grade I Listed City Art Gallery

The Grade I Listed City Art Gallery is located on Mosley Street in Manchester City Centre. It is set back from the road and reached by a series of stone steps. Adjoined to the Grade I building is the Grade II* Listed Athenaeum and a modern extension. The art gallery is bounded by Mosley Street, Nicholas Street, George Street and Princess Street. It is located within the George Street Conservation Area, opposite the Upper King Street Conservation Area (Extension) and diagonally opposite the Albert Square Conservation Area. Surrounding listed buildings include a number of Grade II Listed buildings on Princess Street and George Street.

The City Art Gallery dates to 1824-35, and was designed by the prominent architect Sir Charles Barry. It has a distinctive Classical façade fronting onto Lower Mosely Street and channelled rusticated wings. It has two storeys and 11 bays on the principal façade and is faced with buff coloured sandstone and is executed in Greek Ionic style. It is a prominent but low lying building and appears as a single storey structure, its presence accentuated by the steps leading up to the central entrance. The City Art Gallery was originally designed as the Royal Manchester Institution for the Promotion of Science, Literature and the Arts. It formally became the Manchester Art Gallery following an Act of Parliament in 1882.

The Proposed Works are associated with the connection of the City Art Gallery to a new Civic Quarter Heat Network. A new heat substation would be installed within an existing basement plant room and new pipework would be installed to connect the new substation to the District Heating System. The proposed entry point for the heat pipework and cabling is below-ground from Princess Street through the area between the Grade I Listed City Art Gallery and the Grade II* listed Athenaeum. This would be installed within a prepared trench running from the site boundary with Princess Street to the building entry point below an existing kitchen window. Existing surfacing flags and lighting in this area would be carefully removed and reinstated following the works.

Upon entry into the building, the pipework and fibre optic cabling would be routed into the kitchen at low level for 3 metres. The existing modern sink and pipework within the kitchen would be modified to accommodate the new pipework. This opening would be created below the existing window level and accessed via a trench system which would be subsequently infilled. This aspect of the proposal involves limited removal of historic fabric and represents the most sensitive approach possible.

The pipework and cabling to this part of the listed building would be installed using mobile mechanical access and handling equipment and would be attached with

proprietary “wedge anchor” fixings. The bracketry would be structured along the wall to the corner. The proposed pipework and cabling would then turn to follow the wall shared with the plant room for 1.7 metres before rising to 1.5 metres and would then be connected through into the plant room at high level through a core drilled hole. There would be limited removal of historic fabric to this area as a result of the works.

Once within the plant room, the pipework and cabling would be routed at high level and attached to the ceiling, which consists of modern fixtures and fittings and has no features of architectural or historic interest.

The pipework would largely be contained within a suspended support system fixed to the ceiling by drop rod style fixings, which would be attached to the ceiling with proprietary fixings and installed using mobile mechanical access and handling equipment with “wedge anchor” fixings. The heat substation would be manufactured in sections before being brought through the building and rebuilt within the plant room. Two plate heat exchangers would also be installed within the plant room.

The Grade II* Listed Manchester Town Hall Extension

Manchester Town Hall Extension is within the Albert Square Conservation area. The building is Grade II* Listed and is part of the Town Hall Complex. The Grade I Listed Town Hall and the Grade II* Listed Central Library are located on either side and the recently redesigned St Peter's Square is located in front, which includes high quality public realm, a Metrolink station, listed and non-listed works of art and memorials including the Grade II Listed Cenotaph and Memorial Cross. The Town Hall Extension is faced with a dark sandstone over a steel frame which unifies the building with the adjacent Town Hall, along with the use of limited Gothic detailing with attic dormers placed regularly in each bay.

The building is steeply pitched with a slate roof terminating in gables. It has a large irregular plan form and presents 17 bays to St Peter's Square. This elevation has an arcaded ground floor with substantial plain columns with understated detailing and a distinct vertical emphasis. Windows are vertically placed with square heads, creating an almost severe façade. This is lightened visually by the projecting gabled dormers in the steeply pitched roof space. Stair light screens contain heraldic devices for England, Ireland, Scotland and Wales and the Lancashire cotton flower. Above the stair light screens are statues carved by Hermon Cawthra, depicting a Philosopher and a Counsellor. The building contains a number of original features and areas of significant importance, which are not limited to the external elevations and include the Rates Hall, Member's Corridor, Gas and Electricity Showrooms, Committee Rooms and Members Dining Room.

The Proposed Works relate to the interior and the basement level of the Grade II* Listed Central Library and adjacent Grade II* Listed Town Hall Extension. The works comprise the installation of heat substations with associated pipework; and high voltage and communication cabling to serve proposed substations.

The new heat substation would be located within the existing plant room located within the shared service corridor and plant room to the Town Hall Extension and the Central Library (under Library Walk). The proposed entry point is below-ground from

Mount Street, with the pipework and cabling would be connected through into the basement area between the listed buildings. The proposed holes would be core drilled and up to 350mm in diameter. This area is of modern construction and has no features of architectural or historic interest which contribute to the significance of the Central Library or the Town Hall Extension.

The pipework would largely be contained within a suspended support system fixed to the ceiling by drop rods that would be attached with proprietary fixings and would be installed using mobile mechanical access and handling equipment with “wedge anchor” fixings. The pipework would run along through this area and connect to the new heating substation, which would be mechanically lifted into the existing plant room through the existing access hatch that opens at street level. The high voltage and communication cabling would follow the same route (above the pipework within the ladder rack) and drop down to a wall mounted system along the existing corridor that runs around the perimeter of Central Library to the switch room.

The wall mounted system has been sensitively located below existing services within the corridor and would be installed with proprietary “wedge anchor” fixings which support the bracketry to the proposed ladder rack. The holes for the fixings will be 20mm diameter at their largest, minimising the removal of historic fabric.

The Grade II* Listed Manchester Central Convention Complex

The current Manchester Central Complex consists of three main buildings: Manchester Central, the former Central Station (Grade II* Listed); the Manchester International Convention Centre (MICC); and, the Seminar Centre. There is also a surface car park and service yard to the rear of the building. The Manchester Central site is bounded by Watson Street/ the Great Northern Tower residential building, Windmill Street, Great Bridgewater Street and Lower Mosley Street. Surrounding the site are the Bridgewater Hall and the Grade II* Listed Great Northern Warehouse, Radisson Edwardian Hotel and Midland Hotel. The complex is raised approximately 10m above street level at some points and is separated from Lower Mosley Street by the Metrolink viaduct.

It is an impressive example of Victorian transport architecture, designed in 1875-80 by Sir John Fowler for the Midland Railway Company. The former railway terminal station is rectangular on plan and has a substantial footprint. The elevations are faced with red brick and contain regular rows of windows with bays of divided by brick buttresses. The elevations are partially obscured by modern extensions, however much of the Lower Mosley Street elevation and the network of cast iron lattice grids of the front and rear elevations remain exposed. The convex roof structure spans 64 metres and is segmentally vaulted, giving the building a horizontal appearance. Arches are linked by lattice purlins carrying intermediate ribs. Internally, the building retains its large open vaulted space which, despite its conversion to an exhibition space, has maintained its character and grand form.

The building was historically and physically linked to the Grade II* Listed Midland Hotel, which provided accommodation for passengers arriving at the station. The site is not within a conservation area, but is adjacent to the St Peters Square and

Deansgate Conservation Areas. Manchester City Council is a majority shareholder in the complex.

The Proposed Works are primarily confined to the interior and basement level of the Grade II* Listed former Manchester Central station and comprise the installation of heat substations with associated pipework and high voltage and communication cabling to serve proposed substations. The works to Manchester Central involve the installation of heat substations within existing plant rooms in the basement to allow the connection of existing heating systems to the new district heating network. The new heat substations would be connected to the heat network by a new network of pipework which would be routed above ground at high level from the new proposed energy centre to the existing NCP car park below Manchester Central Convention Complex.

The proposed works within the building comprise the installation of heating pipework which would distribute heat from the new energy centre to the four main plant rooms of Manchester Central and out to the Civic Quarter. The North and South plant rooms are located within the original part of the building and the Charter and Exchange plant rooms located within the modern extensions.

The main artery of pipework would run through the basement level of the building. In addition to this, two electrical connections are proposed to be connected to the Exhibition Hall Electricity substation and the main Convention Centre substation. The existing servicing brackets cannot be used as there is limited space, the services could be compromised, it cannot be confirmed whether the existing bracketry can accommodate the weight of the proposed pipework and some of the existing brackets are suffering from corrosion and their longevity cannot be guaranteed.

The proposed pipework would be routed from the proposed Energy Centre and through the basement car park arches to serve the North and South plant rooms, together with providing access to the others. The proposed location of both the heat substation pipework and high voltage cabling has been informed by an understanding of the significance of the listed building. The proposed works have been sensitively positioned and consolidated where possible to minimise the visible extent of the services.

The proposed pipework entering the basement car park is connected with a simple bracketry system fixed to the ceiling by drop rods. The drop rods would be installed using mobile mechanical access and handling equipment with proprietary injectable adhesive anchors (Hilti HIT HY-270) fixings. They would be constructed with stainless steel studs to allow brackets to be fixed to the existing arches to support the pipework. The holes for the fixings would be 40mm diameter at their largest, minimising removal of historic fabric. The proposed pipework would have a dark insulated finish. The existing drop rod system has already been successfully integrated within the basement level of the building.

There are a number of design approaches to the pipework and cabling installation to suit the differing arch widths and forms and the existing services within them. After two bays within the building from the proposed Energy Centre, the pipework and cabling would split towards the north and south plant rooms and follow a narrower

arch. The proposed pipework and cabling would connect from the basement car park through into the south plant room which would involve circular holes of up to 550mm diameter and rectangular holes of up to 1250mm W x 550mm H into modern dividing walls to avoid the removal of historic fabric.

The rooms from the basement car park to the south plant room are largely modern in their date and form of construction and currently contain areas of modern services. The proposed pipework and cabling would be connected with a simple bracketry system fixed to the ceiling by drop rods. The drop rods would be installed using mobile mechanical access and handling equipment with proprietary injectable adhesive anchors (Hilti HIT HY-270) fixings. Similar fixings are proposed through the basement car park level to the proposed internal riser to the Charter and Exchange plant rooms. This would follow the route of a wider arch which currently contains areas of existing services. A simple approach with drop rods, as found elsewhere, is therefore proposed. The proposed cabling drops down close to the entrance with Watson Street before entering into 150mm buried cable ducts in a dedicated cable trench.

The remainder of the proposed works to the Charter and Exchange plant rooms are contained within the modern part of Manchester Central and would not alter the significance and special interest of the listed building. There are two instances where the proposed pipework and cabling would connect through original walls. Whilst this does involve removal of historic fabric, the works proposed are relatively minor in their nature and extent.

As proposed elsewhere, the pipework and cabling would be connected with a simple bracketry system fixed to the ceiling by drop rods. The drop rods would be installed using mobile mechanical access and handling equipment with proprietary injectable adhesive anchors (Hilti HIT HY-270) fixings.

Land Interest

The City Council has a land interest in the site relating to buildings and highway land and Members are reminded that in considering this matter, they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land interest.

Consultations

Publicity - The application was advertised in the local press as a major development, as including an Environmental Impact Statement and as affecting the setting of listed buildings and the surrounding conservation areas. A site notice was displayed on site and letters were sent to surrounding occupiers.

An objection has been received from the owner of a business on Mosley St who is concerned about the impact on the pavement in front of Abbey House, access and/or ingress to West Mosley Street, the basement to Abbey House and the date, duration and hours of work. They question the arrangements that are in place for the compensation in terms of the Highways Act to businesses, which they say has to be part of the planning process and agreement made.

They note 27MW is deemed internationally as a small power station, so it might be good for renewable energy targets but not if it damages their business. They ask as a business rates payer how is this funded, who will gain and is it cost effective and why this has to be in the city centre. After the cross city disaster their business can't afford another substantial disruption.

They ask why an independent business should suffer financially so that the Cafe at the Manchester Art Gallery can get green cheap power and state that it should be noted that this would threaten the livelihood of a small business.

Premier Inn welcomes their hotel being identified as a noise sensitive receptor. However, they would suggest that 07:30 is too early for construction work to start and would request that any consent is conditioned so that construction work only starts at 09:00, with no construction work on Saturdays, Sundays or bank holidays.

Historic England (North West)

Application 118869/VO/2018

The site is within the immediate setting of Manchester Central Station, a Grade II* Listed building. It is the largest unsupported single span iron structure outside of London and of great historic significance, representing the rapid growth of railways in the 19C. Architecturally the scale, ambition and engineering achievement of the former station make it one of the most remarkable railway structures among the many within the city. Set upon a massive brick plinth, the elegant curving form of the former station is one of the most monumental and distinctive landmarks in the city, its significance recognised by its listing at grade II*. There are also number of other highly graded listed buildings in the vicinity of the site, including the Midland Hotel II*, Town Hall grade I, Town Hall Extension II*, Library II* and Free Trade Hall II*. Of these, the Midland Hotel on Lower Mosley Street is the nearest and visible from the site. The wider site for the application is both within and outside three contiguous conservation areas.

The context is highly urban and has seen phases of infrastructure development that began with the Manchester Central Station in the 19C and continued with the addition of the tram viaduct in the late 20C.

The sculptural quality of the flue design has the potential to transform an everyday functional installation into a positive landmark feature. A similarly high quality design for the enclosure would help to ensure a cohesive design. In view of the urban and highly evolved context for the development and given the monumental scale of the Grade II* Station, we do not consider there would be any harmful impacts to its setting. In terms of the wider setting and views of highly graded Civic Quarter buildings, in particular the Midland Hotel, these are some distance from the site and we also do not consider there would be any harmful impacts resulting from the development as currently designed.

They welcome that the design of the energy centre seeks to complement the design of the chimney. The quality of detailing and materials would be very important, particularly given the building appears to have no active frontage. Measures that

enable passers-by to view, appreciate and understand the installation may also be considered desirable and, therefore, we appreciate that the Council may seek more transparency in the design.

We consider this development would meet the statutory and legislative context and therefore confirm we have no objection to this development.

On the basis of the information available to date, we do not wish to offer any comments on the following applications for the connections to Listed Buildings.

118870/LO/2018

118871/LO/2018

118872/LO/2018

118873/LO/2018

118874/LO/2018

Manchester Conservation Areas and Historic Buildings Panel – Broadly welcomed the proposal and considered it to be innovative and elegant. They had no concerns about the basement level interventions to the listed buildings.

They felt that the podium building appeared weaker than the tower and felt that it should stitch into the ground level environment leaving the tower as key element. They queried how a white ceramic building would connect with adjacent buildings and suggested that the podium and tower were maybe trying too hard to match each other. They advised that a brick or sandstone finish could be a more appropriate finish for the podium building.

They expressed some concerns about the white colour of tower and its potential discolouration feeling that the colour could appear cold and clinical and suggested that a gun metal grey or other darker colour could have a stronger presence. The Panel felt a richer colour could still achieve an equally successful effect in colouring the 'tower of light.' The tower top appeared to come to an abrupt finish and asked if there was an opportunity to provide more detailing to reflect that this was the top of the tower.

Highway Services - Vehicles associated with both the permanent operation and construction could be accommodated within the existing highway network.

It is expected that large plant delivery vehicles will be infrequent and arranged with MCC Highways when required. A swept path will be required to illustrate that large plant delivery vehicles can safely access / egress the site. Any works required to achieve a widened access should be undertaken via a S278 agreement, to be funded by the applicant.

Given the time length and scale of required works the applicant should continue to liaise with MCC Network Resilience regarding ongoing construction phases prior to and throughout the construction process. The applicant will be required to consider ongoing construction works and events within the city centre which may be impacted on by the heating network construction process and its associated diversion routes.

The heating network is to be located beneath the adopted carriageway and footway and as such reinstatement materials for construction should be like for like. This should also apply to ongoing maintenance of the heating network. It is recommended that a suitably worded condition / legal agreement is applied to the above to ensure that all public realm is maintained for the duration of the networks operation.

Head of Regulatory and Enforcement Services (Environmental Health) - Have no objections but have recommended conditions relating to construction hours; a Construction Management Plan to include dust monitoring measures, measures to control noise and vibration, consultation and complaints measures and hours of working; the control of lighting glare and overspill; the acoustic insulation of associated plant and equipment; fume extraction and air quality.

Head of Regulatory and Enforcement Services (Contaminated Land) - Have no objections subject to a condition requiring the following information to the Council for approval:

- (i) Submission of an updated Preliminary Risk Assessment
- (ii) Submission of Site Investigation Proposals
- (iii) Submission of a Site Investigation and Risk Assessment Report
- (iv) Submission of a Remediation Strategy
- (v) After completion of site works, a verification report is required to validate that the work undertaken conforms to the remediation proposals received and agreed by this Section.

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

Flood Risk Management Team - Have recommended conditions to require the submission, agreement and implementation of surface water drainage works and to require details of the implementation and continued maintenance and management of the sustainable drainage scheme.

Corporate Property - No comments received.

City Centre Regeneration - No comments received.

Strategic Development - No comments received.

Ward Councillors - No comments received.

Greater Manchester Ecology Unit – Advised that no significant ecological constraints were identified by the ecological report submitted as part of the application and that issues relating to, bats and nesting birds can be resolved via informatives.

The arches and car park where the energy centre is proposed were assessed for bat roosting potential. Both were assessed as negligible risk. No trees are proposed for removal and buildings and those that may be indirectly impacted upon are assessed as low risk.

Informatives are recommended regarding the protection of bats and wild birds.

Greater Manchester Archaeological Advisory Service – A programme of archaeological recording would be undertaken, to record and advance understanding of any present as yet unknown heritage assets in a manner that is proportionate to the asset's significance and to the predicted level of impact. Conditions are recommended to secure this. GMAAS will monitor the implementation of the archaeological works on behalf of Manchester planning authority.

Transport for Greater Manchester – Recommended conditions to:

- maintain access provision to substation and bridge for structural inspection and maintenance;
- require the submission and agreement of a Final Fire Strategy document;
- require the submission and agreement of a Construction Management Plan (CMP) with detailed method statements of construction and risk assessments and agreed safe methods of working adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period;
- it is noted that a Light Rail System Glint and Glare Assessment December, 2017 has been included in the application documentation. TfGM note that a signal siting assessment will need to be undertaken once construction has completed. There is a low risk of any modifications being required given the comment in the report section 1.15.3, i.e. "No significant solar reflections would occur within the driver's field of view when approaching the signal adjacent to the Manchester Exhibition centre;"
- require the submission and agreement of an EMC Control Plan (to demonstrate compliance of the project with the EMC Directive 2014/30/EU and its UK implementation (SI No. 1091:2016)); and
- require the submission and agreement of an earthing electrode retention or replacement scheme.

Advised that all recommended conditions are to be approved by the Local Planning Authority in consultation with Transport for Greater Manchester.

Greater Manchester Police (Design for Security) – Support the proposals subject to the recommendations of Sections 3.3 and 4 of the Crime Impact Statement referenced URN: 2013/0821/CIS/02 being fully implemented as part of the development.

Greater Manchester Pedestrians Society – No comments received

Greater Manchester Geological Unit – No comments received

National Planning Casework Unit - No comments received

Environment Agency - have no objection in principle and recommend a planning condition requiring the submission of a remediation strategy, carried out by a competent person in line with paragraph 121 of the National Planning Policy Framework.

Without the conditions they would object to the proposal in line with paragraph 109 of the National Planning Policy Framework because it cannot be guaranteed that the development will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

Recommend conditions relating to

- (i) The prevention of piling any other foundation designs using penetrative methods other than with express written consent of the local planning authority, where there is no unacceptable risk to groundwater.
- (ii) Submission and agreement of a Remediation Strategy
- (iii) Submission and agreement of a remediation strategy for unidentified contamination should unidentified contamination be discovered
- (iv) After completion of site works, a verification report is required to validate that the work undertaken conforms to the remediation proposals received and approved.

United Utilities - No comments received

Canal and Rivers Trust – Confirmed that they have no comments to make.

The Wildlife Trust – No comments received

Network Rail – Confirmed that this proposal will not impact the railway infrastructure.

Manchester Central Convention Complex – No comments received

Property Alliance Group – No comments received

ISSUES

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that 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 in addition to National Planning Policy.

The adopted Core Strategy contains a number of Strategic Spatial Objectives of relevance to this application that form the basis of the policies as follows:

SO1. Spatial Principles provides a framework within which the sustainable development of the City can contribute to halting climate change. Within the context of mitigation and adaptation to climate change, the framework will guide the scale and distribution of economic, housing, transport, environmental, health, education and other service and infrastructure investment across the City.

SO2. Economy The development will create 110 FTE jobs within Greater Manchester of which 45 are expected to be based in Manchester. The development would support employment within supply chain companies and other local businesses and would reduce energy costs to the Council's estate.

S05. Transport The location and design of the scheme exploits opportunities for the use of sustainable transport modes. The location of the site within walking distance of Bus, Rail, Metrolink and Metroshuttle services maximises the opportunity for future employees and visitors to utilise existing sustainable transport infrastructure.

S06. Environment The application is supported by an Environmental Impact Assessment and has considered the potential risk of various forms of pollution, including ground conditions and noise. The site lies in an area of limited biodiversity value and no significant cumulative effects are predicted on biodiversity during construction, operation or decommissioning and no residual effects are predicted.

The scheme would reduce the emission of carbon dioxide by 1,584 tonnes in the first year of operation and 12,362 tonnes during the first 15 years of operation which broadly reflects the anticipated life-span of the CHP engine. The proposals include a viewing windows on Lower Mosley Street that would add interest to the street frontage.

Policy SP1 The development would minimise the emission of carbon dioxide, provide good access to sustainable transport provision, preserve and enhance the historic environment.

Policy CC1 The construction phase would generate the above described number of jobs.

Policy CC4 The proposal would provide a visitor attraction due to the interesting and high quality design of the energy centre. It would also be located in close proximity to existing visitor attractions and facilities including the Bridgewater Hall, The Manchester Central Convention Complex, the Midland Hotel, the Renaissance Hotel and Castlefield.

Policy CC8 The proposal would create temporary employment during construction along with permanent employment from the operation and management of the Energy Centre.

Policy CC9 requires development to have the highest standard of design in terms of appearance and function. Development's within the City Centre should seek to preserve or enhance identified heritage assets including listed buildings, conservation areas and scheduled ancient monuments.

The Tower of Light and the façade of the energy centre provide a high quality architectural solution. The design of the energy centre would preserve the setting and significance of nearby listed buildings and the character and appearance of the affected conservation areas

Policy T1 The proposals would improve the environment adjacent Lower Mosley Street with high quality development and improved lighting levels.

Policy EN1 The design responds positively at street level with the provision of a viewing window and a sculptural façade. The city's heritage has been fully considered and this is reflected in the quality of design that is proposed.

Policy EN2 The 'Tower of Light' is considered to have a beneficial impact on visual amenity. The illumination of the tower and façade at night will further emphasise their architectural quality.

Policy EN3 The Tower of Light and the facade of the centre would contribute to the architectural diversity of the City Centre and could become a landmark feature. The energy centre would preserve the setting and significance of nearby listed buildings and the character and appearance of the affected conservation areas.

EN4, EN5, EN6 and EN7:

The proposal would reduce the emission of carbon dioxide by 1,584 tonnes in the first year of operation and 12,362 tonnes during the first 15 years of operation. The energy centre has been designed to accommodate additional plant and demand from additional buildings within the Civic Quarter area and the route and alignment of the heat network has been designed to enable additional buildings to connect with minimal additional disturbance.

Policy EN14 The application site is not within a high risk flood zone. The proposals will include a surface water drainage scheme.

Policy EN16 An air quality impact assessment has been submitted in support of the application.

Policy EN17 The application site is not within a high risk flood zone. The proposals will be required to include a surface water drainage scheme.

Policy EN18 A desk study which identifies possible risks arising from ground contamination has been submitted with the application.

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

Policy DM1 sets out the requirements for developments in terms of BREEAM and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Design for health;

- 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 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; vehicular access and car parking; and
- Impact on biodiversity, landscape, archaeological or built heritage, green infrastructure and flood risk and drainage.

These are considered in detail in below in addition to the information in relation to the above policies.

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 18.1, DC19.1, DC20 and DC26 for the reasons set out below.

Planning applications in Manchester must be decided in accordance with the saved UDP policies, Core Strategy policies and other Local Development Documents.

DC18.1 The Tower of Light and the energy centre has a unique architectural quality which could become a landmark feature. Its contribution will be further enhanced by the proposed sensitive and creative approach to illumination. The energy centre would preserve the setting and significance of nearby listed buildings and the character and appearance of the affected conservation areas.

DC19.1 The network connections would enter buildings in areas of least significance and any alteration of historic fabric has been kept to a minimum. The energy centre would also preserve the setting and significance of nearby listed buildings.

DC20 The application is supported by an archaeological assessment that recommends that a programme of archaeological recording will be undertaken, to record and advance understanding of any present as yet unknown heritage assets. The programme of archaeological work would be provided in accordance with a Written Scheme of Investigation which is to be submitted to MCC prior to development commencing. This would be secured by planning condition.

DC26 The application is supported by acoustic assessments.

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

Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local

effects, such as microclimatic ones. For the reasons set out later in this report the proposals would be consistent with these principles and standards.

Relevant National Policy

The National Planning Policy Framework sets out what the Government's planning policies for England are and how these are expected to apply. The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7). The proposed development complies with the following policies or parts thereof:

Paragraphs 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraph 12 states that "Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise."

The proposed development is considered to be consistent with sections 1, 2, 4, 7, 8, 10, 11 and 12 of the NPPF for the reasons outlined below.

Section 1 (Building a strong and competitive economy)

The construction phase would generate 110 FTE jobs within Greater Manchester of which 45 are expected to be in Manchester. The estimated construction capital investment in the development could deliver a net additional £6.1million GVA to the regional economy of which £2.5million would be expected to be created within Manchester.

Section 2 (Ensuring the Vitality of Town Centres)

The site is close to all modes of public transport. The use would be compatible with surrounding uses and would support the economic growth and vitality and viability of Manchester through the jobs created and the provision of low cost energy to City Centre buildings.

Section 7 (Requiring Good Design)

The Tower of Light and the energy centre has an architectural quality which would make a strong and positive contribution to the architectural diversity of the City Centre.

Section 8 (Promoting healthy communities)

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

The pre application consultation programme included communication with identified stakeholders, press coverage, distribution of information leaflets to surrounding residents and businesses, a consultation website, a breakfast briefing event with business and political leaders, a public exhibition and feedback channels. The outcome of this was predominantly positive responses and the comments received were used to help finalise the proposals.

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

The construction and operation of the Energy Centre and Heat Network is critical to the City's carbon reduction objectives. It would reduce the emission of carbon dioxide by 1,584 tonnes in the first year of operation and 12,362 tonnes during the first 15 years of operation. It has been designed to accommodate additional plant and demand from additional buildings within the Civic Quarter area and the route and alignment of the heat network has been designed to enable additional buildings to connect with minimal additional disturbance.

Section 11 (Conserving and enhancing the natural environment)

The information submitted with this application is supported by an Environmental Impact Assessment and has considered the potential risk of various forms of pollution, including ground conditions and noise. The impact on biodiversity has also been assessed. The site lies in an area of limited biodiversity value. No significant cumulative effects are predicted during construction, operation or decommissioning and no residual effects are predicted.

Section 12 (Conserving and Enhancing the Historic Environment)

The proposal could affect the setting and significance of nearby listed buildings and will impact on the physical fabric of others. The proposal may also affect the character or appearance of conservation areas but these effects will be minimised through the implementation of a Construction Management Plan and reinstatement proposals. Overall, the character and appearance of the conservation areas would be preserved due to the nature and scale of the development and the high quality design.

Other Relevant Documents

Local

Manchester City Centre Strategic Plan

This plan presents a vision for the City Centre and sets out the strategic action required to work towards achieving this over the period from 2015 - 2018. The Plan considers the contribution to be made towards achieving the overall vision by each of the district components of the City Centre and recognises the key role of Manchester City Centre in providing a positive image and framework for inward investment and explains that its continued strong economic performance within a high quality urban environment will be fundamental to the prosperity of both Manchester and its city region.

The site of the applications falls within the area designated as the Civic Quarter, which is the focus for the largest regional concentration of financial and professional services and is along with Spinningfields and the Central Spine crucial to providing a diverse commercial product within the City Centre.

The key priorities for this area are:

- Encouraging the supply of more Grade A office floor space;
- Co-ordinating the major transport work in the area with the commercial and public realm developments taking place;
- Implementing a strategy to continue to attract major conferences to Manchester Central and investigating and encouraging further development and investment at the centre;
- Delivering the redevelopment outlined within the Strategic Regeneration Framework for St Michael's.
- Working collaboratively with partners to finalise regeneration proposals and bring forward development at the Grade II Listed Great Northern Warehouse.
- Delivering the Peterloo Memorial within the Civic Quarter prior to the 200th anniversary of the event.

The proposals would provide reduced cost sustainable energy to several important existing buildings, which would be available for other building owners to fund additional connections to their developments.

Manchester a Certain Future (2009, 2013 and 2015)

Written initially in 2009, and updated in 2013 in 2015, the plan sets out that in 2015 the energy consumed within the Council's operational buildings estate contributed 66% of the City Councils direct CO2 emissions.

The visions of the plan include:

- Reduce the city's carbon emissions by 41% by 2020;
- Engage all individuals, neighbourhoods and organisation in a process of cultural change that embeds low carbon thinking into the lifestyles and operations of the city;
- Prepare for and actively adapt to a rapidly changing climate; and
- Make a rapid transition to a low carbon economy.

The plan identifies a number of actions identified to take place within the City to achieve this vision including:

- Developing and delivering the City Centre's first new district heating network in the Civic Quarter by 2018
- The identification and development of additional heat networks across the City

Manchester Climate Change Strategy 2017 – 2050 (2017)

The Manchester Climate Change Strategy 2017 – 2050 is an ambitious plan that seeks to ensure that Manchester is a thriving, zero carbon, zero waste, climate resilient City which actively contributes to and benefits from the City's success. In order to achieve this, five key visions are set out within the Strategy, these are: achieving a sustainable economy and jobs; healthy communities; resilience to climate change; zero carbon; and a culture change.

The strategy sets out an overview of areas where action is necessary in order to achieve these visions; this includes transport, education, waste and recycling, green spaces, energy efficiency and generation, buildings and businesses, and the economy.

Underpinning building and energy efficiency and generation is the need to minimise existing buildings energy requirements through the implementation of renewable energy technologies by taking greater ownership of the City's energy system in order to ensure a 100% clean energy by 2050.

Manchester Climate Change Implementation Plan 2017 – 2022 (2017)

This plan is the first five-year implementation plan produced in achieving Manchester Climate Change Strategy and identifies the actions that are to take place by 2022.

This plan identifies that by 2022 the Civic Quarter Heat Network will be delivered and the next phase of city centre heat network be deployed, as well as ensuring Manchester is seen as a beacon for sustainable design through industry awards and the promotion of exemplary low carbon, climate resilient development and infrastructure projects.

The Manchester Strategy (2016)

The Manchester Strategy, known as 'Our Manchester', identifies the long-term vision for the city (up to 2025). This identifies the enormous change which has taken place across Manchester in the last 20 years.

The strategy is split into five themes: our vision; a thriving and sustainable city; a highly skilled city; a progressive and equitable city; a liveable and low carbon city; and a connected city.

The Strategy recognises the importance of climate change action, identifying that the City has seen a 20% reduction in its carbon emissions since 2005 and is on track to achieve a 29% reduction by 2020 setting a good platform for new activity in order to meet the 41% reduction target and benefit from cost savings and low carbon investment.

As part of this, the strategy includes:

Pursuing growth whilst seeking to improve air quality, decreasing pollution and generation energy from sustainable sources; and

Taking greater control of where the city's energy comes from so that increasing levels of heat and power are being generated through affordable, locally produced low and zero-carbon energy.

Civic Quarter – Manchester Central Regeneration Framework (2009)

The application site is also located within the area addressed by the Civic Quarter SRF area.

The 'Civic Quarter – Manchester Central' Regeneration Framework was adopted in October 2009. The area covered by the framework has been identified as being pivotal to the next phase of growth within the City Centre.

The principles set out within the framework are centred on a Partnership Approach and Delivery, Key Capital Projects, Sustainability, Place Making and Connectivity. Sustainably, the framework seeks to:

- ensure the highest possible standards of energy performance in new development whilst maximising opportunities to reduce carbon emissions from existing buildings;
- create an inspiring urban environment;
- a secure a commitment from all landowners to deliver a city-wide approach to renewable energy and utility strategy;

The proposals are in compliance with the aims and objectives of all above frameworks, strategies and plans for the following reasons:

The Proposed Development would reduce the emission of carbon dioxide by 1,584 tonnes in the first year of operation and 12,362 tonnes during the first 15 years of operation which broadly reflects the anticipated life-span of the CHP engine. Whilst this is considered to be a significant and meaningful contribution it is nonetheless considered to be a conservative calculation.

It is understood that Vital Energi has been awarded a contract for 30 years and, as such it is very likely that in Year 15 the CHP engine would be replaced by an alternative system which, at that time is likely to be a more efficient / higher performing technology than that presently proposed and one which would likely deliver further reductions in carbon dioxide emissions. However, it is understood that at this stage it is not possible to predict the nature or performance of such alternative systems and as a result the additional carbon savings cannot be forecast.

The energy centre has been designed to accommodate additional plant and demand from additional buildings within the Civic Quarter area and the route and alignment of the heat network has been designed to enable additional buildings to connect with minimal additional disturbance.

The development will create 110 FTE jobs within Greater Manchester of which 45 are expected to be based in Manchester. The socio-economic impacts expected to be generated during the operational phase of the Project include sustaining and

maintaining existing employment in the asset management team (Vital Energi) and associated productivity. The site is well connected to public transport.

The development would support employment within supply chain companies and other local businesses.

The development would also result in reduced energy costs to the Council's estate and provide a revenue stream to the Council (as asset owner) as private sector buildings are connected to the network.

The Tower of Light has a unique architectural quality which would make a strong and positive contribution to the architectural diversity of the City Centre and, in this gateway location, would become a landmark feature. Its contribution would be further enhanced by the proposed sensitive and creative approach to illumination.

The principal façade of the energy centre to Lower Moseley Street/Great Bridgewater Street also presents a unique architectural solution that will enhance the character and appearance of this location.

A Townscape and Visual Impact Assessment has been completed which confirms that the energy centre will have a minor-moderately beneficial impact on townscape character and visual amenity.

The Greater Manchester Combined Authority (GMCA)

The GMCA is made up of the ten Greater Manchester Local Authorities, which work with other local service providers to improve the city-region. The GMCA was set up in 2011 and has enabled the city-region to have more control over local transport services, planning powers to encourage regeneration and development, funding for housing development and getting people back in to work and to support and develop local businesses.

The GMCA sets out a vision for Greater Manchester:

“We want the region to be more prosperous, better connected, and greener. By 2020 Greater Manchester should be self-reliant: contributing to national wealth rather than needing government help.

Local people will have more job opportunities, and new skills to contribute to, and benefit from, a stronger economy. They'll enjoy better health and a higher quality of life.”

The GMCA's Green City Region Statement sets the target of significantly growing the local low carbon economy by 2020, stating that Greater Manchester is already the UK's 3rd largest low-carbon and environmental goods and services sector, generating £3.4 Billion and providing 37,000 jobs.

Greater Manchester Strategy

The GMCA published the Greater Manchester Strategy 'Stronger Together' in 2013, which sets out the strategic ambitions and objectives for the city-region. The importance of a sustainable economic approach is central to the achievement of

these objectives, ensuring that all parts of the city-region can enjoy the improved opportunities that a stronger economy can bring.

To do this, the strategy seeks to establish the conditions for sustainable economic growth, through consolidation of existing businesses and securing growth in key sectors, particularly where the city possesses assets and advantages to succeed nationally and internationally.

The strategy recognises that the low carbon economy is one which provides significant opportunities to increase growth and productivity in Greater Manchester, stating that *“fundamental to our approach to growth must be a successful transition to a low carbon economy”* and that *“failure to adapt will have a catastrophic effect on our ability to compete, threatening infrastructure, disruption to businesses and services and hardship for those more vulnerable neighbourhoods or groups”*. As such, the strategy states that the low carbon agenda provides a means to grow local technical knowledge, develop new skills and supply networks and that this will serve to support growth in jobs, businesses and, ultimately, productivity.

Greater Manchester Climate Change and Low Emission Strategies' Whole Place Implementation Plan (2016-2020)

In 2016 GMCA produced a Climate Change and Low Emission Strategies' implementation Plan outlining the ways in which the combined authority will address climate change and lower the area's level of carbon emissions. The plan highlights that growing the low carbon economy is one of the key means by which this will be achieved, stating that major infrastructure development should be pursued that identifies *“spatial, technological and market opportunities and funding to deploy the type and scale of energy efficient/low carbon development, generation, distribution, storage required to deliver carbon and emission targets”* (page 6)

It is stated that over the plan period, Greater Manchester will have to significantly accelerate the rate of development of new low carbon energy generation, including district heat networks and renewables. The combined authority's promotion of the existing low carbon and environmental goods and services sector, whilst also increasing the development and integration of relevant skills of the local workforce, is highlighted as a means by which businesses can be helped to optimise performance and their contribution towards meeting the plan's goals.

Greater Manchester Spatial Framework

The GMCA is currently developing the Greater Manchester Spatial Framework (GMSF), a joint strategy which sets out the plan for strategic growth across the city-region. GMCA published the draft GMSF for public consultation in October 2016 which sets out key ambitions to develop the economy over the period to 2035.

The GMSF strategy aims to take an informed, integrated approach to spatial planning across the conurbation, based on a clear understanding of the role and connections of places. It will provide a market-facing framework to manage the supply of land across Greater Manchester to deliver growth over a 20-year timeframe.

The ambition around which the GMSF is focused is for a better Greater Manchester, helping to ensure growth occurs in a sustainable way which enhances the quality of places and makes Greater Manchester a more attractive place to live, work, visit and invest. This is expected to involve a step change in the rate and quality of development.

The GMSF's Policy GM15 addresses carbon emissions and outlines measures that will ensure that the area's level of emissions are reduced by 60% by 2035 compared to 1990 levels.

A stated key aspect by which this aim will be achieved is through supporting the delivery of renewable and low carbon energy schemes *“with particular opportunities for the use of decentralised heating and cooling networks in the strategic development locations”* (page 80).

Alongside the environmental value related to a reduction in carbon emissions, the GMSF highlights that the development of district heating networks will help enable new public transport development, thus improving access to jobs and facilities for Greater Manchester's population.

The proposed development would comply with this strategy, plan and framework for the reasons explained above.

National

Securing the Future: Delivering UK Sustainable Development Strategy

In March 2005, the UK Government published the UK Sustainable Development Strategy with the overarching aim of enabling people throughout the world to satisfy their basic needs and enjoy a better quality of life without comprising the quality of life of future generations.

As part of this, the Government committed to reducing the country's greenhouse gas emissions and moving to a low carbon, helping to reduce carbon emissions by 60 percent by 2050.

Fixing the Foundations: creating a more prosperous nation

HM Treasury published 'Fixing the Foundations' in July 2015, in order to set out the Government's ambitions to increase the productivity of the UK and secure long-term economic stability and growth across the country. This responds to a recent slowing in productivity growth, and the gap between productivity in the UK and other developed countries.

In order to grow productivity, the Government is seeking to encourage long-term investment in economic capital – including infrastructure, skills and knowledge – and promote a dynamic economy that encourages innovation and helps the flow of resources to their most productive use.

The strategy states that *“Energy underpins the operation of a successful and productive economy”*(page 10), and encouraging investment in reliable and cost-

effective, low-carbon energy is stated as being one of the long-term investment goals by which an increase in the country's productivity will be achieved.

Industrial Strategy: Building a Britain Fit for the Future

In November 2017, the UK government published a new National Industrial Strategy with the overall aim being that of creating an economy that boosts productivity and earning power throughout the UK. The strategy sets out the following goals as the key tenets of its vision for the country:

- The world's most innovative economy
- Good jobs and greater earning power for all
- A major upgrade to the UK's infrastructure
- The best place to start and grow a business
- Prosperous communities across the UK

This vision is underpinned by five foundations for a transformed economy including:

Ideas – the world's most innovative economy

People – good jobs and greater earning power for all

Infrastructure – a major upgrade to the UK's infrastructure

Business environment – the best place to start and grow a business

Places – prosperous communities across the UK

The strategy states that a major aim will be to “maximise the advantages for UK industry from the global shift to clean growth”, as the move to cleaner growth through low carbon technologies represents “one of the greatest industrial opportunities of our time”, citing estimates that the UK's green economy is set to grow at four times the rate of GDP (*page 42*). Expansion of the low carbon heating sector is highlighted as one which the government are particularly seeking to explore.

The proposed development would comply with these national strategies for the reasons explained above.

Conservation Area Declarations

St Peter's Square Conservation Area

The St Peter's Square conservation area is situated in Manchester City Centre and is bounded by Windmill Street, Lower Mosley Street, Peter House, George Street, Dickenson Street, Manchester Town Hall Extension, Manchester Central Library, Central Street, South Street, Peter Street and Museum Street.

It is an area which contains a mixture of commercial, cultural and civic buildings. The name derives from St. Peter's Church, which stood in the centre of St Peter's Square from 1788 to 1907.

The main characteristic of St Peter's Square conservation area is primarily one of civic grandeur, but it also contains some commercial property. The earliest building in the conservation area is the Friends' Meeting House on Mount Street, designed by

Richard Lane and completed in 1830. It is in Greek Classical style with Ionic pedimented portico and replicates the Temple of Ilissus in Attica, a province of Greece.

There are also a number of other listed buildings surrounding the square, including the Midland Hotel (Grade II* Listed), which is the epitome of the grand style in late Victorian architecture.

When opened in 1934 by King George V, the Central Library (Grade II* Listed) was the largest public library in the country. It is a Classical-style building in Portland Stone which takes inspiration from the Pantheon in Rome, with its circular plan and the central lantern light at the top of the dome. Its huge portico, supported by six Corinthian columns, emphasises the importance of St Peter's Square.

The Central Library and the Town Hall Extension were designed at the same time, and together they form a single composition with a walkway between them.

Scope for improvements around St Peter's square are limited to refurbishment of listed buildings and redevelopment of the others. Any proposals should relate to the existing building context in form, scale, height, massing and material, and be complementary to the character of adjacent listed buildings.

Albert Square Conservation Area

The Albert Square Conservation Area is bounded by Princess Street, Cooper Street, Kennedy Street, Clarence Street, Bow Lane, Tib Lane, Cross Street, John Dalton Street, Deansgate, Lloyd Street, Jackson's Row, Central Street, Manchester Central Library and Manchester Town Hall Extension.

It contains many listed buildings, including the Grade I Listed Town Hall, but also contains a number of more recent buildings such as Heron House. There is much variety in the building materials used in Albert Square. Generally buildings on the eastern side of the Square are built of yellow stone whilst those on the west side, opposite the Town Hall, are finished in red brick. This helps to emphasise the civic importance of the Town Hall.

The principal characteristic of the conservation area is the view looking east along Brazenose Street which focuses on the dominant tower of the Town Hall, framed by commercial buildings on either side. A large amount of the Conservation Area in particular around the Town Hall and on Brazenose Street is pedestrianised.

The architectural emphasis of corners is a characteristic of Manchester buildings which contributes to the urban design character of the city centre. It is evident in the Albert Square area and its use in new developments will therefore be encouraged.

Designers should respect the architectural character of the existing historic buildings and create proposals which harmonise with them. This does not mean producing pastiche or a copy of an old building, since each building should have a vitality of its own and reflect the period in which it is built.

Deansgate Conservation Area

Deansgate Conservation Area 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.

George Street Conservation Area

The George Street conservation area is in Manchester City Centre and is bounded by Oxford Street, Portland Street, Charlotte Street, Mosley Street, St Peter's Square, Dickenson Street and George Street.

The origin of the conservation area dates back over 200 years to the Georgian period when agricultural fields were given over to urban uses with new streets laid out on a regular grid pattern. Charlotte Street and George Street became residential streets and the conservation area was also home to scientific and medical schools and societies, a library (the Portico Library) and the Institute of Fine Arts (now the City Art Gallery).

The area has been a changing and dynamic place partly due to fluctuating economic circumstances. Warehouses replaced the residential properties in the 19th Century and due to the decline of the British cotton industry during the early to mid-20th Century the warehouses were fully or partly vacant with many falling into disrepair.

In the 1960's the conservation area became popular with the Chinese community and is now also known as China Town. It is home to the City Art Gallery, shops, restaurants, hotels, entertainment uses and residential properties and is now an area of great commercial vitality. The Chinese Imperial Arch on Faulkner Street is the largest of its kind outside of China.

The regular grid pattern of streets established in Georgian times is still in existence and the historic buildings within the conservation area are generally built back to pavement.

The most significant buildings such as City Art Gallery are situated in the wider streets at the periphery of the conservation area. The Grade I Listed City Art Gallery and the Grade II* Listed Athenaeum at the junction of Princess Street and Mosley Street were designed by Sir Charles Barry, who later designed the Houses of Parliament.

The Italian Palazzo style of architecture is evident on Charlotte Street, where most of the former warehouses on one side of the street were all designed by Edwin Walters in the 19th Century. Near the junction of Portland Street and Princess Streets, some of the small scale Georgian buildings still survive and accommodate shops, takeaways and public houses.

The part of the Conservation Area that now fronts St Peter's Square is home to a large high quality modern office building.

Where new building work is proposed this should relate to the existing building context in form, scale and materials. New and refurbished buildings shouldn't be diluted or superficial reflections of historic buildings, but should have a vitality of their own.

Upper King Street Conservation Area

This part of the conservation area is characterised by a mixture of robust Victorian buildings with more modern infill buildings. Following the destruction of large areas of the city during the Second World War. Within the conservation area, new development proposals should generally be aligned to the back of the pavement in order to preserve the historic linear character of the streets.

Many different building materials have been used in the Upper King Street conservation area. These include variously-coloured brick, stone (predominantly yellow sandstone), exposed aggregate pre-cast concrete, bronze-coloured glass in metal frames, clear glass in concrete frames, and various modern high-tech materials. Ground floors are often in granite, giving a distinctive appearance, and the top floor is often treated differently too. Entrances are clearly emphasised and are often located on the corner of buildings, which are frequently chamfered for this purpose. Windows are mostly vertically proportioned and nearly always grouped in twos or threes. Unless the fenestration is composed of projecting bay or oriel windows, it is always set well back from the facade of the building, creating an interesting three-dimensional modelling. Within the conservation area, any new building will be required to meet a high standard of design.

Legislative requirements

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State 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 66 of the Listed Building Act provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

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

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

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

The Scheme's Contribution to Regeneration

Regeneration is an important planning consideration. Over the past twenty years the City Council has had a considerable amount of success in regenerating the City Centre. The work in the City Centre Renewal Area, Piccadilly, Spinningfields, Manchester Central, Northern Quarter and Castlefield are all good examples of this. However, much remains to be done if the City Centre is to remain competitive and continued regeneration is important to ensure that investment in Manchester continues.

New development proposals in the City Centre are required to deliver the highest quality of architectural design which is sensitive to its location and which makes a positive contribution to the ongoing physical regeneration of the area.

The development would occupy under-utilised previously developed land that is currently predominantly used as surface level car parking although it also accommodates Metrolink associated equipment.

The design of the proposed energy centre is the product of a national architectural competition. A building of striking contemporary architectural design is proposed which is intended to symbolise the City Council's commitment to a low carbon future whilst being sensitive to its location within the setting of nearby listed buildings and conservation areas.

The Tower of Light has a unique architectural quality which would make a strong and positive contribution to the architectural diversity of the City Centre and would become a landmark feature. Its contribution will be further enhanced by the sensitive and creative approach to illumination which is proposed.

The principal façade of the energy centre to Lower Moseley Street and Great Bridgewater Street has also received sensitive consideration and again presents a unique architectural solution that will enhance the character and appearance of this location. The façade would include a viewing window that would allow pedestrians on Lower Mosley Street a glimpse into the inner workings of the energy centre.

Given the above the development would make a significant contribution to the on-going regeneration of this part of the City Centre further enhancing its attractiveness to private sector investment.

The proposed development would complement and build upon regeneration initiatives and improve the local environment and as such would be consistent with Core Strategy policies SO1, SO2, SO6, SP1, EC1, CC1, CC4, CC8, CC9, EN1, EN2 and EN3 and saved policies DC18.1, DC19.1 and DC26 of the Unitary Development Plan and sections 1, 2, 7 and 12 of the National Planning Policy Framework.

Design Issues, Relationship to Context and Impact on Historic Context

Sections 66 and 74 of the Listed Buildings and Conservation Areas Act 1990 requires that special consideration is given to the preservation of the significant fabric and setting of listed buildings and conservation areas. Development decisions should, therefore, accord with the requirements of the NPPF and in the case of the proposed demolition, to section 12 (Conserving and Enhancing the Historic Environment).

It is a fundamental requirement of the NPPF that planning proposals contribute to the achievement of “sustainable development” (NPPF Paragraph 7). In order to meet this key planning objective, in this instance the development should sustain and contribute to the stimulation of a thriving historic environment.

Paragraph 128, advises applicants for planning permission should include, as part of their submission, a description of the significance of any heritage assets, both designated and undesignated, affected by the development. Heritage assets include buildings, monuments, sites, places, areas or landscapes with a heritage interest. Heritage interests can be archaeological, historical, architectural or artistic in nature. It goes on to state,

Paragraph 131 states that in determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation and the more important the asset, the greater the weight should be.

Paragraph 137 states that opportunities for new developments within the setting of heritage assets should be sought which would enhance or better reveal their significance and that proposals that make a positive contribution to or better reveal the significance of a heritage asset should be supported.

The effect of the proposal on key views, listed buildings and the surrounding and adjacent conservation areas and archaeology has been considered.

The Midland Hotel

The location of both the pipework and high voltage cabling has been considered and informed by an understanding of the significance of the listed building.

They would be sensitively positioned and consolidated within the lightwell to minimise impact and visibility.

The service duct/tunnel identified beneath the basement corridor allows the pipework and cabling to be run around the lightwell and through the tunnel to near the plant room. The network connections would enter the building in an area of least significance and the alteration has been kept to a minimum.

The proposals would also help to ensure a future for the building through the supply of low cost sustainable energy.

Given this, it is considered that the proposal will not cause harm to the significance of the building and the proposals are therefore in accordance with Core Strategy policies CC9, EN3, DM1, Unitary Development Plan Policies DC18.1 and DC19.1 and Sections 7 and 12 of the National Planning Policy Framework.

Central Library

The connection of the Grade II* Central Library to the heat and power network has been carefully considered and informed. The network connections would enter the Town Hall Complex through a service corridor shared by the Central Library and Town Hall Extension, and would affect areas of least significance. The alteration of historic fabric would be kept to a minimum.

The proposals would also help to ensure a future for the building through the supply of low cost sustainable energy.

Given this, it is considered that the proposal will not cause harm to the significance of the building and the proposals are therefore in accordance with Sections 7 and 12 of the National Planning Policy Framework and Core Strategy policies CC9, EN3, DM1, Unitary Development Plan Policies DC18.1 and DC19.1.

City Art Gallery

The connection of the Grade I Listed City Art Gallery to the heat and power network has been carefully considered and informed. Various options were considered to ensure the least intrusive route into the building.

The network connections would enter the building in an area of least significance and the alteration of historic fabric would be kept to a minimum.

The proposals would also help to ensure a future for the building through the supply of low cost sustainable energy.

Given this, it is considered that the proposal will not cause harm to the significance of the building and the proposals are therefore in accordance with Sections 7 and 12 of the National Planning Policy Framework and Core Strategy policies CC9, EN3, DM1, Unitary Development Plan Policies DC18.1 and DC19.1.

The Town Hall Extension

The connection of the Grade II* Town Hall Extension to the heat and power network has been carefully considered and informed. The network connections would enter the Town Hall Complex through a service corridor shared by the Central Library and Town Hall Extension, and would affect areas of least significance. The alteration of historic fabric would be kept to a minimum.

The proposals would also help to ensure a future for the building through the supply of low cost sustainable energy.

Given this, it is considered that the proposal will not cause harm to the significance of the building and the proposals are therefore in accordance with Sections 7 and 12 of the National Planning Policy Framework and Core Strategy policies CC9, EN3, DM1, Unitary Development Plan Policies DC18.1 and DC19.1.

Manchester Central Convention Complex

The connection of the Grade II* Listed Manchester Central to the heat and power network has been carefully considered and well informed. The proposed network connections would enter the building in an area of least significance and the alteration of historic fabric would be kept to a minimum.

The proposals would also help to ensure a future for the building through the supply of low cost sustainable energy.

Given this, it is considered that the proposal will not cause harm to the significance of the building and the proposals are therefore in accordance with Core Strategy policies CC9, EN3, DM1, Unitary Development Plan Policies DC18.1 and DC19.1 and Sections 7 and 12 of the National Planning Policy Framework.

The Energy Centre and Network

The Tower of Light would be the most visible component of the proposal and would have the most impact on the townscape and the setting of nearby listed buildings, particularly the Grade II* Listed Manchester Central Convention Complex (former Central Station) which is immediately adjacent. Views of the Deansgate, St Peter's Square, Albert Square and George Street conservation areas could also be affected.



The energy centre façade, fence and gates would have an impact at street level on the setting of the surrounding and adjacent listed buildings, including the Grade II* Listed Manchester Central Convention Complex and Midland Hotel and the Grade II Listed Briton's Protection; and the conservation areas.

They would also be viewed in context of this historic environment by Metrolink passengers, from the steps to the Metrolink platforms and by the occupants of existing and proposed tall buildings.

In addition, the connection of the heat network to the Town Hall Extension and Central Library, the Midland Hotel, Manchester Central and Manchester Art Gallery would involve a degree of physical impact to their historic fabric and separate applications for listed building consent have been submitted for these works.

The Tower of Light would be a landmark feature and a symbol of the City Council's commitment to a low carbon future and environmental stewardship. It would become a positive feature in the area and in the street scene and would make a positive contribution to the ongoing regeneration of the area. Its appearance would be further enhanced in the evening through the sensitive illumination of the Tower and the principal façade.



The frontage of the energy centre to Lower Mosley Street and Great Bridgewater Street would add a distinctive and interesting element to the street scape and would also have a high quality appearance. The fence and gates would have a simple utilitarian appearance, would be coloured to minimise their impact and would screen the externally areas of the site from street level and secure the site.

The impact of the heat network connections to the listed buildings is considered in the previous sections of the report and is determined to not cause harm to the character and significance of these listed buildings due to the thoroughly considered and sensitive works proposed and the low significance of the areas of the buildings that are affected.

The network of pipework associated with the energy centre would only have a temporary harmful impact on the character and appearance of the conservation areas and the setting of listed buildings during the construction phase following which the pipework would be located wholly underground and the surface treatment would be reinstated.

In view of the above, it is considered that the proposals would enhance the setting of the above identified conservation areas and the nearby listed buildings and would be in accordance with policies SO6, CC9, EN1, EN2, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved polices DC18.1 and DC19.1 of the

Unitary Development Plan for the City of Manchester and Sections 2, 7 and 12 of the National Planning Policy Framework.

Urban Design, Visual Impact and Architectural Quality

The Tower of Light aims to celebrate Manchester's ambition and the development of the heat network by creating a local landmark that symbolises the progressive attitude of Manchester towards environmental stewardship.

It would be constructed from stainless steel with a shell lace pattern and would be matt, pure-white. The expected life span of the paint finish is 30 years and as stainless steel does not rust, any chipping or wear to the paint finish would not affect the towers structural integrity. The design combines artwork with engineering providing a decorative skin that holds the tower and flues in place.

Light Reflectors with LED spotlights would oscillate in the wind and would change in colour depending on the weather. Light levels would be lower during late-night hours when the city is less active. The tower aims to celebrate natural energy and utilises wind power and sunlight to create a dynamic structure for the city.

The principal façade of the energy centre would use bespoke terracotta tiles. They would be moulded to highlight the light from the sun throughout the day and would either face the sky to catch the light, or face down to create a shadow. This would create an ever changing dynamic pattern across the Energy Centre as the sun travels east to west, from dawn till dusk. The glazed white finish represents the glazed, tiled facades of civic buildings in the city.

The facade would include a 40m long, 2m tall window, flush with the outer edge of the tiles, to avoid vandalism. The glass would be frosted at each end and would be used for signage and display boards.

The layout (route) of the heat network would not result in the loss of any trees. A Landscape Reinstatement Strategy has been prepared to ensure that where the public realm is disturbed it would be reinstated to existing standards.

In view of the above, it is considered that the proposals would be of high architectural quality, enhance the setting of the conservation area and the nearby listed buildings, enhance the locality, provide a landmark structure and have a positive impact on visual amenity and would therefore be in accordance with policies SO6, CC9, EN1, EN2, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved polices DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester and Sections 2, 7 and 12 of the National Planning Policy Framework.

Credibility of the Design

The design team have previously developed high quality buildings and sculptures and have recognised the high profile nature of the application site and the requirement for design quality and architectural excellence.

An architectural competition was held to maximise options for the design whilst seeking stakeholder views.

The Manchester Civic Quarter Heat Network (MCQHN) is part of the Greater Manchester Heat Network Programme, which has been designed to facilitate the efficient, cost-effective development of heat networks across the ten authorities of Greater Manchester, to support carbon and energy policy commitments both locally and nationally.

The Civic Quarter contains a number of key MCC-owned buildings, and the Council is committed to supplying them with low-carbon energy as well as demonstrating leadership to others in the city to do the same.

In February 2011 MCC's Executive Committee agreed to support the vision of a city centre heat network and the delivery of the MCQHN as the first cluster in its development, subject to a viable business case and planning approval.

MCC has an approved budget of £18 million for delivery of the project. Due to a successful application to UK Government's Heat Network Investment Project £2.87 million has also been added to the budget.

In view of the above, it is considered that the proposals are credible and therefore be in accordance with policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester and Sections 2, 7 and 12 of the National Planning Policy Framework.

Relationship to Transport Infrastructure

The proposal is in a highly accessible location close to Oxford Road and Deansgate Train Stations and Metrolink stations at Castlefield and St Peters Square. There are also bus stops on Deansgate and Oxford Road and all Metroshuttle routes pass close to the site and the development should therefore exploit opportunities for the use of sustainable transport modes. The effects of the operation of the proposal would be limited as it would be managed and monitored remotely and only require periodic visits.

The Glint and Glare Survey submitted in support of the application states that 'No significant glint and glare is expected in practice due to the Tower's limited perforations at lower levels.'

The construction of the heat network would be delivered in a series of phases each, up to ten weeks in duration. Precise timing would be coordinated with Manchester City Council Highways division to avoid disruption to key events in the city centre. The work would require the temporary closure / diversion of some roads, footways and areas of public realm during these limited periods of work.

Pedestrian and disabled access would be provided at all temporary road closures and around work areas. Pavements would be left clear for pedestrians where possible with safe and suitable diversions set up where required.

Excavations would take place within the road rather than the pavement. Trenches would be excavated in separate sections of 170 metres or less to minimise disruption. The applicant acknowledges the need to implement measures to keep construction impacts to a minimum and have submitted a preliminary construction management plan and traffic management plan.

Continued maintenance once the network is on operation would not need to be controlled by this planning application.

In view of the above, it is considered that the proposals are considered to be in accordance with Sections 4 and 11 of the National Planning Policy Framework and policies SO1, SO5, SP1, DM1, CC5, CC10, T1 and EN16 of the Core Strategy for the City of Manchester.

Sustainability

The reason for and the purpose of this development is to provide sustainable energy to a network of buildings, including civic buildings within Manchester City Centre. The need to reduce the emission of carbon dioxide to the atmosphere is a long-standing international, national, sub-regional and local priority aim. The emission of carbon dioxide is scientifically acknowledged to be a major contributor to climate change and has known negative effects on the environment.

At national level the objective is to reduce emissions by 57% on 1990 levels by 2030. At the sub-regional level the emerging Greater Manchester Spatial Framework sets a target reduction of by 60% by 2035 compared to 1990 levels. At local level, the Manchester Climate Change Action Plan sets the target of reducing emissions by 41% by 2020 and the Manchester Climate Change Strategy establishes the target of Manchester being a zero carbon city by 2050.

The construction and operation of the Manchester Civic Quarter Energy Centre and Heat Network is specifically recognised as being critical to the City's carbon reduction objectives in a suite of strategy documents and plans as detailed above. The proposal would reduce the emission of carbon dioxide by 1,584 tonnes in the first year of operation and 12,362 tonnes during the first 15 years of operation.

The energy centre could accommodate demand from additional buildings within the Civic Quarter area and the route and alignment of the heat network has been designed to enable additional buildings to connect with minimal additional disturbance. Should there be additional demand / commercial agreements then the energy centre will likely deliver further additional reductions in carbon dioxide emissions within the City that cannot be calculated until this happens.

Given the above, the proposed development is entirely consistent with Core Strategy Policies EN4, EN5, EN6 and EN7, Section 10 of the National Planning Policy Framework and all relevant above identified strategy documents in relation to the securing reductions in the emission of carbon dioxide.

Effect on Residential Amenity and the Local Environment

This examines, amongst other things, the impact the scheme would have on nearby and adjoining residents. It includes the consideration of issues such as impact on air quality, noise and vibration, vehicle movements and the environment and amenity of those in the vicinity of the building.

(a) Air Quality

The construction of the energy centre would produce dust soiling from earthworks construction activities, which could be significant, but would be controlled via mitigation measures. Mitigation measures would include screening and dampening down of all relevant site works, storage of spoil in appropriate locations away from residential properties and avoidance of storage of spoil for prolonged periods. No waste would be burned on site. Measures would be finalised within a final Construction Management Plan prior to development commencing. The impact from dust emissions during construction will be negligible subject to these measures.

There would be insignificant effects to air quality from construction traffic (there will be a maximum of 20 daily two-way trips) and Non-Road Mobile Machinery (due to the measures which are embedded into the Preliminary Construction Management and which include fitting all Non-Road Mobile Machinery with Diesel Particulate Filters (DPF) and ensuring that all machinery complies with relevant EU standards). It is considered that these effects would be minimal.

Any adverse impacts during construction are likely to be temporary, short term and of a minor impact given the mitigation measures proposed.

The assessment of the centre when in use concludes that the impact on annual mean and hourly mean N02 (Nitrogen Dioxide) concentrations would not be significant with the effect at the majority of receptor locations being negligible or slight. There are no predicted exceedances of the annual mean and hourly N02 Air Quality objective.

The impact of the operation of the proposal on annual mean CO (Carbon Monoxide) 8-hour rolling mean concentrations would not be significant.

Additionally, the proposed energy centre would not allow aged combustion plant in those buildings which are to be connected to the energy centre to be replaced. The emission rate of this plant would be materially greater than that of the proposed energy centre, if retained.

The conditions recommended by the City Council's Environmental Health Service would be applied to the application.

Given the above, it is considered that the proposal would have an acceptable impact on air quality, subject to compliance with conditions and the development is considered to be in accordance with policies SP1 EN16 and DM1 of the Core Strategy for the City of Manchester and Section 8 of the National Planning Policy Framework.

(b) Wind

An assessment has been taken of the potential impact of the Proposed Development on the wind micro-climate at 47 receptor locations in the vicinity of the Tower of Light. Its oval form minimises the mass flow of air diverted downwards and its porosity mitigates the wind flow as it hits the Tower further reducing the downwash effect.

The assessment was undertaken in accordance with the Lawson Criteria and concludes that in the worst-case scenario (winter) the proposal would have no impact on pedestrian comfort. The impact on pedestrian safety, at all receptor locations, has been assessed as being negligible.

In view of the above, it is considered that the proposals are considered to be in accordance with policies EN1, EN7, SP1 and DM1 of the Core Strategy for the City of Manchester and Section 8 of the National Planning Policy Framework.

(c) Noise and Vibration

The impact on 24 individual receptors including residential properties, office accommodation, hotel accommodation, the Bridgewater Hall and Manchester Central has been assessed. Whilst the principle of the proposed use is acceptable it could impact upon amenity within the area through noise generation from the associated plant and equipment and from wind passing through the tower.

An acoustic report outlines how the plant and equipment would be acoustically insulated to prevent unacceptable levels of noise breakout has been submitted in support of the application. Information on the potential for the tower to generate noise in certain wind strengths and directions has been submitted and advises that given the height and the type of construction the tower would not generate noise when wind passes through. However to ensure that this is the case a condition would be applied to the application to ensure that in the event that wind related noise is caused by the structure surrounding the flues the developer should take measures to rectify the problem.

The assessment advises that the construction of the heat network (when applying worst-case scenario assumptions) has the potential to give rise to significant negative effects. However, these effects would be temporary and very short term (maximum of 10 weeks per section). Nonetheless mitigation measures have been identified in the Interim Construction Management Plan and a final Construction Management Plan (CMP) would be required to be submitted by condition.

Limited working at night is proposed that would be limited to the assembly of the Tower of Light following its pre-fabrication off site. This would involve lifting two sections of the Tower into place each night for five nights. The noise associated with the operation of cranes has been concluded to be non-significant.

The conditions recommended by our Environmental Health Service would be applied to the application.

In view of the above, it is considered that the proposals are considered to be in accordance with policies SP1 and DM1 of the Core Strategy for the City of

Manchester and saved policy DC26 of the Unitary Development Plan and Section 8 of the National Planning Policy Framework.

(d) TV reception

A Television Reception Study has assessed that the impacts on the TV reception are only expected for receivers that are already experiencing losses due to obstructions between them and the transmitter and that under these circumstances, a weak reflection is unlikely to significantly impact reception quality. Given this mitigation measures could be required if interference is experienced.

A condition requiring a post-construction survey should be attached to any permission to check whether there has been an impact from the completed development and to ensure that any necessary mitigation measures are appropriately targeted.

In view of the above, it is considered that the proposals are considered to be in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester and Section 8 of the National Planning Policy Framework.

(e) Waste Management

As the energy centre is remotely monitored on a 24 hour basis and would not be permanently staffed it is not considered necessary to require a waste management plan. The Preliminary Construction Management Plan includes procedures for minimising and disposing waste. In view of the above, it is considered that the proposals are considered to be in accordance with policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

Full access and Inclusive Design

The staff that attend to the energy centre only visit the centre for maintenance purposes and must be trained operatives who are familiar with the industrial environment they will work in. The energy centre is remotely monitored on a 24 hour basis and would not be permanently staffed.

Given this a majority of Design for Access 2 is not proposed to be complied with. Where an operative has a disability, the work that they do would be risk assessed to enable them to complete the work safely with appropriate training. Incorporating specific measures in the industrial environment of the energy centre is not practical due to the technical nature of the installation.

The proposals would be accessible by a wide range of public transport.

Work is being undertaken to reallocate and ensure no loss of disabled parking bays as a result of this proposal.

The proposals would therefore be consistent with Policies SO1, SO5, SP1, CC4, CC5, CC10, T1 and DM1 of the Core Strategy for the City of Manchester and sections 4, 7 and 8 of the National Planning Policy Framework.

Glint and Glare

An integral part of the design of the tower is the ability to reflect solar and artificial light. Due to the especially close proximity of the tower to the Metrolink line and the close proximity to busy roads and residential and commercial accommodation a glint and glare assessment has been undertaken. This has been conducted against the United States Federal Aviation Administration solar glare limit for landing aircraft.

The assessment concludes that there would be no significant impacts on the Metrolink vehicles or heavy rail vehicles. Also that there would be no significant impact on drivers or pedestrians due to the limited level of perforation at lower levels.

Reflections and illumination are likely to be viewed from existing and proposed residential properties however, this is unlikely to be detrimental to visual amenity due to the City Centre context.

In view of the above, the proposals are consistent with policies SO1, SO5, SP1, CC5, CC10, T1 and DM1 of the Core Strategy and sections 4, 8 and 11 of the National Planning Policy Framework.

Crime and Disorder

The development would enliven the street scene and improve the local environment with high quality design. The application is supported by a Crime Impact Statement carried out by Greater Manchester Police.

The statement considered that the proposal is generally acceptable subject to the advice contained in the report being implemented.

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

Archaeological issues

Greater Manchester Archaeological Advisory Service have no objections to the application and have advised that the proposals are informed by comprehensive research and documentation and that GMAAS concur with the opinions and recommendations expressed during the EIA scoping exercise

Therefore in relation to the trench excavations required to install the Civic Quarter Heat Network, GMAAS recommend a condition to require the implementation of a programme of archaeological works to be undertaken in accordance with a written scheme of investigation that has been submitted to and approved in writing by the City Council as local planning authority before development commences.

In view of the above and subject to compliance with conditions the proposals would be consistent with Policy DC20 contained in the UDP and policy CC9 of the Core Strategy and Section 12 of the National Planning Policy Framework.

Ecology and Biodiversity

The application is supported by an Ecological Assessment, Tree Survey and Arboriculture Impact Assessment.

The Ecological Assessment advises that the application site isn't within or adjacent to any internationally or nationally significant designated sites for ecology and doesn't fall within a SSSI impact risk zone. The application site comprises brownfield land and is of limited biodiversity value.

The assessment also advises that:

- there are no features within the proposed energy centre site that comprise suitable bird nesting habitat;
- the trees within and adjacent to the heat network route offer very limited nesting habitat due to their young age;
- the railway arches that support the Metro-link which passes over the energy centre site are of negligible value to bats; and
- The car park for the Manchester Central Convention Centre is of negligible value.

The submitted assessment concludes that there will be no adverse effects to habitats and flora, birds or bats.

The Tree Survey and Arboriculture assessment confirms that there are 33 trees either within the application site or within influencing distance of the Proposed Development. This assessment confirms that the layout of the heat network has been carefully designed to ensure that none of these will be removed and their root systems will not be affected.

A condition would require an Arboricultural Method Statement to be submitted to the City Council for written approval prior to works commencing, to provide additional safeguards with respect to trees in Manchester Central Plaza and Oxford Court.

The informatives recommended by GMEU would be applied to the application.

In view of the above the proposals are considered to be consistent with policies SO6, SP1, DM1, EN9 and EN15 of the Core Strategy and Section 11 of the National Planning Policy Framework.

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 materials management plan and, following completion of site works, a verification report.

In view of the above, the proposals would be consistent with section 11 of the National Planning Policy Framework and policies SP1, DM1 and EN18 of the Core Strategy.

Flood Risk and Sustainable Urban Drainage

It is recommended that the conditions to require the submission, agreement and implementation of surface water drainage works and to require details of the implementation and continued maintenance and management of the sustainable drainage scheme are applied to the application.

Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposed development with the City's wider growth, regeneration and sustainability objectives, the development would, on balance, be consistent with Core Strategy policies SP1, DM1, SO6, EN14 and EN17 and sections 10 and 11 of the National Planning Policy Framework.

Consideration of alternative Locations

The site and the technology was selected prior to the preparation of the Environmental Impact Assessment so alternative locations and technologies were not assessed within the statement. However, alternative designs and layouts were considered. The statement concludes that the alternative options considered would result in the same or in some cases more adverse environmental effects as those assessed for the Proposed Development.

Consultee and Objectors' comments

It is considered that the majority of the grounds of objection have been addressed in the main body of this report. However, those that have not, or ones requiring further clarification, are dealt with below:

It should be noted that the proposal would not affect the pavement in front of Abbey House, access and/or ingress to West Mosley Street or the basement to Abbey House.

Construction hours would be controlled outside of the planning process, however the proposed construction hours would be assessed and agreed as part of the agreement of the required construction management plan.

Conclusion

The scheme would be consistent with a number of the GM Strategy's key growth priorities, delivering sustainable and lower cost energy to support the growing economy and population, within a major employment centre. It would therefore assist in the promotion of sustained economic growth within the City.

Careful consideration has been given to works proposed to the listed buildings. In these terms, it is considered that the proposals are can be consented consistently with the relevant tests set out in Section 12 of the National Planning Policy Framework.

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 Frameworks and Strategies, 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 & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Article 35 Declaration

In assessing the merits of an application officers will seek to work with the applicant in a positive and proactive manner to seeking solutions to problems arising in relation to dealing with the application. In the instance of the following applications this has included ongoing advice about the information required to be submitted to support the application and discussion of amendments to the proposals.

Application Reference: 118869/VO/2018

Recommendation MINDED TO APPROVE application reference 118869/VO/2018.
Subject to:

a) referral of Listed Building Consent application reference: 118869/VO/2018 to the Secretary of State;

and

b) the following conditions:

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:

To be added

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies S01, S02, S05, S06, SP1, CC1, CC4, CC5, CC8, CC9, CC10, T1, EN1, EN2, EN3, EN4, EN5, EN6, EN7, EN14, EN15, EN16, EN17, EN18, EN19 and DM1 of the Core Strategy, saved policies DC18.1, DC19.1, DC20 and DC26 of the Unitary Development Plan and Sections 1, 2, 4, 7, 8, 10, 11 and 12 of the National Planning Policy Framework.

3) The development hereby approved shall not commence unless and until a Final Construction Management Plan (CMP), including details of the following has been submitted to and approved in writing by the City Council as local planning authority (approval to be in consultation with Transport for Greater Manchester):

- details of dust monitoring;
- measures to control noise and vibration;
- construction working hours;
- complaints and consultation procedures;
- detailed method statements of construction and risk assessments;
- safe methods of working adjacent to the Metrolink Hazard Zone;
- the parking of vehicles of site operatives and visitors;
- the retention of 24hr unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);
- measures to control the emission of dust and dirt during construction;
- details of how vehicles will safely access / egress the site in a forward gear, including swept path assessment;
- a scheme for recycling/disposing of waste resulting from demolition and construction works; and
- an up-to-date dilapidation survey that shall include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the Energy Centre and heating network route.

The approved final CMP shall supersede the Preliminary Construction Management Plan provided at the time of the planning application and shall be adhered to throughout the construction period.

Reason: To ensure that the development is acceptable in the interests of the highway safety and the amenity of the locality; and to ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system. Further details can be found via the Metrolink Website at; <https://www.tfgm.com/public-transport/tram/working-safely>, pursuant to policies SO1, SO5, SP1, DM1, CC5, CC10, T1, EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to

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

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

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

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

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

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

Reason - To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution, pursuant to policies DM1 and EN18 of the Core Strategy and in line with paragraph 109 of the National Planning Policy Framework.

5) Before the development hereby approved commences an air quality impact assessment for the development shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution pursuant to policy EN16 of the Core Strategy.

6) Prior to the construction of the sections of the heat and power network shown on the approved drawings referenced D6777.002, D6777.003 and D6777.004 (as contained within the Arboricultural Impact Assessment) an Arboricultural Method Statement shall be submitted to and approved in writing by Manchester City Council. The AMS shall specify

- Methods for the implementation of sensitive and controlled trench excavation;
- Details of general precautions that should be exercised during the construction phase to minimise impact on retained trees;
- Temporary protection measures for the satisfactory retention of trees during the build phase; and
- A system of monitoring and compliance of contractor performance, materials and workmanship according to the AMS.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

7) No development consisting of the trench excavations required to install the heat network component of the development hereby approved shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with Written Schemes of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSIs shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - (a) a targeted archaeological watching brief
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.
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 saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and Paragraph 141 of the National Planning Policy Framework to record and advance understanding of the heritage interest impacted on by the development and to make information about the archaeological heritage interest publicly accessible.

8) Details of the materials to be used for the reinstatement of the areas of footpath, carriage way and all other land affected by the construction of the heat network,

which shall match the existing surface treatment shall be submitted to and approved in writing by the City Council as the local planning authority prior to the construction of the relevant phase of construction of the heat and power network commencing. Any works approved shall be implemented in full within two months, or as otherwise agreed in writing by the local planning authority, of the completion of each section/phase of the construction of the heat network.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes and in accordance with policies EN1, T1, CC10, EN1, EN3, CC9, DM1 and SP1; of the Core Strategy and saved policies DC18.1 and DC19.1; of the Unitary Development Plan for the City of Manchester.

9) Prior to the commencement of the construction of the energy centre a programme for the issue of samples and specifications of all materials to be used on all external elevations and the roof of the energy centre; the tower of light, the HV switch-room, the gas meter room, the thermal stores, the mezzanine gantry, the external staircases, the gates and fencing shall be submitted for approval in writing by the City Council, as Local Planning Authority. Samples and specifications of all materials detailed in the approved programme, to include jointing and fixing details and a strategy for quality control management, shall then be submitted and approved in writing by the City Council as local planning authority prior to any works relating to those items commencing on site and before any of the materials listed in the approved programme are utilised on the site. The development shall be constructed only using the approved materials and 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 EN3, CC9, SP1 and DM1 of the Core Strategy and saved policies DC18.1 and DC19.1 of the Unitary Development Plan.

10) Construction of the Energy Centre component of the development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details.

The scheme shall also include:

- Surface water drainage layout including discharge points, proposed attenuation and proposed overland flow routes for extreme events (up to a 1 in 100 year including climate change allowance).
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment. Provide at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area.
- Hydraulic calculations to support the drainage proposal.
- Details of how the scheme shall be maintained and managed after completion.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

11) The construction of the Energy Centre component of the development (including any works of demolition) shall not commence until further confirmation on access and parking for Metrolink maintenance vehicles and detail of the "Proposed Solutions" for inspection and access of Metrolink infrastructure as referenced in Section 2.2 of the document "Manchester Civic Quarter Heat Network (CQHN) Outline Energy Centre Access Strategy Document Reference: 50467-VE-EC-XX-MS-Z-3001 Issue No: P2" have been submitted to, and approved in writing by Manchester City Council (approval to be in consultation with Transport for Greater Manchester).

Reason: To ensure integrity of Metrolink infrastructure and safeguard future Metrolink operation pursuant to policies SO1, SO5, SP1, DM1, CC5, CC10, T1 and EN16 of the Core Strategy for the City of Manchester and Sections 4 and 11 of the National Planning Policy Framework.

12) The construction (including any works of demolition) of the Energy Centre component of the development shall not commence until a Final Fire Strategy document has been submitted to, and approved in writing by Manchester City Council (approval to be in consultation with Transport for Greater Manchester). For the avoidance of doubt the Fire Strategy document shall include detailed consideration of the measures to be deployed to ensure that a fire in the Energy Centre will not prevent the operation of the TfGM Metrolink network and the remote monitoring system to be installed to provide immediate notification to the Metrolink Network Management Centre of a fire in the Energy Centre.

Reason: To ensure integrity of Metrolink infrastructure and safeguard future Metrolink operation pursuant to policies SO1, SO5, SP1, DM1, CC5, CC10, T1 and EN16 of the Core Strategy for the City of Manchester and Sections 4 and 11 of the National Planning Policy Framework.

13) The construction (including any works of demolition) of the Energy Centre component of the development shall not commence until an EMC Control Plan (to demonstrate compliance of the project with the EMC Directive 2014/30/EU and its UK implementation (SI No. 1091:2016) has been submitted to, and approved in writing by Manchester City Council (approval to be in consultation with Transport for Greater Manchester).

Reason: In the interests of safeguarding Metrolink infrastructure pursuant to policies SO1, SO5, SP1, DM1, CC5, CC10, T1 and EN16 of the Core Strategy for the City of Manchester and Sections 4 and 11 of the National Planning Policy Framework.

14) The construction (including any works of demolition) of the Energy Centre component of the development shall not commence until an earthing electrode retention or replacement scheme has been submitted to, and approved in writing by Manchester City Council (approval to be in consultation with Transport for Greater Manchester).

Reason: In the interests of safeguarding Metrolink infrastructure pursuant to policies SO1, SO5, SP1, DM1, CC5, CC10, T1 and EN16 of the Core Strategy for the City of Manchester and Sections 4 and 11 of the National Planning Policy Framework.

15) Prior to the construction of the Energy Centre component of the development full details of how vehicles, including vehicles delivering large plant to the site will safely access/egress the site in a forward gear, including swept path assessment, and confirmation of the frequency of large plant deliveries shall be submitted to and approved in writing by the City Council as local planning authority. Vehicles shall only access/egress the site in accordance with the approved details.

Reason: To ensure that the development is acceptable in the interests of the highway safety and the amenity of the locality, pursuant to policies SO1, SO5, SP1, DM1, CC5, CC10, T1, EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007).

16) Full details of the external appearance and technical specification of the dry air coolers, supply/extract fans and ductwork shall then be submitted to and approved in writing by the City Council as local planning authority prior to the installation of these items. The development shall be constructed only using the approved materials and 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 EN3, CC9, SP1 and DM1 of the Core Strategy and saved policies DC18.1 and DC19.1 of the Unitary Development Plan.

17) Notwithstanding the information shown on the drawings hereby approved full details of all proposed externally mounted equipment shall be submitted to and approved in writing by the City Council as local planning authority prior to the installation of any externally mounted equipment. The equipment shall be installed and maintained only 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 EN3, CC9, SP1 and DM1 of the Core Strategy and saved policies DC18.1 and DC19.1 of the Unitary Development Plan.

18) No externally mounted equipment shall be operated on site unless and until 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; including plant, equipment and servicing that shall be selected and/or acoustically treated to secure an acceptable reduction in the level of noise emanating from the site has been submitted to and approved in writing by the City Council as local planning authority. All externally mounted equipment shall be operated only in accordance with the approved scheme for the duration of the use hereby approved.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site in order to comply with saved policy DC26; of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

19) A strategy for the external illumination of the principal façade of the energy centre (Lower Moseley Street / Great Bridgewater Street) and the internal / external illumination of the Tower of Light shall be submitted to and approved in writing by the local planning authority prior to the installation of any internal and/or external lighting. The lighting strategy shall include details of lighting fixtures, levels of luminance and arrangements for the management and maintenance of lighting installations. Details of how any complaints will be investigated and resolved shall also be presented. All external and internal lighting shall be implemented only in accordance with the approved details and shall be maintained in accordance with the strategy for the duration of the use. External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties.

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

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

Reason - To ensure a safe form of development which poses no unacceptable risk of pollution pursuant to policies DM1 and EN18 of the Core Strategy and in line with paragraph 109 of the National Planning Policy Framework.

21) Prior to the first operation of the energy centre a detailed scheme for the extraction of all fumes, vapours and odours from these premises shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented first operation of the energy centre and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with saved policy DC26; of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

22) In the event that Manchester City Council receives a complaint/complaints regarding identified television signal reception problems which, following completion of a post construction survey (a), is within the potential impact area and found to be demonstrably attributable to the development hereby approved details of mitigation measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above, shall be submitted to and approved in writing by Manchester City Council and said mitigation measures fully implemented within two months from the date of the approval of these mitigation measures.

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

23) Upon completion of the construction of the energy centre a signal siting assessment shall be undertaken with details of the assessment presented for the approval of Manchester City Council (in consultation with Transport for Greater Manchester).

Reason: In the interests of safeguarding Metrolink operations pursuant to policies SO1, SO5, SP1, DM1, CC5, CC10, T1 and EN16 of the Core Strategy for the City of Manchester and Sections 4 and 11 of the National Planning Policy Framework.

24) Once constructed, in the event that wind related noise is caused by the structure surrounding the flues the developer shall take measures to rectify the problem

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site in order to comply with saved policy DC26; of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

25) The Energy Centre component of the development shall be designed and constructed in accordance with the recommendations contained within sections 3.3 and 4 of the submitted Crime Impact Statement (15/12/2017 – URN:2013/0821/CIS/02) and to be Secured by Design Standards and shall only be carried out in accordance with these approved details.

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.

26) In this condition "retained tree" means all existing trees identified within the Arboricultural Impact Assessment prepared by Vital Energi; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the energy centre hereby approved.

- (a) No existing tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction) and British Standard 3998 (Recommendations for Tree Work) by a competent contractor.
- (b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

- (c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

Informatives

1) Whilst the development has been assessed as low risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

2) The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

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

- Monday - Friday: 07:30 – 18:00
- Saturday: 8.30 – 14:00
- Sunday / Bank holidays: No work

Noise to be kept to a minimum in the first hour. Any Night-time working/working outside of these hours will need to be discussed and agreed with Environmental Health via Contact Manchester (Tel. 0161 234 5004) prior to commencement of works of this nature.

4) The Environment Agency recommend that developers should:

- Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
- Refer to the [Environment Agency Guiding principles for land contamination](#) for the type of information that we required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors,

such as human health.

- Consider using the [National Quality Mark Scheme for Land Contamination Management](#) which involves the use of competent persons to ensure that land contamination risks are appropriately managed.
- Refer to the [contaminated land](#) pages on GOV.UK for more information.

5) The CLAIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, The Environment Agency should be contacted for advice at an early stage to avoid any delays.

It is recommended that developers refer to:

- the Position statement on the Definition of Waste: Development Industry Code of Practice and;
- The [Environmental regulations](#) page on GOV.UK.

6) Contaminated soil that is, or must be disposed of, is waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2017
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with relevant guidance and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

An updated desk study should be provided given the proposed planning application boundary shown on Vital Energi Drawing 50467-VE-SW-00-DR-A-XX01 Rev P7 is significantly larger than the area covered by the desk study dated September 2017 (Ref: 6394) provided in support of this planning application.

The applicant will be aware that the submerged canal at this location connects to the River Irwell, and the developer has a duty of care to ensure no pollution enters that watercourse.

7) The net rated thermal input capacity of the plant could exceed 50MWth and hence this would fall under the Large Combustion Plant provisions of the Environmental Permitting Regulations 2016 as amended and be regulated as a Part A(1) installation.

However, the gas connections secured for the site actually limits the thermal input to 40MWth. This physical limitation on capacity therefore means that under the Environmental Permitting Regulations 2016 as amended the plant is to be regulated as Medium Combustion Plant (MCP).

As such an Environmental Permit is required for the MCP. In accordance with current guidance from Defra, MCP not put into operation prior to December 2018 will be permitted by the Environment Agency.

The Environment Agency will need to assess the Air Quality Models used in the Environmental Statement, however we note that the statement shows there will not be a breach of Air Quality Standards in the AQMA as identified by Manchester City Council. However, without a full technical assessment carried out by us as part of a permit application we are unable to confirm if the plant would meet the definition of Best Available Techniques (BAT).

The Operator should therefore contact the Environment Agency to apply for the appropriate Environmental Permit, when in a position to do so.

8) Any works required to achieve a new widened access should be undertaken via a S278 agreement, to be funded by the applicant.

9) If appropriate, it is recommended that structural drawings and calculations for the temporary and permanent support works be submitted for checking (for a fee) to MCC Bridges/Structures Section in order to obtain an approval in principal.

10) Given the time length and scale of required works it is vital that the applicant continues to liaise with MCC Network Resilience regarding ongoing construction phases prior to and throughout the construction process. The applicant will be required to consider ongoing construction works and events within the city centre which may be impacted on by the heating network construction process and its associated diversion routes.

Application Reference: 118870/LO/2018

Recommendation APPROVE application reference 118870/LO/2018. Subject to the following conditions:

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:

The drawings referenced:

50467-VE-MH-B2-GA-M-5001 P2
50467-VE-MH-00-SI-M-XX01 P2
50467-VE-MH-B2-S-M-XX01 P1

all received by the City Council as local planning authority on 19th January 2018

Paragraphs 4.9 to 4.17 of the Heritage Statement prepared by Turley and received by the City Council as local planning authority on 19th January 2018

Sections 3, 4, 5, 6, 7 and 8 of the Design and Access Statement prepared by Vital Energi and received by the City Council as local planning authority on 19th January 2018

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies CC9, EN3, SP1 and DM1 of the Core Strategy, saved policy DC19.1 and Sections 7 and 12 of the National Planning Policy Framework.

In the event that the alterations hereby approved are no longer required they shall be removed from the building only in accordance with a method statement submitted to and approved in writing by the City Council as local planning authority prior to the removal of the works hereby approved. The removal shall be carried out only in accordance with the approved method statement and shall be completed within three months of the date of removal of the works hereby approved.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building in accordance with policies DM1, SP1, CC9 and EN3 of the Core Strategy for the City of Manchester and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

Application Reference: 118871/LO/2018

Recommendation APPROVE application reference 118871/LO/2018. Subject to the following conditions:

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:

The drawings referenced:

50467-VE-TE-00-SI-M-XX01 Rev P1
50467-VE-TE-00-S-M-XX01 Rev P1
50467-VE-TE-00-GA-M-5001 Rev P2

all received by the City Council as local planning authority on 19th January 2018

Paragraphs 4.9 to 4.17 of the Heritage Statement prepared by Turley and received by the City Council as local planning authority on 19th January 2018

Sections 3, 4, 5, 6, 7, 8 and 9 of the Design and Access Statement prepared by Vital Energi and received by the City Council as local planning authority on 19th January 2018

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies CC9, EN3, SP1 and DM1 of the Core Strategy, saved policy DC19.1 and Sections 7 and 12 of the National Planning Policy Framework.

3) In the event that the alterations hereby approved are no longer required they shall be removed from the building only in accordance with a method statement submitted to and approved in writing by the City Council as local planning authority prior to the removal of the works hereby approved. The removal shall be carried out only in accordance with the approved method statement and shall be completed within three months of the date of removal of the works hereby approved.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building in accordance with policies DM1, SP1, CC9 and EN3 of the Core Strategy for the City of Manchester and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

Application Reference: 118872/LO/2018

Recommendation APPROVE application reference 118872/LO/2018. Subject to the following conditions:

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:

The drawings referenced:

50467-VE-AG-B1-GA-M-5601 Rev P2
50467-VE-AG-B1-S-M-5601 Rev P1
50467-VE-AG-00-SI-M-XX01 Rev P2

all received by the City Council as local planning authority on 19th January 2018

Paragraphs 4.9 and 4.11 to 4.18 of the Heritage Statement prepared by Turley and received by the City Council as local planning authority on 19th January 2018

Sections 3, 4, 5.3, 6, 7, 8 and 9 of the Design and Access Statement prepared by Vital Energi and received by the City Council as local planning authority on 19th January 2018

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies CC9, EN3, SP1 and DM1 of the Core Strategy, saved policy DC19.1 and Sections 7 and 12 of the National Planning Policy Framework.

3) In the event that the alterations hereby approved are no longer required they shall be removed from the building only in accordance with a method statement submitted to and approved in writing by the City Council as local planning authority prior to the removal of the works hereby approved. The removal shall be carried out only in accordance with the approved method statement and shall be completed within three months of the date of removal of the works hereby approved.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building in accordance with policies DM1, SP1, CC9 and EN3 of the Core Strategy for the City of Manchester and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

Application Reference: 118873/LO/2018

Recommendation APPROVE application reference 118873/LO/2018. Subject to the following conditions:

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:

The drawings referenced:

50467-VE-TE-00-SI-M-XX01 Rev P1
50467-VE-TE-00-S-M-XX01 Rev P1
50467-VE-TE-00-GA-M-5001 Rev P2

all received by the City Council as local planning authority on 19th January 2018

Paragraphs 4.9 to 4.17 of the Heritage Statement prepared by Turley and received by the City Council as local planning authority on 19th January 2018

Sections 3, 4, 5, 6, 7, 8 and 9 of the Design and Access Statement prepared by Vital Energi and received by the City Council as local planning authority on 19th January 2018

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies CC9, EN3, SP1 and DM1 of the Core Strategy, saved policy DC19.1 and Sections 7 and 12 of the National Planning Policy Framework.

3) In the event that the alterations hereby approved are no longer required they shall be removed from the building only in accordance with a method statement submitted to and approved in writing by the City Council as local planning authority prior to the removal of the works hereby approved. The removal shall be carried out only in accordance with the approved method statement and shall be completed within three months of the date of removal of the works hereby approved.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building in accordance with policies DM1, SP1, CC9 and EN3 of the Core Strategy for the City of Manchester and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

Application Reference: 118874/LO/2018

Recommendation APPROVE application reference 118874/LO/2018. Subject to the following conditions:

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:

The drawings referenced:

50467-VE-MC-00-SI-M-XX01 P2
50467-VE-MC-B1-GA-M-5001 P6

50467-VE-MC-B1-S-M-3001 P2
50467-VE-MC-XX-GA-M-5601 P3
50467-VE-MC-XX-GA-M-5602 P3
50467-VE-MC-XX-S-M-5601 P3

all received by the City Council as local planning authority on 19th January 2018

Paragraphs 4.10 to 4.26 of the Heritage Statement prepared by Turley and received by the City Council as local planning authority on 19th January 2018

Sections 3, 4, 5, 6, 7 and 8 of the Design and Access Statement prepared by Vital Energi and received by the City Council as local planning authority on 19th January 2018

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies CC9, EN3, SP1 and DM1 of the Core Strategy, saved policy DC19.1 and Sections 7 and 12 of the National Planning Policy Framework.

3) In the event that the alterations hereby approved are no longer required they shall be removed from the building only in accordance with a method statement submitted to and approved in writing by the City Council as local planning authority prior to the removal of the works hereby approved. The removal shall be carried out only in accordance with the approved method statement and shall be completed within three months of the date of removal of the works hereby approved.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building in accordance with policies DM1, SP1, CC9 and EN3 of the Core Strategy for the City of Manchester and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 118869/VO/2018 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
Corporate Property
MCC Flood Risk Management
Strategic Development Team
City Centre Regeneration

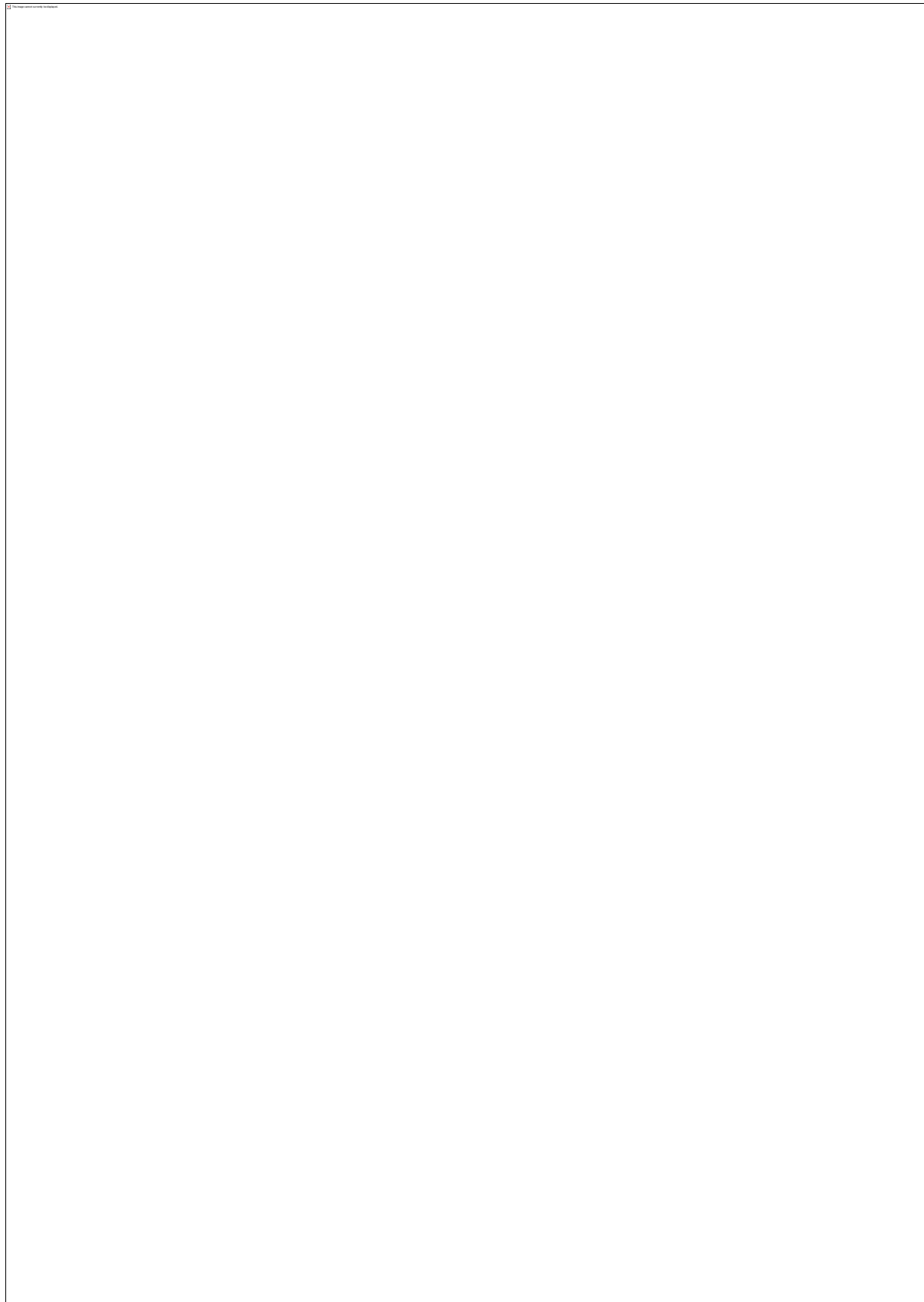
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Canal & River Trust
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Wildlife Trust
Greater Manchester Geological Unit
Natural England
Network Rail
National Planning Casework Unit
Property Alliance Group Ltd
Ask Real Estate Ltd

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:

Walsingham Planning, Bourne House, Cores End Road, Bourne End, SL8 5AR

Relevant Contact Officer : Emily Booth
Telephone number : 0161 234 4193
Email : e.booth@manchester.gov.uk



 Application site boundary  Neighbour notification
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