



Planning and Highways Committee

Date: Thursday, 13 December 2018

Time: 2.00 pm

Venue: Council Chamber - Manchester City Council

Everyone is welcome to attend this committee meeting.

Access to the Council Chamber

Public access to the Council Chamber is on Level 2 of the Town Hall Extension, using the lift or stairs in the lobby of the Mount Street entrance to the Extension. That lobby can also be reached from the St. Peter's Square entrance and from Library Walk. **There is no public access from the Lloyd Street entrances of the Extension.**

Filming and broadcast of the meeting

Meetings of the Planning and Highways Committee are 'webcast'. These meetings are filmed and broadcast live on the Internet. If you attend this meeting you should be aware that you might be filmed and included in that transmission.

Membership of the Planning and Highways Committee

Councillors

Ellison (Chair), Nasrin Ali, Shaukat Ali, Clay, Curley, Dar, Kamal, Kirkpatrick, J Lovecy, J C Lyons, Madeleine Monaghan, Watson, White and J Wilson

Agenda

1. Urgent Business

To consider any items which the Chair has agreed to have submitted as urgent.

2. Appeals

To consider any appeals from the public against refusal to allow inspection of background documents and/or the inclusion of items in the confidential part of the agenda.

3. Interests

To allow Members an opportunity to [a] declare any personal, prejudicial or disclosable pecuniary interests they might have in any items which appear on this agenda; and [b] record any items from which they are precluded from voting as a result of Council Tax/Council rent arrears; [c] the existence and nature of party whipping arrangements in respect of any item to be considered at this meeting. Members with a personal interest should declare that at the start of the item under consideration. If Members also have a prejudicial or disclosable pecuniary interest they must withdraw from the meeting during the consideration of the item.

4. Minutes

To approve as a correct record the minutes of the meeting held on 15 November 2018.

7 - 14

5. 121270/OO/2018 - Land To The North-east And South-west Of Enterprise Way; Bounded By Ringway Road West To The South; And Thaxted Walk, Roxholme Walk, The Rear Of 27-67 Lincombe Road And 2-8 Dentdale Walk To The North

The report of the Head of Planning, Building Control and Licensing is attached.

Woodhouse Park
15 - 60

6. 121323/FO/2018 - Land Bounded By Enterprise Way To The North And West And The M56 To The South Manchester

The report of the Head of Planning, Building Control and Licensing is attached.

Woodhouse Park
61 - 100

7. 121695/FO/2018 - 21 Didsbury Park Manchester M20 5LH

The report of the Head of Planning, Building Control and Licensing is attached.

Didsbury East
101 - 124

8. 120314/FU/2018 - 456 Wilbraham Road Manchester M21 0AG

The report of the Head of Planning, Building Control and Licensing is attached.

Chorlton
125 - 136

9. 121487/FO/2018 - Land To The Rear Of The Students Union Including The Car Park And Higher Chatham Street Manchester

The report of the Head of Planning, Building Control and

Hulme
137 - 168

Licensing is attached.

- | | |
|---|--------------------------------|
| 10. 121462/FO/2018 - Plot 9A First Street Medlock Street Manchester | Deansgate
169 - 228 |
| The report of the Head of Planning, Building Control and Licensing is attached. | |
| 11. 120635/FO/2018 - Hotspur Press 2 Gloucester Street Manchester M1 5QR | Deansgate
229 - 290 |
| The report of the Head of Planning, Building Control and Licensing is attached. | |
| 12. 121511/FO/2018 - Land Bounded By Water Street And The Victoria And Albert Marriott Hotel To The West, The Grade II Listed Bonded Warehouse & Railway Viaducts To The South, Atherton Street & Old Granada Studios To The East And Quay Street To The North | Deansgate
291 - 334 |
| The report of the Head of Planning, Building Control and Licensing is attached. | |
| 13. 121014/FO/2018 & 121015/LO/2018 - 12 - 16 Piccadilly Manchester M1 3AN | Piccadilly
335 - 400 |
| The report of the Head of Planning, Building Control and Licensing is attached. | |
| 14. 121647/FO/2018 - 1 - 4 Sagar Street Manchester M8 8EU | Cheetham
401 - 416 |
| The report of the Head of Planning, Building Control and Licensing is attached. | |
| 15. 121085/FO/2018 - Land To The Rear Of Crumpsall Constitutional Club Linn Street Manchester M8 5SN | Crumpsall
417 - 444 |
| The report of the Head of Planning, Building Control and Licensing is attached. | |

Meeting Procedure

The meeting (and any site visits arising from the meeting) will be conducted in accordance with the relevant provisions of the Council's Constitution, including Part 6 - Section B "Planning Protocol for Members". A copy of the Constitution is available from the Council's website at https://secure.manchester.gov.uk/downloads/download/4030/the_constitution.

At the beginning of the meeting the Chair will state if there any applications which the Chair is proposing should not be considered. This may be in response to a request by the applicant for the application to be deferred, or from officers wishing to have further discussions, or requests for a site visit. The Committee will decide whether to agree to the deferral. If deferred, an application will not be considered any further.

The Chair will explain to members of the public how the meeting will be conducted, as follows:

1. The Planning Officer will advise the meeting of any late representations that have been received since the report was written.
2. The officer will state at this stage if the recommendation of the Head of Planning in the printed report has changed.
3. ONE objector will be allowed to speak for up to 4 minutes. If a number of objectors wish to make representations on the same item, the Chair will invite them to nominate a spokesperson.
4. The Applicant, Agent or their representative will be allowed to speak for up to 4 minutes.
5. Members of the Council not on the Planning and Highways Committee will be able to speak for up to 4 minutes.
6. Members of the Planning and Highways Committee will be able to question the planning officer and respond to issues that have been raised. The representative of the Highways Services or the City Solicitor as appropriate may also respond to comments made.

Only members of the Planning and Highways Committee may ask questions relevant to the application of the officers. All other interested parties make statements only. The Committee having heard all the contributions will determine the application. The Committee's decision will in most cases be taken under delegated powers and will therefore be a final decision.

If the Committee decides it is minded to refuse an application, they must request the Head of Planning to consider its reasons for refusal and report back to the next meeting as to whether there were relevant planning considerations that could reasonably sustain a decision to be minded to refuse.

Information about the Committee

The Council has delegated to the Planning and Highways Committee authority to determine planning applications, however, in exceptional circumstances the Committee may decide not to exercise its delegation in relation to a specific application but to make recommendations to the full Council.

It is the Council's policy to consult people as fully as possible before making decisions that affect them. Members of the public do not have a right to speak at meetings but the Committee will usually allow applicants and objectors to address them for up to four minutes. If you have a special interest in an item on the agenda and want to speak, tell the Committee Officer, who will pass on your request to the Chair. Groups of people will usually be asked to nominate a spokesperson.

The Council is concerned to ensure that its meetings are as open as possible and confidential business is kept to the strict minimum. When confidential items are involved these are considered at the end of the meeting at which point members of the public are asked to leave.

Joanne Roney OBE
Chief Executive
Level 3, Town Hall Extension,
Albert Square,
Manchester, M60 2LA

Further Information

For help, advice and information about this meeting please contact the Committee Officer:

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This agenda was issued on **Wednesday, 5 December 2018** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Mount Street Elevation), Manchester M60 2LA

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Planning and Highways Committee

Minutes of the meeting held on 15 November 2018

Present: Councillor Ellison (Chair).

Councillors: Nasrin Ali, Shaukat Ali, Clay, Curley, Y. Dar, Lovecy, Lyons, White and Watson.

Apologies: Councillors Strong, Kamal and Kirkpatrick.

Also present: Councillor Kilpatrick.

PH/18/93 Minutes

To approve the minutes of the meeting held on 18 October 2018 as a correct record.

Decision

To approve the minutes of the meeting held on 18 October 2018 as a correct record.

PH/18/94 119731/FO/2018 - Cheshire Cheese PH & Vacant Land (Formerly Nos 32-38) Oldham Road Manchester M4 5FE

Planning application 119731/FO/2018 for the erection of 7 storey building to form 38 apartments and ground floor retail unit (Class A1) together with associated car and cycle parking following demolition of existing building was received.

The application site relates to land situated at the corner of Oldham Road and Cornell Street which is presently occupied by a vacant, two storey public house (Cheshire Cheese) and a neighbouring area of hard-standing, which includes a steel storage container.

The applicant's agent spoke to the Committee in support of the proposals, and said that the site has been in the development process for some time, and planning permission had previously been granted but lapsed due to the recession. The building is in a very poor state, to the point that access is prohibited. The scheme has been amended after discussion with officers and several conditions have been agreed in advance. He added that the applicant was committed to delivering a high quality scheme that would enhance the immediate area.

The Committee asked for clarification as to the construction management plan and how current residents would be protected from dust etc., and officers confirmed that there was a specific condition that specified prior to the commencement of development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Dust suppression measures;
- Compound locations where relevant;

- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

Officers also confirmed that the development will only be carried out in accordance with the approved construction management plan.

The Committee expressed concern at the very narrow margin of profitability, and asked if a condition could be added so that if the profit margin increased, a S106 contribution could be sought in the future for improvements to the street scene, as there was very little green space in the vicinity of the site. Officers clarified that the profit margins were so low, it would not be appropriate for such a condition to be imposed. The Head of Planning, Building Control and Licensing informed the Committee that she was aware the area in general and particularly the Oldham Road/Great Ancoats Street junction was being looked at with a view to enhancing the environment including the potential for street planting.

The Committee also expressed concern at the low level of disabled parking provision, and the lack of storage facilities for mobility scooters. Officers confirmed that they would discuss these issues with the applicant and his agent, so that the maximum possible accessibility provision could be made.

With regard to the heritage value of the building, officers confirmed that it was in a poor state and that the proposed development would enhance the conservation area rather than have a negative impact.

The Committee concluded that the development will provide a high quality frontage to a main arterial route into the city centre and responds positively to the character, scale, massing and varying height of adjoining buildings, strengthening the urban grid which defines the area.

The Committee accepted that there will be minimal or any significant harmful impact upon either residential amenity or the operation of the highway and as a consequence, the proposed development can be satisfactorily accommodated at the site and will integrate effectively into the host streetscape. As such, the proposed development accords with all relevant local policy and national guidance.

Decision

To approve the application subject to the conditions and reasons in the report and the late representations.

PH/18/95 120635/FO/2018 - Hotspur Press 2 Gloucester Street Manchester M1 5QR

This item was withdrawn prior to the meeting.

PH/18/96 121184/FO/2018 - 107 Manchester Road Chorlton Manchester M21 9GA

Planning application 121184/FO/2018 for the use of the property as a licensed cafe/bar Class A3/A4 including expansion of internal public area, relocation of kitchen and provision of ventilation, extraction and waste management equipment/facilities was received.

The application site is a ground floor unit, with basement below, situated within a two/three storey terrace located on the western side of Manchester Road. Planning permission ref: 114208/TMCOU/2016 was granted on 14th October 2016 for a temporary change of use from A1 (shop) to A3 (cafe/restaurant), for a two year period commencing 20th October 2016. The use was implemented by the applicant and has been trading continuously as Henry C since. Whilst the temporary consent has now lapsed it should be noted that the current application was validated on 12th September 2018, prior to the lapse. The applicant is proposing to continue the existing Class A3, but also wishes to operate as a Class A4 bar in the later evening, which this permission would allow the flexibility within the two uses.

Officers confirmed that further to the late representation, the applicant has indicated that they are happy to accommodate level access to the premises, which will be subject to an additional condition.

The applicant's agent spoke in support of the proposals, and explained that the applicant has been trading for over 2 years at the site with no complaints or issues, which has been confirmed by Environmental Health. The proposals also have the support of Councillor Hacking who has confirmed that Ward Councillors have not received any reports of issues.

The agent also confirmed that they would happily agree to conditions designed to mitigate any problems or issues that might arise in the future.

The Committee asked for clarification as to the mitigation for the additional extract fan that would be installed as part of the proposals, and officers confirmed that this would be managed by way of conditions requiring information about the specification of the fans and acoustic insulation. Any changes needed would be carried out within 6 months of the grant of consent.

The Committee concluded that the proposed development will make a positive impact in terms of being an employment generator that would maintain an existing business within the Chorlton District Centre. The proposals are not considered to give rise to unacceptable impacts in terms of residential amenity or visual amenity of the area and therefore accord with the principles of Core Strategy policies SP1, C6, C10, and DM1 and saved UDP policies DC10 and DC26.

Decision

To approve the application subject to the conditions and reasons in the report and the late representation, in particular the amendments to conditions 4, 6 and 8.

PH/18/97 121390/FO/2018 - 19 Elm Road Manchester M20 6XD

Planning application 121390/FO/2018 for the erection of a three storey dwellinghouse with basement and associated landscaping and car parking was received. The application site is part of the garden area within the curtilage of no.19 Elm Road, a detached Arts and Crafts style house situated on the north side of Elm Road near to the junction with Parkfield Road South in the Didsbury West ward. The site and surrounding area fall within the Blackburn Park Conservation Area (designated 1976).

The garden fronts Elm Road and the proposed house would be accessed through the creation of a new driveway opening to Elm Road through an existing high level hedge. The development plot extends to c. 680m² and the proposal is for 1no. detached 5 bedroom 3-storey dwelling of a contemporary design with gardens and parking. The property would sit behind an attractive Copper Beech tree to be retained. The existing property at No. 19 Elm Road would still retain a sizeable garden to the front, side and rear.

The application is accompanied by a Planning Statement which demonstrates how the design has evolved with reference to the surrounding historic context, having regards to the Historic England publication 'Conservation Principles, Policies and Guidance.'

A member of the Blackburn Park Conservation Society spoke in objection to the proposals, saying the proposals would cause significant harm to the conservation area. He said that there had been a failure to consider the impact on the openness and green space in the area, and the development is contrary to these aims and to policies DC18 and EN3.

He added that the design of the building was completely inappropriate to the setting of the neighbouring buildings, and would drastically reduce the amenity space at the current house at 19 Elm Road. He said that it would destroy the current arrangement of the houses at this point in the road, and would be a dangerous precedent to further damage to the conservation area. He added that the design was ugly, with too much glazing to the sides and the front, and an unsympathetic and harmful form of development for which there was no justification. He said that they did not agree with the principle of development as stated in the report and expressed surprise that the report recommended approval. He said that the Committee could not make a decision regarding the level of harm that would result unless they actively stood outside 19 Elm Road, and proposed an adjournment to facilitate a site visit.

The applicant spoke to the Committee and explained that the proposals were to provide a suitable dwelling for the needs of their family, now and in the future. They currently occupy the existing dwelling at 19 Elm Road, and have lived there for the last 14 years. She explained that they had spent a lot of time on the plans, and had developed the current proposals in consultation with planning officers, and were conscious of the constraints of the conservation area. She pointed out that there was a wide diversity in the styles of houses in the area, and as they chose not to adopt a pastiche design it has led to a contemporary approach. They understand that this

approach would attract differing views, but were confident that the design was elegant and would fit in with the conservation area.

They had also consulted specialists, and were confident that the copper beech tree and many other trees within the site would not be affected by the building or the associated works. She said that the space relationship between the house and garden was in keeping with many other properties on Elm Road. The house would be built with very high quality materials, and would incorporate a high level of sustainability. The applicant said that she firmly believed that once completed the house would be a positive addition to Elm Road rather than negatively impacting the conservation area.

Councillor Kilpatrick spoke in support of the Blackburn Park Conservation Society representative and the resident objectors. He said that he felt there was a strong case for deferral, as the detailed comments from the Conservation Society had been circulated at a late stage, and questioned whether the Committee had been given sufficient time to consider them. He added that the Ward Plan was clear about celebrating and preserving the trees in the area, and that there was a commitment to replacing any trees lost during development like for like. He said that this development would involve the felling of 7 trees with only 6 being replaced, which contravened the Ward Plan. Councillor Kilpatrick also asked that the matter be deferred for a site visit.

Officers confirmed that the detailed comments from the Conservation Society had not been available when the agenda and report had been published, but had been received subsequently. The comments had been circulated and made available as soon as it was possible to do so. Officers also confirmed that the site was not able to accommodate more than 6 replacement trees, but that the applicant had offered to provide additional tree planting on the highway if necessary.

The Head of Planning, Building Control and Licensing also confirmed that the application had been thoroughly assessed and had gone through a full consultation period; a deferral on the basis of the late comments from Blackburn Park Conservation Society was not recommended.

The Committee expressed concern that when considering an application for development in a conservation area, they must consider the impact and possible degradation of that conservation area, and whether a local precedent of development would be set.

Officers confirmed that the current property had an exceptionally large garden, even given the propensity of large gardens in the area, and that the proposals would result in 2 properties with gardens of a similar size to others on the road. Officers also commented that conservation areas were not static and that development could take place that was sympathetic and appropriate.

With regard to setting a precedent, officers said that any approval of the current proposal should not be taken as an acceptance in principle of development on other garden plots which must be assessed on their site-specific individual merits. Officers also explained that the design of the proposals, while contemporary did echo the

design of the other properties in the area, and example being the use of white brick rather than render to the upper elevations of the proposed development.

The Committee considered the request from the Conservation Society and Councillor Kilpatrick for a site visit, but concluded that the information contained in the report was sufficient for them to make a determination without the need for a deferral.

After considering all of the representations, the Committee concluded that the proposal is for a single family dwelling of 5-bedrooms which is considered to be appropriate and acceptable at this location. The design of the dwelling has paid sensitive regard to the context and setting of the Blackburn Park Conservation Area.

Decision

To be minded to approve the application subject to the conditions and reasons in the report and the late representation, and an additional condition regarding planting of trees off-site, the wording of which to be delegated to the Head of Planning, Building Control and Licencing in consultation with the Chair of the Planning Committee.

PH/18/98 120665/FO/2018 - 391 Palatine Road Manchester M22 4JS

Planning application 120665/FO/2018 for the erection of a part three to five storey building comprising of a ground floor commercial units for Class A1/A2 and 6 x 1 bedroom apartment, 6 x 2 bedroom apartments (12 in total), together with associated landscaping and car parking.

This application was deferred at the October meeting of the Planning and Highways Committee in order to allow the applicant to submit a daylight and sunlight analysis.

The applicant has submitted an Energy Conservation and Management Statement to illustrate how the development will comply with Council's policy on sustainability, as detailed in the Late Representation.

The applicant spoke to the Committee and said that prior to their involvement in the site, he was aware that there had been issues that had caused concerns locally, but since they became involved these had now been resolved.

The Committee welcomed the fact that the applicant had agreed to contribute to street tree planting. The Committee also welcomed the development as bringing back into use a derelict site. They did express a degree of concern about the car parking provision, but overall concluded that this proposal represents an opportunity to create a new focal point in a prominent location along Palatine Road and attract further investment into the district centre. The proposal would allow for the development of a high quality building which would add to the vitality of the district centre and increase the range of accommodation and services within a highly sustainable location.

Decision

To approve the application subject to the conditions and reasons in the report and the late representation, in particular the amended conditions 2 and 20 and an additional condition 21.

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Application Number	Date of Appln	Committee Date	Ward
121270/OO/2018	14th Sep 2018	13 th December 2018	Woodhouse Park Ward

Proposal Outline application with all matters to be considered for development comprising: The erection of a 6 storey building comprising 26,803 sqm gross office floorspace (use class B1(a)) and erection of a 6 storey multi-storey car park to provide 1,147 parking spaces, landscaping and public realm, with vehicular access onto Enterprise Way and associated works (Phase 1); and, Outline application with all matters reserved for 39,673 sq. m gross office space (use class B1(a)) and associated car parking (maximum 832 spaces) (Phases 2 and 3)

Location Land To The North-east And South-west Of Enterprise Way; Bounded By Ringway Road West To The South; And Thaxted Walk, Roxholme Walk, The Rear Of 27-67 Lincombe Road And 2-8 Dentdale Walk To The North, Manchester

Applicant Airport City LP, C/o Agent

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

Background

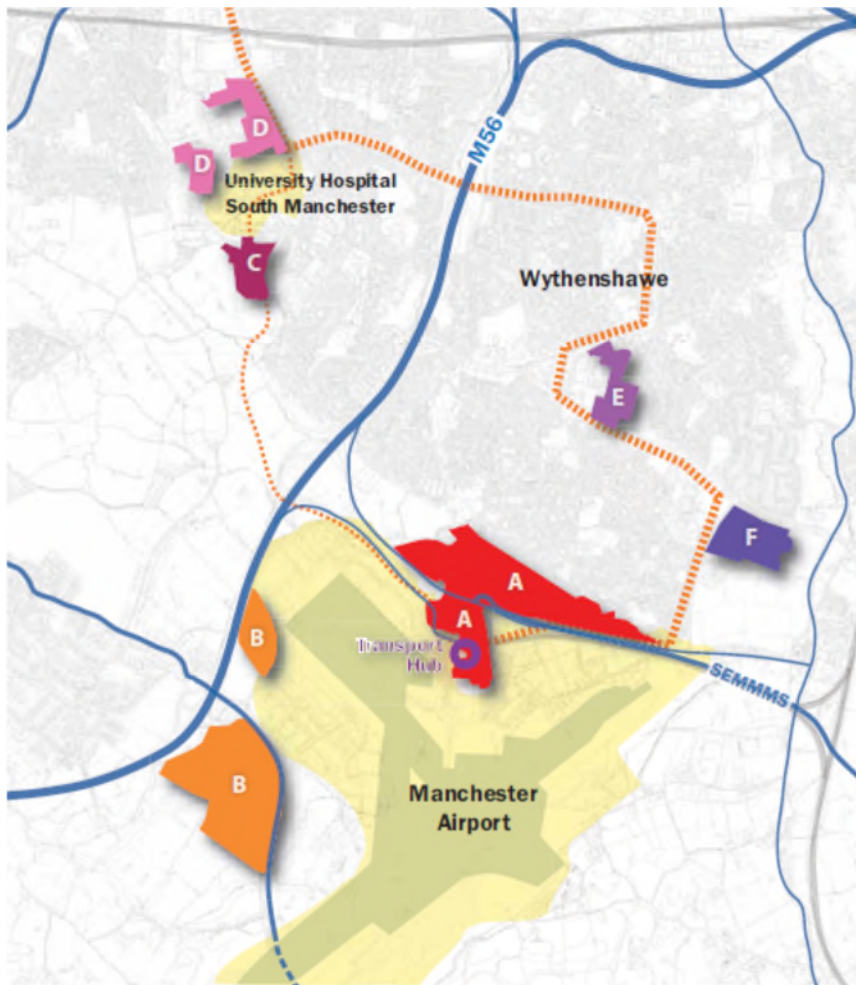
Following the designation of the Airport City Enterprise Zone (EZ) in March 2011, an Enterprise Zone Framework Plan was adopted to provide a clear vision for development across the EZ. This Framework was approved by the Council's Executive on 24th October 2012 and forms a material consideration in decisions the Council makes as local planning authority within the EZ.

The EZ sites provide some 116 hectares of developable or re-developable land that offer the scale and significance to become a principal strategic economic and employment driver for the wider Greater Manchester area. The EZ consists of a series of linked sites focussed around Manchester Airport, University Hospital of South Manchester (UHSM) and Wythenshawe Town Centre. These sites were chosen on the basis that they aligned with existing planning and regeneration frameworks, they would deliver jobs and they provided unique propositions that would exploit the economic potential of the location.

The EZ is intentionally restricted to employment areas. However, all of the sites are located within a broader residential and mixed-use area that contains much of the potential workforce for EZ businesses. The framework therefore anticipated the effect of these sites would be the revitalisation of Wythenshawe with the accompanying broad socio-economic regeneration benefits.

Following on from the EZ designation and the production of the framework an outline planning permission was granted in February 2013 for the wider Airport City North area for the development of office space, light and general industrial space, hotels and ancillary retail and other commercial accommodation, associated parking and

public realm works (planning ref.100831/OO/2012/S2). Whilst this permission lapsed in February 2018 it established the principle of developing high quality office uses and associated infrastructure on the current application site and surrounding sites.



A. Airport City North

Plan of Enterprise Zone sites and location of Airport City North (identified in red with an A)

Description of site

The application site is located in Woodhouse Park on land to the north of Manchester Airport and Ringway Road West and to the south of the residential areas of Wythenshawe. The site is currently partially cleared and partially in use as car parking (with a permeable surface) but does contain areas of broadleaved woodland plantation within the central and southern areas. A tributary of Baguley Brook runs diagonally across the site for approximately 600 m, from the southern boundary to the north-western boundary, the topography across the site is generally level. Enterprise Way (a new link road opened in November 2017) runs through the site and forms the northern and eastern boundary to the southern part of the site and the western boundary to the northern part of the site identified for future surface car parking which is bordered by residential properties along Lincombe Road and Gorston Walk to the north and commercial buildings to the south.



Aerial photo looking south west over the main part of the application site with Enterprise Way in the foreground

The M56 Spur and Ringway Road West forms the southern boundary, beyond which lies Manchester Airport's operational area, including the Airport's terminal buildings and ground transport interchange (GTI) that provides connecting services for national, regional and local rail and bus services and Metrolink. The area is also served by a network of pedestrian and bicycle trails to surrounding neighbourhoods. These sustainable connections are to be further improved by the installation of a pedestrian and cycle-bridge across the M56 motorway spur approved in May 2017. The bridge forms part of a publicly accessible route from Wythenshawe, through Airport City North, to the Airport's transport interchange and terminal buildings, providing a more direct, easier and safer link for cyclists and pedestrians.

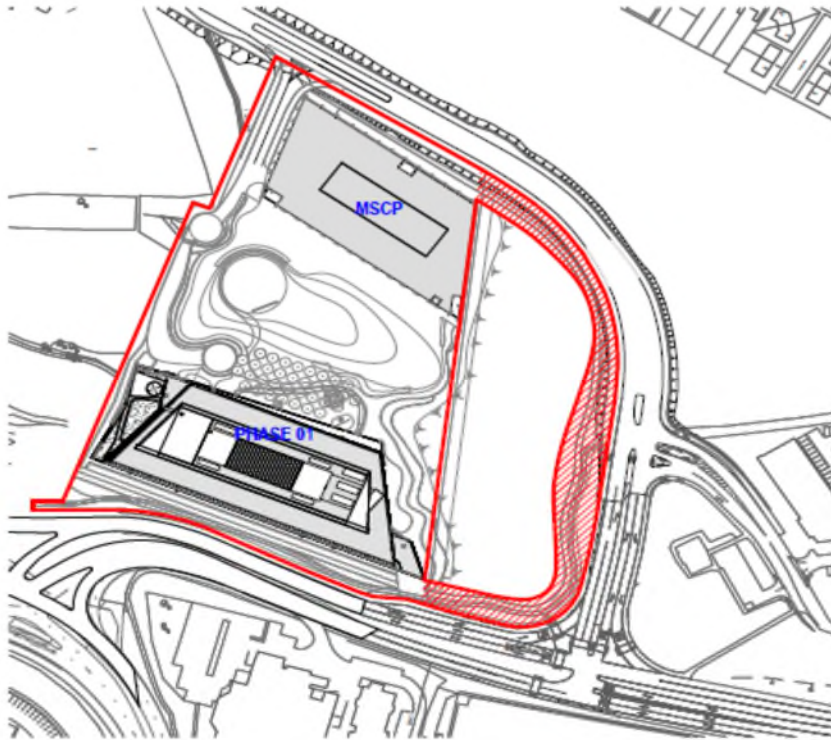
The remainder of the Airport City North area bounds the site to the west, a further report on an application submitted for this area appears elsewhere on this Committee's agenda (planning reference 121323/FO/2018).

Description of proposals

The application proposals have been submitted as a phased proposal with full details submitted for consideration of: the erection of an office building and multi-storey car park, landscaping and public realm, access arrangements onto Enterprise Way and associated works (Phase 1); and part of the proposals submitted in outline (with all matters reserved for future consideration) for further office space and associated car parking (maximum 832 spaces) (Phases 2 and 3). The detailed proposals are set out below.

Phase 1 – This phase of development includes a five-storey building located to the south of the application site along Ringway Road West, accommodating 26,803 sq. m of office floorspace, and a six storey multi storey car park (1,147 spaces) to the north of the office building and to the south of Enterprise Way. The proposed finished levels of the office building have taken into consideration the local water course, Enterprise Way levels and drainage discharge. The office building is positioned on site with the long elevations facing north / south, the main southern face of the

building has been designed to shade the façade from glare & heat gain and incorporates an external mesh finish to achieve this. Plant equipment to serve the building is located at roof level and is to be fully screened plant enclosure. The proposed landscaping scheme for this phase of development incorporates a full perimeter feature hedge, the planting of an orchard, external landscape space for future employees and the proposed diverted public right of way which whilst lying outside of the secure boundary to the development has been designed to provide an attractive pedestrian route. In addition, a central wildflower meadow with integrated natural 'auditorium space' is proposed that has also been designed to accommodate the emergency surface water storage when required.



Phase 1 layout

The facades to both the multi storey car park and the office building are proposed to be similar in appearance. The office building utilises a mix of patinated expanded mesh and solid steel patinated sheets dependant on the use behind i.e. mesh to the occupied offices, solid to the service yard. The multi storey car park is proposed to be clad in patinated steel mesh (allowing for cross ventilation of the parking levels) fixed directly back to the supporting structure. The structure behind is envisaged to be painted to tie into the landscaping.

Servicing and vehicular access to the site and multi storey car park will be from one access point directly from the recently constructed Enterprise Way road.

In addition to the above the development includes for infrastructure works to divert and culvert a watercourse and tributary to Baguely Brook to facilitate the development of the site.



Phase 1 Office building as viewed from Ringway Road West

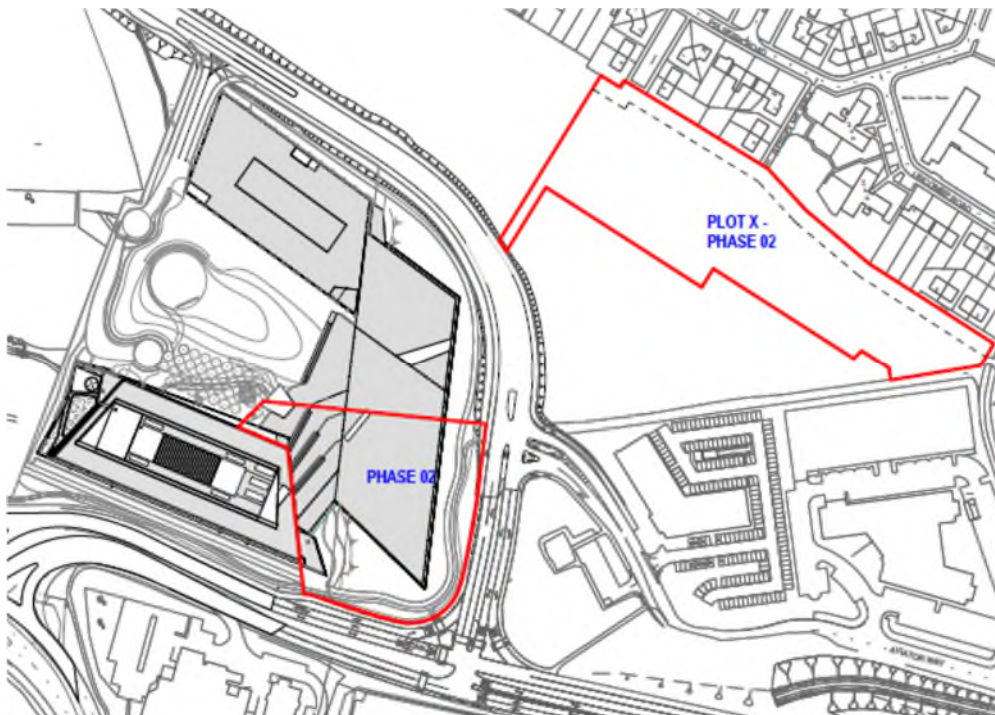


Phase 1 Multi Storey Car Park as viewed from Enterprise Way

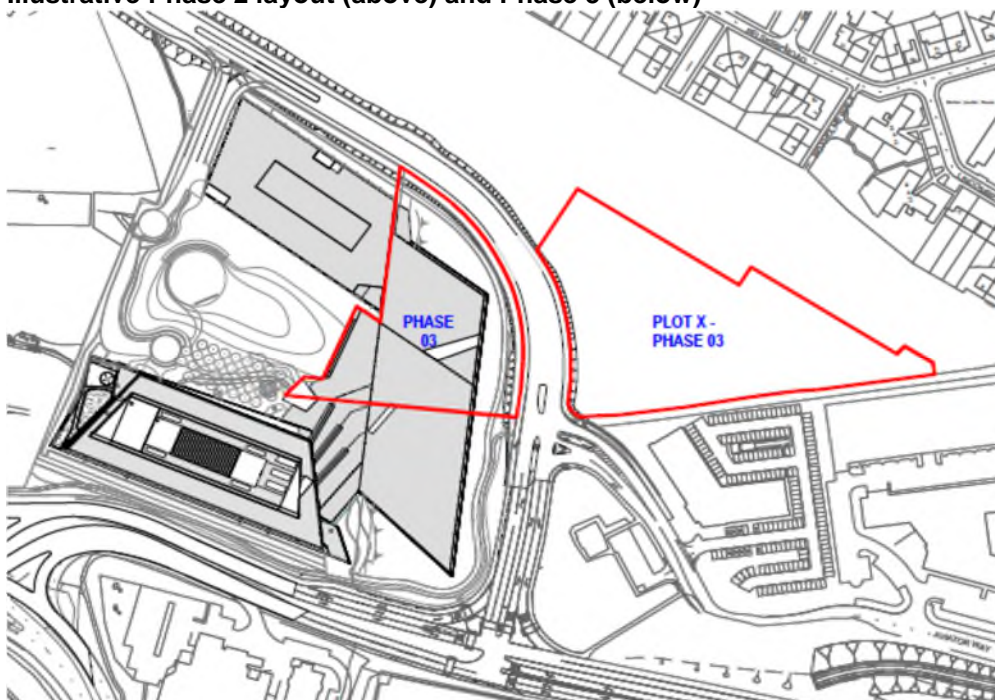


Phase 1 office building internal north elevation

Phases 2 and 3 – These phases of development have been submitted in outline for further office provision (39,673 sqm) and car parking 832 spaces. The parameters plans submitted with the application include a maximum building height and footprint for these phases of development which the detailed design would be required to comply with, along with illustrative layouts of the car parking areas to the northern section of the application site. It is proposed that the development of phases 2 and 3 are of high quality, providing a continuation of the materials applied to the phase 1 office development. Subsequent reserved matters applications would be required to be submitted to finalise the details of the layout, access, scale and appearance of these phases of development.



Illustrative Phase 2 layout (above) and Phase 3 (below)



Environmental Impact Assessment

The application was subject of an Environmental Statement scoping opinion issued by the City Council as local planning authority prior to the submission of the planning application. An Environmental Statement (ES) in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 has subsequently been submitted as part of the application. The ES and other supporting technical documents set out the proposed development effect on the natural environment. As set out in the issues sections of this report the conclusion is that through the inclusion of mitigation in relation to the following matters the proposals are not considered to lead to any significant environmental effects:

- Appropriate noise mitigation incorporated in the design of the surface level car park.
- Ensuring connectivity of the areas to the north and south of Enterprise Way.
- Provision of safe and secure pedestrian crossing facilities along the northern stretch of Enterprise Way to enable suitable pedestrian access to the proposed development.
- Enabling the ease and convenience of pedestrian movements in the vicinity of the proposed development (in particular the connectivity of the pedestrian-cycle bridge across the Ringway Road West with the local pedestrian access routes).
- Pedestrian links should be provided of an adequate width and with sufficient street lighting.
- Implementation of the sustainable travel measures detailed in a Framework Travel Plan.
- Adoption of a Construction Environmental Management Plan to reduce surface water runoff and sediment transportation into the diverted/culverted watercourse.

Application submission documents

In addition to the submitted ES the application is supported by a comprehensive list of associated documents and drawings. The applicant has provided the following:

- Detailed existing and proposed plans, sections and elevation
- Design and Access Statement
- Bird Management Plan
- Crime Impact Statement;
- Ecological Assessment
- Environmental Standards and Energy Statement (Energy and Sustainability)
- Ground Conditions report
- Landscaping Strategy
- Lighting Strategy
- Outline Construction Management Plan
- Operational Management and Maintenance Plan

- Planning Statement
- Tree Removal Plan
 - TV Baseline Survey
 - Waste Management Strategy
 - Wind Assessment Technical Note
 - Ventilation Strategy
 - Environmental Statement including:
 - Air Quality and Dust
 - Landscape and Visual Amenity
 - Noise and Vibration
 - Traffic and Transport
 - Water Quality, Drainage and Flood Risk

Consultations

The application was subject to advertisement in the Manchester Evening News, site notices and notification to neighbouring residents and businesses. As a result, correspondence was received from 4 local residents. A summary of the points raised is set out below:

- Whilst not wholly opposing regeneration and the development of unused land around the MAG site the hope is that consideration be given to residents that live in close proximity to the sites.
- Plans should deliver a mix of urban structures interlaced with green habitats that lessened noise, visual and air pollution as well as caring for and promoting urban wildlife.
- The development will block or impede the light coming through especially from the proposed car park (Phase 2 & 3).
Overlooking and loss of privacy as a result in the loss of vegetation coverage not only causing an impact on the new building but removing the privacy currently in place against the current building.
The proposed plans don't include car parking spaces in front of residential properties on Dentdale Walk.
- Impact on landscape and ecological habitats
- Noise and disturbance - As the trees and shrub land will be removed noise will surely become more noticeable as these currently act to reduce or soften the impact.
Increased traffic and level of activity
- Impact on local resident wellbeing i.e. the Airport City construction is nothing more than a concrete jungle from virtually Heald Green to Davenport Green / Wythenshawe Hospital with no green space left for the environment.
- The phase 3 car park as outlined was the only green space left on the 2012 Public Consultation pack and this should be left well alone for the well-being of local residents.
- There is a lack of demand for offices there are empty offices and industrial parks already within 4 or 5 miles of Manchester Airport we should be leaving green spaces and not turning everywhere into concrete.

- The sheer volume of traffic that currently uses the local area Bailey Lane, Hilary Road / Kingsgate Road, Cornishway, Shadowmoss Road as a 'rat run, totally avoiding Enterprise Way is already at saturation point. This along with the hundreds if not thousands of added vehicles that will be generated will only exacerbate the already horrendous situation, we simply do not have the infrastructure to accommodate such an undertaking that Manchester Airport want to create.
- Impact on residents from building work. Over the past few years or so we have had some form of building work along the back of our houses, that have impacted greatly on us, whether it be the Metrolink or Enterprise Way or Airport upgrade.
- Phase 2 / 3 shows a low-level car park to the immediate proximity of resident's property. This is contrary to the Public Consultation application. A car park generates noise of incoming and outgoing cars – if the car park is to be used as 24 hours / 7 days a week car park the noise level of cars going and coming possible car alarms going off at all times. Not to mention crime level may increase in a relatively low-level crime area.
- Over the years Manchester Airport has expanded significantly, of which I wasn't opposed to as it generated lots of local jobs too, and had other benefits to the local community, however this latest proposal will impact me and my property quite severely.
- I currently have two parking spaces in front of my property, something which was agreed with Manchester City Council but there doesn't seem to be any mention of this on the proposed plans.

Statutory and Non-statutory consultees

United Utilities – Do not object to the application, the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. They recommend conditions be attached to any approval relating to the submission of a drainage scheme for the development.

Highways England – Raise no objections to the application.

Transport for Greater Manchester - Raise a number of comments with the approach taken in the reporting of the transport impacts of the development.

In addition, the make the following comments:

- No dates are provided for the provision of the airport walking and cycling bridge nor the various 'rainbow' works as referenced within the submitted transport statement (TS).
- The TS does not explain whether the new car park will cater solely for the office development or whether the parking will be available for all drivers circulating in the area.
- In order to maximise the benefits of the site's location and to encourage walking and cycling, it should be ensured that the pedestrian and cycling environment, around the site, is designed to be as safe, attractive and

convenient as possible. This should provide sufficient links to the surrounding pedestrian and cycle networks.

- In terms of cycle parking provision, the TS states that a total of 333 cycle parking spaces will be required. Cycle parking should be secure and covered, as well as allocated within a central accessible location. Cycle use should be monitored on an ongoing basis and further spaces added should demand exceed supply. Additionally, appropriate shower and changing facilities will be required.
- Although the site is accessible by sustainable modes, it is important to influence travel patterns at the beginning of occupation should Manchester City Council be minded to approve this application it is suggested that the further development, implementation and monitoring of a full Travel Plan be attached as conditions of any planning consent.

TfGM (Metrolink) – No comments

Highway Services - For the development as a whole the site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities.

A public right of way (footpath numbers 3 and 250) currently runs through the site and it is proposed to divert this around the site boundary whilst maintaining a field footpath feel. This will connect at grade with the existing controlled pedestrian crossing facilities at the Outwood Lane/Ringway Road West junction. There is also an expectation that it will provide onward connectivity to the 'Green Bridge' through future development plots.

The main site perimeter boundary is comprised of a hedge with a security fence and CCTV embedded within it which is acceptable to Highways.

Phase 1 proposals comprise of a six-storey building of 26,802m² (for B1 office use) and a multi-storey car park (MSCP) for 1,147 spaces.

The MSCP for phase 1 comprises of 1,009 standard spaces, 18 Electric vehicle spaces, 47 accessible bays and 73 executive/valet spaces and whilst this is acceptable it is recommended that the size of the accessible bays are 3.6 x 6m. The car park will operate on an ANPR access system. A cycle store is incorporated into the MSCP with provision for up to 230 cycles which is acceptable.

With regard to the proposed vehicular access road to the phase 1 office complex and MSCP, it would appear from the general arrangement drawing that access is provided via a priority junction off Enterprise Way from a service road which then connects to the MSCP and the office complex. Whilst these proposals are acceptable in principle, further details will be required for verification of the road and junction geometry.

Beyond the MSCP there are barrier controls with a turning head adjacent to the northern façade of the building which is acceptable from a highway perspective. It is assumed that the access road will be privately maintained rather than offered for adoption.

Phase 2 and 3 proposals comprise of 39,673m² of B1 office space with a surface car park (Plot X to the north-east of the site) with 832 spaces which is accessed from a priority junction on Enterprise Way. This car parking will be provided over two phases with 437 spaces initially being provided followed by 395 spaces of which 43 will be accessible bays. Whilst this is acceptable in principle, further details are required to clarify the junction and access road geometry. It is assumed that this access road will be privately maintained rather than offered for adoption.

The trips generated from this site (and the adjacent plot E subject of a separate planning application) have already been accounted for within a number of previously approved studies, including the Airport City Transport Assessment (2012), the A6 to Manchester Airport Relief Road (A6MARR - 2015), and the MAN-TP (Terminal 2 Expansion) Transport Assessment (2015). The previously consented Airport City office use is for 113,500 m² office floor space with up to 4,182 car parking spaces and therefore the lower combined floor space and car parking for The Hut Group development together with Plot E complies with the original consent. Furthermore, the junction capacity assessments presented in the Airport City Transport Assessment were undertaken using traffic flows based on the original assumptions which demonstrated that the local highway network would operate within capacity with no significant queues or delays in 2030.

The traffic model outputs in the AM peak indicate localised increases in queue lengths on the right turn from Ringway Road West to Enterprise Way and they would support a longer right turn pocket on Ringway Road West to accommodate this queue.

The updated framework travel plan (AECOM June 2018) are acceptable to Highways and it is recommended that a full travel plan be conditioned as part of any planning approval.

The document entitled THG HQ Facility Management Strategy details the proposed waste management strategy and the arrangements identified for waste storage, transportation and collection are acceptable.

Should the planning application be approved then alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC which would include any required technical approval.

The submitted Construction Management Plan is acceptable to Highways

Network Rail – Whilst the proposal is not adjacent to the existing operational railway the applicant is advised that if there are any tower working or vibro-impact works to contact directly the Network Rail Asset Protection team to discuss the level of documentation required.

Greater Manchester Ecology Unit – The application site is not of substantive nature conservation value but does support some features of local ecological value, most notably broadleaved trees. It is noted that a landscape plan has been submitted as part of the application and these proposals are welcome. GMEU appreciate that the

development proposal does incorporate a reasonable amount of greenspace, but consideration should be given to the creation of a new water feature (which could also function as a SUDs feature), which would be a valuable feature for local biodiversity and would compensate for water features that will be lost to the scheme and/or have been lost over time.

They further recommend that no vegetation clearance required by the scheme take place during the optimum period for bird nesting (March to July inclusive) as all nesting birds their eggs and young are legally protected.

Further to the submission of Bat and Badger Surveys of the site GMEU confirm acceptance that the site does not support badgers. They note that the Bat survey has highlighted eight mature tree within the site as requiring further survey effort prior to felling to ensure that a bat roost is not present. The requirement to undertake these additional surveys should be made a condition of any permission that may be granted to the application.

MCC Neighbourhood Services (Arborists) - Have reviewed the associated documents relating to this application and confirm there are no objections to the proposals from an arboricultural perspective. The proposed mitigation landscaping and tree planting will compensate for the loss of tree cover.

Natural England – No objection. Based on the plans submitted, Natural England considers that the proposed development would not have significant adverse impacts on statutorily protected sites or landscapes.

Greater Manchester Archaeological Advisory Service - Given the previously identified archaeological potential of the area, and concerns regarding the general potential for prehistoric settlement in the area, GMAAS recommends that a condition be attached to any planning consent requiring that a programme of archaeological work be undertaken. That programme of archaeological work should consist of a programme of targeted evaluation trenching. Previous work in the general area has indicated that geophysical survey is unlikely to yield results sensitive to the identification of prehistoric features. In the absence of a clear, archaeologically sensitive statement on the condition of the land a programme of archaeological evaluation trenching represents the most practical way forward. The condition should also provide for the circumstance where significant remains are identified and a detailed area excavation is required. In this sense, the developer should set aside a contingency to allow such excavation to take place where necessary. Once the fieldwork has been completed the fieldwork records including any finds and records of features should be analysed and written-up into an archival report. GMAAS recommends that a condition be attached to the planning consent to secure this programme of archaeological works.

MCC Environmental Health – Do not object to 24 hour opening at the site, however consideration for the impacts of noise for the operation of the car park and any building plant items should be taken into account for any proposed hours within the night-time period. It is recommended that the imposition of a condition for opening hours to be agreed be attached to any approval.

EH have reviewed the noise assessment within the ES Vol 1. Baseline noise data has been taken and predicted noise levels from the use of the car park in Phase 2 and 3 has been identified as having major adverse effect on the nearest noise sensitive receptors. Providing that the mitigation measures proposed (installation of a 3m high noise barrier) is adhered to then this is considered to be sufficient to mitigate noise impacts.

EH have reviewed the Outline Construction Management Plan and the ES Vol 1, Section 6, Air Quality (Construction Phase), Section 8 Noise and Vibration (Construction Noise and Vibration) and agree with the outline proposed. However, a condition is proposed until the CMP has been formalised and the agreed version produced.

EH have reviewed the ES Vol 1, Section 6, Air Quality and agree with the findings. However, for this development it is recommended that good practice principles for both the design and operational phases in particular the provision for least 1 Electric Vehicle (EV) "rapid charge" point per 1000m² of commercial floor space.

EH have reviewed the Phase 1 Desktop Study, which is acceptable. The report recommends that a Phase II intrusive investigation for ground contamination be completed. Therefore, the following needs to be submitted before any contaminated land condition attached to any approval could be discharged.

1. Submission of the Site Investigation and Updated Final Risk Assessment
2. Submission of the Remediation Strategy (if required)
3. Submission of a completion/validation report.

The submitted Waste Management Strategy has been assessed and is considered to be acceptable.

In addition to the above comments the following conditions are recommended to be attached to any approval relating to: fume extraction; acoustic treatment of external mounted equipment; and external lighting.

Aerodrome Safeguarding Officer - The proposed development has been examined against aerodrome safeguarding measures by the Safeguarding Authority for Manchester Airport, it is requested that conditions be attached to any approval relating to the following:

1. Birdstrike Avoidance Measures
2. Rooftop gull monitoring
3. A construction plan including a full crane plan

MCC Flood Risk Management Team – Have assessed the proposals for drainage of the site. They raise comments with the approach being progressed to culvert the waterbody that crosses the site particularly with regards to future maintenance of the drainage system and impacts on biodiversity associated with the watercourse. They confirm that the drainage proposals are technically viable and request that the final details of the surface water drainage of the site are secured by way of appropriately worded conditions.

Policy

Manchester Core Strategy

The Core Strategy Development Plan Document 2012 -2027 was adopted by the City Council on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). It replaces significant elements of the existing Unitary Development Plan as the document that sets out the long-term strategic policies for Manchester's future development, the Core Strategy is to be used as the framework that planning applications will be assessed against.

There are a number of relevant policies within the adopted Core Strategy relevant to the consideration of the current application in summary these are set out below.

Policy SP1 relates to the overarching spatial principles which will guide the strategic development of Manchester to 2027 these include:

- Beyond the Regional Centre and the Airport, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.
- The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.
- Development in all parts of the City should:-
 - Make a positive contribution to neighbourhoods of choice including:-
 - creating well designed places that enhance or create character.
 - making a positive contribution to the health, safety and wellbeing of residents considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
 - protect and enhance the built and natural environment.
 - minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
 - improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EC1 relates to employment and economic growth in Manchester. This policy advises that a minimum of 200ha of employment land will be developed between 2010 and 2027 and recognises that Manchester Airport and surrounding land will be a key location for major employment growth.

Policy EC10 - Wythenshawe identifies Manchester Airport as a focus for economic development in Wythenshawe. The policy states that the Manchester Airport Strategic Site and Airport City Strategic Employment Location are "suitable for aviation related development and a mix of economic development uses including offices, high technology industries, logistics, warehousing and airport hotels".

Policy EC11 defines the 'Airport City Strategic Employment Location' as an area to the north of Manchester Airport presenting a significant opportunity for employment development in Manchester. This is substantially the northern element of the Airport City opportunity, which should: promote functional and spatial links with nearby parts of Wythenshawe; and maximise the catalytic potential of the airport to attract investment and increase economic activity. Development should also:

- maximise the employment and training opportunities and other regeneration benefits for local communities; and,
- take full advantage of the existing transport hub at Manchester Airport and proposed extension of Metrolink and the South East Manchester Multi Modal Scheme (SEMMMS) road scheme, through layout and traffic management measures, such as the quantity of parking.

Any development proposal should be set within the context of a comprehensive scheme for the Strategic Location. This will have regard to access, delivery, design and layout, flood risk through the Manchester - Salford - Trafford SFRA, energy infrastructure, the scale of uses within the area and take full account of Baguley Brook and any wildlife in this corridor, in accordance with relevant Development Plan policies.

The policy defines the area as suitable for high technology industries, logistics, offices, warehousing and ancillary commercial facilities which will support further the business destination role at Airport City. The application site lies within the Airport City Strategic Employment Location.

The application proposal seeks to assist in the delivery of employment land in line with the requirements of Policy EC1 and EC11 by improving access to jobs, providing employment opportunities for local people, and connecting to international markets.

Policy T1 relates to Sustainable Transport. This policy advises the Council will support proposals that deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

Policy T2 seeks to actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers (including the Airport) and to ensure good national and international connections. In addition, this policy seeks to ensure that new economic development is easily accessible by walking, cycling and public transport and that residents in the south of Manchester benefit from improved connectivity with the Airport.

As set out in the report, the application site is located close to a major transport interchange and will be well served by existing and new pedestrian and cycling infrastructure.

Policy EN1 deals with required design principles and strategic character areas. Specific character areas relevant to this scheme are the 'Wider Wythenshawe' and 'Airport & urban fringe' Character Areas. The development adheres to both character

areas in its design. The scheme has been designed to fit within the transition between the Airport and low rise suburban character.

Policy EN3 indicates that new developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Policy EN6 requires that development over 1,000 sqm will be expected to comply with the target framework for CO2 reductions from low or zero carbon energy supplies. Policy EN8 requires that all new development is adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.

The report sets out the sustainability of the proposed development and that it has been designed to reduce carbon dioxide emissions above those set out within the adopted policies.

Policy EN14 relates to flood risk and states that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. The site is in an area of low risk of flooding, the proposals do propose works to divert and culvert an existing watercourse. A surface water drainage proposal has been submitted alongside the application which has been assessed by the Council's Flood Risk Management Team.

Policy EN15 relates to biodiversity and advises that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity. There will be a loss of woodland plantation and an open watercourse as a result of the development proposals, the applicant proposes a replacement landscape area and tree replacement scheme as part of the proposals.

Policy EN16 'Air Quality' sets out an expectation of developers to take measures to minimise and mitigate the local impact of emissions from the development, including its use and traffic generation. The Council will consider the impacts on air quality of development, including the cumulative impacts, particularly in Air Quality Management Areas. An Air Quality Assessment has been submitted alongside the application which assesses both the construction and operational phase impacts on air quality. Mitigation measures are recommended for the construction phase but the operational development is not anticipated to give rise to significant effects on air quality.

Policy EN17 'Water Quality' requires that development avoids any adverse impact on water quality and where possible seeks to enhance water quality. Surface water run-off should also be minimised from development and associated roads and where appropriate maximise the use of sustainable drainage systems to minimise groundwater contamination and avoid pollutants reaching watercourses.

Policy EN18 'Contaminated Land and Ground Stability' details that any proposal for development of contaminated land must be accompanied by a health risk

assessment. The application is accompanied by a ground conditions report that has been assessed, no significant constraints are identified in relation to the site.

Policy EN19 relates to waste. This policy states that the Council will require all developers, to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal). An operational waste management strategy has been provided for the proposals which has been assessed and is considered satisfactory.

Policy DM1 advises that all development should have regard to the following specific issues:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation;
- Accessibility;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effects relating to biodiversity, landscape, archaeological or built heritage;
- Green Infrastructure including open space, both public and private;
- The use of alternatives to peat-based products in landscaping / gardens within development schemes;
- Flood risk and drainage;
- Existing or proposed hazardous installations; and
- Sustainable construction techniques including the application of the Building Research Establishment Environmental Assessment Method (BREEAM) standards.

Policy DM2 - Aerodrome Safeguarding states that any development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted. The development has been prepared in consultation with the airport's specialist aerodrome safeguarding officers. Whilst the scheme is in close proximity to the airport, it is understood that there would be no effect upon the operational integrity or safety of the airport or radar.

Saved UDP Policies

EW8 Economic Development - allocates the land immediately to the north of the Airport as one of the major strategic sites in the City for high technology industry. The application proposals form part of the wider Airport City strategic development and would support its role in encouraging economic development.

E3.3 Environmental Improvement and Protection - the proposals are for high quality new development which will improve the appearance of the application site and surrounding area close to the M56 motorway spur.

Guide to Development in Manchester SPD (2007)

This Supplementary Planning Document seeks appropriate design, quality of public realm, facilities for; disabled users in accordance with the City Councils Design for Access 2 guidance, pedestrians, and cyclists. It also promotes a safer environment through Secure by Design principles, appropriate waste management measures, and environmental sustainability evidenced under BREEAM or other standards.

Sections of relevance are:

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified urban form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contributes to the creation of a positive identity.

Paragraph 2.12 advises that buildings should front onto streets and areas of car parking and servicing should be situated to the rear, side of, or beneath the building with clear safe accessible footways leading to the main door.

Paragraph 2.14 advises that new developments should have an appropriate height having regard to the location, character of the area and specific site circumstances.

The proposals are considered to be in general accordance with the principles contained within the Guide to Development.

National Planning Policy Framework

The Department for Communities and Local Government published the first NPPF in March 2012 and subsequently revised it in July 2018. The revised NPPF was adopted on 24 July 2018 and sets out the Government's planning policies for England and how these are to be applied; forming an important material consideration for all planning applications. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.

The NPPF operates a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up to date Development Plan (paragraph 11). Sustainable development is about positive growth making which supports economic, environmental and social progress for existing and future generations.

The Government emphasis that Planning should help create the condition in which businesses can invest, expand and adapt. Planning policies and decisions should take into account local business needs and wider opportunities for development and places significant weight on the need to support economic growth.

Section 6 (paragraphs 80 to 84) is titled 'Building a strong, competitive economy'. It emphasises the Government's commitment to support economic growth, including that the planning system should help create conditions in which businesses can thrive. Local Planning Authorities should support existing business sectors, and foster innovation in these sectors to address the challenges of the future including being flexible enough to accommodate new and flexible working practices. In addition, Local Planning Authorities should make provision for clusters of creative and digital industries, and for storage and distribution operations in suitably accessible locations

Chapter 9 (paragraphs 102 to 111) of the NPPF deals with the promotion of sustainable transport. Paragraph 102 highlights that transport issues should be considered as part of development proposals. In particular proposals should consider the impact on the transport network, promote sustainable modes of transport, mitigate environmental impacts where possible and ensure that the patterns of movement, streets and parking and other transport considerations are integral to the design. Paragraph 103 goes on to state that "development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes".

Section 12 (paragraphs 124 to 132) is titled 'Achieving well-designed places'. It states that the planning process is fundamental to creating high-quality buildings and places. The Government attaches great importance to good design, as a key aspect of sustainable development that contributes to creating better places in which to live and work.

Section 14 (paragraphs 148 to 169) of the NPPF is titled 'Meeting the challenge of climate change, flooding and coastal change'. It emphasises the role of the planning system in support the transition to a low carbon future. It should help shape places to reduce greenhouse gas emissions, minimise vulnerability and improve resilience. In addition, the Chapter sets out that development in areas of at risk of flooding should be avoided.

Chapter 15 (paragraphs 170 to 183) of the NPPF is titled 'Conserving and enhancing the natural environment'. The Chapters advises that biodiversity should be protected and enhanced, remediate contaminated land where appropriate, and new development should not lead to unacceptable levels of soil, air, water, or noise pollution.

Other material considerations

Manchester Airport City Enterprise Zone Framework Plan

The Manchester Airport City Enterprise Zone Framework Plan (EZFP) provides a clear vision for development across the EZ. It builds on the EZ policy context and

provides a basis on which practical implementation of development in the EZ can be planned, including specific development proposals and more detailed plans for individual sites (including Airport City).

The EZFP was published in 2012 and is a material consideration in decisions the Council makes as the local planning authority. The application site forms part of the 'Airport City' EZ designation to the north of the Airport.

Development of the application site would contribute to delivering the ambitions of the EZ; by creating an environment for businesses to thrive and stimulate growth, benefiting from the high level of connectivity provided by close proximity to an international airport, attracting global businesses, creating new employment opportunities and stimulating economic growth.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

The application proposals remove an open watercourse and would lead to the loss of woodland on the site. To mitigate these losses the application proposals, include a scheme for the replanting of trees on the site and through onsite landscaping proposals designed as a component part of the proposed built form of the development.

Issues

Principle of Development

As set out in the policy section of this report the application site is located within the Manchester Airport Enterprise Zone, a collection of sites that are identified and supported through the policies of the adopted Core Strategy for significant employment generating development. In particular Core Strategy policy EC11 (Airport City Employment Location) confirms that the north of Manchester Airport is a significant opportunity for employment development in Manchester. In line with this policy and other supporting documents that form material considerations in determining planning applications the principle of office space and car parking on the site was also established through the 2013 outline planning permission for Airport City North. Although that consent expired earlier this year the policy framework clearly supports the delivery of a significant employment generating development to assist in promoting the wider Airport City location for further economic development. It is also noted that the infrastructure to support development has been provided with Enterprise Way completed November 2017. This will be the spine providing access to developments across Airport City North.

Economic benefits

The supporting information submitted alongside the application identifies a high-quality office development and associated landscaping scheme. It is anticipated that the application site would support employment opportunities both during the construction and operational phase. The applicant indicates that during the construction phase, there is a commitment to work with the Council's Work and Skills Team to ensure that employment opportunities resulting from this development are made available to Manchester residents through the existing recruitment offer and allow hard to reach groups equal opportunity to be successful in applying. The applicant has also provided a statement of intent for local employment for recruitment for the operational phase of development and commitments to help create pathways to employment to increase opportunities for Manchester residents. The ambition and scope of the applicant and the application proposals are to accommodate up to 10,000 employees at this site providing a range of employment opportunities. The phase 1 proposals are anticipated to be fully occupied on day one, the applicant has also highlighted the positive impact they have had on employment within Greater Manchester through their Gadbrook Park complex, with 1,800 existing staff already living in the region. A condition to reflect and deliver this commitment is recommended to be attached to any approval.

Access

Airport City North has been identified through the supporting policy and development frameworks as a highly sustainable location for employment generating uses. The Manchester Airport ground transport interchange to the south of the application site provides access to a range of sustainable travel modes serving local, regional and national destinations; the site is accessible by the pedestrian and cycle network already in place in the area; and, is ideally placed to take advantage of the improved connectivity anticipated through the provision of a direct pedestrian/cycle bridge link

between the Airport campus and Airport City North and Wythenshawe. This existing and proposed infrastructure allows access to the site by alternative methods of transport other than by private motor car. In addition to this the application proposals include: secure on-site cycle parking (230 spaces in phase 1) and changing facilities located within the multi storey car park; with additional provision to be located within phase 2 and 3; and, pedestrian accesses from Ringway Road West and Enterprise Way to facilitate access directly from Wythenshawe and the Airport ground transport interchange.

In addition to this it is recognised that the site is well located to the local and national highway networks. The development does provide for on-site car parking provision to serve the proposed development through all of its phases. The phase 1 multi storey car park would comprise 1,147 car parking spaces in total, 47 spaces within the MSCP are accessible car parking spaces with a further 2 accessible spaces with electric charging points. MCC Highway Services and Highways England have assessed the application proposals and the submitted transport information and raise no objections on the basis of impacts on highway capacity or highway safety and accept the level of car parking proposed. It is recognised that on street car parking as a result of direct and indirect airport activity has and does cause problems in surrounding residential areas in Wythenshawe. The current application proposals would provide for the level of car parking expected for the amount of development proposed which is reflected in the provision of a multi storey car park as part of the first phase of development and surface car parking for later phases. The level of onsite provision is not anticipated to give rise to car parking on nearby residential areas. There is a slight overprovision however, in light of the recognised issues of on street car parking this is considered acceptable. An outline travel plan (see below) has been submitted with a focus on reducing reliance on the car.

As a result of the proposals a number of highway measures are recommended relating to access into the proposed car parking and to improve advance signage to assist highway capacity. Highway Services have raised no concerns with the proposed highway works but have requested the full details of these to be submitted for agreement. It is therefore considered necessary to impose a planning condition on any approval for these details to be submitted to the Council for agreement. It is expected that the works would require a section 278 Highways agreement with the council as Highways Authority.

As noted the applicant has provided an outline travel plan within the application submission and it is recommended that a full detailed travel plan for the development will be developed to include a more detailed toolkit of sustainable travel measures to be taken up by staff and visitors. Timescales for undertaking baseline travel surveys will also be set out, in order to facilitate the implementation of modal shift targets. It is anticipated that this travel plan will be tied in to the wider sustainable transport strategies in place across the Airport campus. It is necessary to attach an appropriately worded condition to any approval for the submission and approval of such a travel plan. In addition to these measures the applicant proposes secure cycle parking and changing facilities to utilise the improvements to the cycle network connections at Airport City North and is installing electric vehicle charging points within the multi storey car park (18 spaces initially) with infrastructure installed to allow additional provision as demand increases for electric vehicles.

Accessibility

The applicant has demonstrated within the submitted design and access statement that accessibility to, from and between buildings in the development has been an integral part of the design process.

The office entrance is located on north elevation and is accessed from the proposed plaza space that has been designed to accept pedestrian movements from both the multi storey car park and Ringway Road West (staff and visitors arriving at Manchester Airport transport interchange). From here level access into the building has been designed for the transition from outside to inside.

The multi storey car park located on the opposite side of the central landscaped amenity space is accessed via Enterprise Way only. Appropriately sized accessible parking spaces are provided for staff and visitors within the car park with access via level threshold at ground floor that links unobstructed walkways to the main office development. Vertical circulation through the office building is proposed primarily by lifts with accommodation stairs forming a secondary means of accessing floors. Lifts are accessed from the ground floor reception and serve all floors with the stairs accessed each side of the 5 storey atrium. Each of the stairs has been designed for use by the ambulant disabled.

Finishes throughout the building will be selected in order to provide an adequate level of visual contrast between horizontal and vertical surfaces, between doors and the surrounding wall, the door furniture and the door, between electrical switches and other controls, and the surrounding wall and between stair nosings and their background.

Waste management

The applicant has provided a detailed waste management strategy for phase 1 of the development design to accord with the Councils guidance. This strategy has been assessed and is considered to be acceptable. Details of the waste management strategy are set out below.

The applicant proposes to compact, bail and compost the majority of waste generated on site in order to minimise transport and space utilisation. General waste will be compacted on site and collect monthly in lieu of daily collections if the waste was not compacted on site, thereby reducing the amount of vehicular movements associated with waste collection. Recyclable waste will be separated at source and sufficient containers provided within the service yard to accommodate the storage of segregated waste until it is able to be processed via a bailer or waste collection.

The applicant indicates that the main share of recyclable waste will be paper and cardboard however, measures are being put in place to reduce paper waste within the applicant's business. Paper and cardboard will be bailed on site and it is anticipated this will generate c. 3 bails per week. Plastic would also be bailed on site however it is envisaged that this will be in considerably smaller quantities with a maximum of 1 bail a week generated from the site.

The management and collection of waste would take place off the public highway within a dedicated service area, waste collections would be made during working hours, outside of peak times. The onsite facilities team would arrange for bins to be set out prior to collection and returned to storage immediately afterwards.

To manage the waste from the offices, waste stations would be provided to encourage all employees to separate their waste at source. To facilitate recycling behaviour, each office floor will be provided with adequate paper bins or containers for paper disposal together with general waste bins. Kitchenettes will have at least 3 bins or containers to store plastics, aluminium and general waste. It is indicated that the applicant's business have recently moved to a zero-plastic packaging policy for food and drink within their sites. Working with suppliers to move to cardboard, glass and aluminium that has reduced the generation of plastic waste the business generates. The submitted waste management strategy sets targets for recycling 80% of the office and on site restaurant waste generated.

The proposals incorporate an onsite staff restaurant as such space has been provided within the servicing for restaurant waste to be segregated and stored prior to processing or collection. It is indicated that where possible under relevant legislation food waste would be composted on site and used with the landscaping on site.

Sustainability

The application is supported by a sustainability statement that sets out the approach to the development achieving the relevant standards expected within adopted planning policies. The energy strategy for the proposals has been developed in accordance with the Energy Hierarchy 'Be Lean – Be Clean – Be Green', and demonstrates the anticipated performance against the requirements of the Building Regulations Part L 2013 'baseline'. The approach taken by the applicant to the Council's policy requirements for reducing carbon emissions is based upon optimising the building fabric and building services efficiencies. Through this approach the proposals achieve a 20% reduction in annual regulated carbon emissions over the Part L 2013 target (which equates to a 29% improvement over the Part L 2010 Building Regulations target emission rate which exceeds the Council's policy for a 15% improvement).

Design of the development

Through the application submission the applicant has demonstrated a design led approach to the proposed office building and multi storey car park structure whilst also ensuring that the internal office space provides a high-quality space for the future occupier and employees. The proposed built form would provide a striking addition to the wider airport campus, the siting of the buildings provides a strong built form at key viewpoints addressing the main roads and would set a positive benchmark for the design of other buildings and structures brought forward at Airport City.

The approach to the landscaping of the site has been carefully considered to provide an integral part of the setting for the proposed buildings and to provide useable external spaces for employees as well as forming a functional part of the surface water drainage scheme for periods of intense and heavy rainfall. The landscaping includes the planting of trees and substantial boundary hedgerow around the site to define its boundary but provide a visually softer approach than more formal walls or fencing. In addition, a further buffer of tree planting is proposed between the surface car parking for phase 2 and 3 and residential areas beyond. Whilst being an integral part of the mitigation for tree loss on the site this will assist in reducing the visual impacts of the development of those phases.

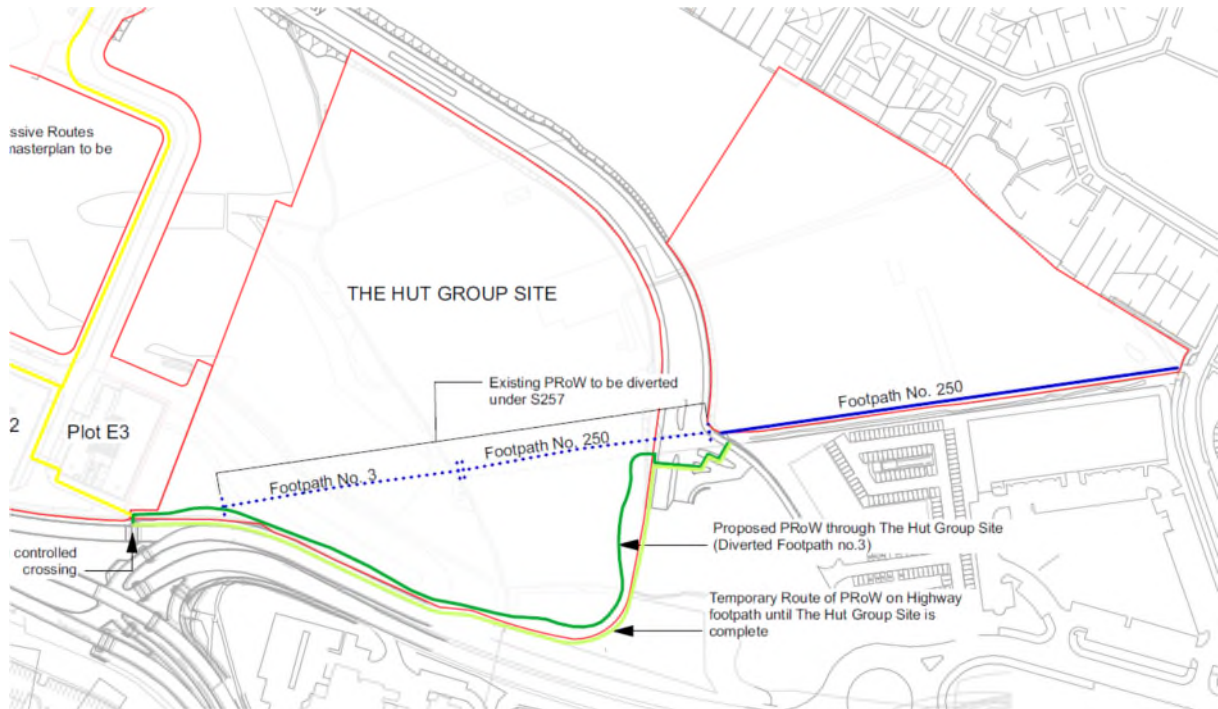
Due to the location of the site close to the operations of the Airport the applicant has had to carefully consider the landscaping approach to ensure that it does not increase the risk of bird strikes which is one of the key considerations from the aerodrome safeguarding point of view.

Concerns have been raised by residents with regards to the impacts of development on residential amenity particularly regarding loss of privacy, overlooking and loss of light. The buildings subject of this application are located on land to the south of Enterprise Way and whilst they are buildings of height given the distances to the nearest residential properties of approximately 120 metres they are not considered to give rise to unacceptable impacts in terms of loss of privacy, light or result in overlooking. The nearest form of development to residential properties are the surface level car parks as part of phases 2 and 3 of the development. The full details and layout are reserved for future reserved matters applications however they are not considered to result in terms of loss of privacy, light or result in overlooking. It is proposed to install a noise attenuating barrier along the northern boundary of the car park and a landscaped and tree planted buffer is proposed to sit behind this. It is considered that this arrangement would provide adequate visual screening from the car parking areas and would not give rise to the impacts on residential amenity.

Public Rights of Way

A key principle of the Airport City North masterplan is to improve connectivity, permeability and linkages between Wythenshawe and Manchester Airport.

The proposed development requires a secure site and as a result requires the diversion of an existing public right of way that currently crosses the site. The proposed diversion would be via a green landscaped route which would maintain the field footpath characteristics of the existing route and would run along the southern and eastern boundary of the site rather than alongside the highway. The diverted route would connect into the neighbouring wider Airport City North development in the south / west corner, which would provide onward links to the pedestrian and cyclist bridge across to the Airport, and north towards Etrop Grange and beyond. The route of the diverted footpath is considered acceptable and would provide a suitable alternative route to the existing route.



Plan identifying the existing route of FP250 and FP3 to be diverted to new route around the eastern and southern boundary of the site

Archaeology

The application site formed part of the previous outline planning permission 100831/OO/2012/S2. As part of that application a cultural heritage assessment was undertaken that considered potential effects on archaeology (below ground remains), historic landscape character and built heritage (such as listed buildings). This was informed by a desk-based study carried out to gather relevant information on known archaeological remains, and on built heritage features such as listed buildings and structures.

Within the 2012 Environmental statement, significant adverse effects (before mitigation) were identified during construction on Oven House Meadow and Tan Pit Field, which both lie within the ACN boundary. However, with the implementation of appropriate mitigation, including a programme of fieldwork, the 2012 ES concluded that there would be no significant effects on archaeological assets during construction, opening or operation.

Further archaeological assessments for the site were completed in 2016. An archaeological evaluation was carried out to excavate four evaluation trenches. No features, structures or artefacts of archaeological significance were encountered during the course of the evaluation and the results showed the area had been graded flat with a bulldozer, before the ground was built up with a series of compact aggregate layers forming a hard standing car park surface during the late 20th century.

Therefore, the results obtained from the evaluation trenches indicate that the Airport City North masterplan would have been unlikely to have an impact on any archaeological remains. It was thus concluded that no further archaeological

investigation of the site was merited as part of the ES Scoping Exercise for the current application.

Through the response to the application Greater Manchester Archaeological Advisory Service (GMAAS) have noted that the proposed development site includes the Tan Pit Field, in which no trench evaluations have been undertaken to date. Whilst GMAAS took the view that little would be gained from seeking a further full documentary archaeological assessment – they would like to see the results of evaluation trenches within the site included in the ES accompanying the current application. The previous archaeological assessments carried out have been included within the submitted ES for completeness. However, it is recommended that a condition be attached to any planning consent requiring that a programme of archaeological work be undertaken by the applicant.

Air Quality

The application is supported by an Air Quality Assessment chapter within the submitted Environmental Statement.

This AQA identifies that activities during the construction phase have the potential to generate dust as a result of demolition, earthworks, construction and track-out of material onto local roads. Dust generation from these activities would be controlled using on site management (through the use of a Construction Environmental Management Plan) to the extent that significant impacts would not occur.

During the operational phase, the proposed development would cause an increase in the number of vehicles travelling along most local roads. However, the submitted highways modelling results show that in the first year of operation all existing receptors (such as nearby residential properties) would not be exposed to pollutant concentrations above national and European objectives.

No receptor is predicted to experience a significant deterioration in air quality, and therefore no specific mitigation measures are considered necessary to reduce the potential impacts further.

Whilst the conclusions of the assessment are acknowledged additional measures are to be brought forward to address air quality particularly associated with vehicle emissions. The application proposals include for the provision of electric vehicle charging points within the multi storey car park, initially this would be 18 spaces and would include infrastructure provision to increase and convert additional spaces as demand increases. It is expected that the delivery of future phases of car parking would also include for this type of provision and appropriately worded conditions are proposed if the application is approved. The proposals also incorporate secure cycle parking facilities, are located close to public transport networks and are accessible by pedestrian and cycle links with the Airport which are also to be enhanced with planned improvements including through the new bridge link.

Ecology

An Ecological Appraisal has been carried out in support of the application along with separate surveys reports of the site with regards to bats and badgers undertaken in September 2018.

The ecological appraisal comprised a desk study to collate existing records of protected sites and species, and a Phase 1 habitat survey undertaken in July 2018. This appraisal identified one statutory nature conservation designation within the 2 km search area at Cotteril Clough Site of Special Scientific Interest (SSSI), which is located approximately 1.8 km south-west of the site beyond the main Airport operational area. Six non-statutory designated sites were identified in the study area; these are designated as Sites of Biological Importance (SBI) the closest being at Painswick Park Meadow 628 m to the northwest of the site. The supported appraisal indicates that none of the identified statutory and non-statutory designated nature conservation sites identified in the desk study are considered to be relevant to the proposed development. This is due to the distance from the site to these conservation designations and lack of potential impact pathways between the proposed development and the designated sites.

As part of the Phase 1 habitat survey, an appraisal was made of the potential suitability of the habitats present within the site to support protected and notable species of plants or animals, further follow up survey work has also been supplied in relation to the site and it's potential to support bats and badgers.

The conclusion of the reports indicates that previous surveys for Great Crested Newt (GCN) undertaken in 2016 were negative and the 2018 desk study returned no records for GCN within 500 m of the Site. The appraisal indicates that it is unlikely that GCN have subsequently colonised the site, given the barriers to dispersal around the site.

A previous Preliminary Bat Roost Appraisal of the site undertaken in 2016 identified eight trees as having potential roost features. The appraisal also identified one group of trees as collectively having potential roost features. This group of trees were felled to facilitate construction of Enterprise Way. During the 2018 survey, eight mature oak trees within the strip of woodland in the centre and the boundaries of the site were noted to be of a size and age to provide suitable roosting opportunities for bats. The most recent Bat Scoping Survey undertaken in September 2018 indicate the rest of the site has no potential bat issue and vegetation clearance can proceed. The identified eight mature trees require further survey work prior to felling to ensure that a roost is not present. A licensed bat worker should inspect the cavities within the trees, or an arborist can undertake the inspection under the supervision of a licensed bat-worker. Trees should be taken down within as short a time-frame as possible following an inspection that deems a tree to be roost-free.

The most recent survey work undertaken in September 2018 concludes that there is no badger issue connected with the proposed development of the site.

European hedgehog and common toad may use habitats within the site. Whilst both species receive limited legal protection but are listed under Section 41 of the 2006 NERC Act, and are therefore part of a national programme of actions outlining the measures needed to protect England's most important and at-risk wildlife. The

ecological appraisal indicates that precautions be taken to ensure they are not harmed during construction through a Construction Environmental Management Plan (CEMP) or precautionary working method statement.

The ecological appraisal identifies the broadleaved plantation woodland recorded within the site as a constraint to development. The application proposals would result in the loss of all the trees on site given the siting and layout of the proposed development which is regrettable. This does reflect the position considered as part of the original outline consent granted in 2013 which also resulted in the loss of these woodland areas. None of the trees to be lost have been surveyed as being of category A specimens however, in recognition of the loss of trees the applicant has included a scheme for mitigation which comprises 34 no. tree replacements as part of the phase 1 landscaping scheme and a 2 metre-high and 2.5 metre deep beech hedge around the perimeter of the site. In addition, a landscape buffer on the northern boundary of the site is proposed to be planted with trees as part of phases 2 and 3. The Council's arborist has confirmed acceptance of the scope and extent of the tree loss mitigation proposed on site as part of the development, this is to be secured by way of appropriately worded conditions.

The submitted ecological appraisal indicates that there are no other notable or particularly diverse habitats present within the site that represent a constraint to development.

Noise

A Noise Impact Assessment has been submitted as a chapter within the Environmental Statement which assess noise impacts of both the construction and operational phases of the development. This information has been assessed by the Council's Environmental Health team who raise no objections to the scope or conclusions of the assessment.

Noise monitoring was undertaken to establish the existing noise levels at the closest residential properties to the site. The noise assessment confirms that the existing noise levels in the area are dominated by road traffic noise from the surrounding road network and from activities at Manchester Airport, in particular aircraft movements.

The results of the assessment indicate that there is anticipated to be a noise impact during site clearance and earthworks close to the northern boundary of the proposed surface car park on phases 2 and 3, where residential properties are located on Thaxted Walk, Felskirk Road and Linscombe Road. This impact will be temporary and short-term and it is anticipated within the noise assessment that appropriate mitigation measures such as working hours would be controlled through an appropriate worded condition relating to the submission and approval of a Construction Environmental Management Plan.

Assessments of noise impacts resulting from operational traffic on the surrounding network were also carried out. The noise effects from operational traffic on the surrounding highways network is considered to have a minor impact on the nearest residential properties. The operation of the proposed surface car parking as part of the later phases 2 and 3, without any mitigation, is assessed as giving rise to

potential impacts on the nearest residential properties as a result of activity associated with the car park. The noise assessment indicates that the installation of a 3m high noise barrier would reduce impacts on the residential properties to minor. The submitted noise assessment is based upon the use of the car park during daytime hours and it is therefore considered necessary to impose a condition on any approval for the scheme for the management of the surface car parks in phases 2 and 3 in line with the assumptions made within the submitted noise assessment.

Flood Risk and Drainage

The applicant has submitted a Flood Risk Assessment and Outline drainage strategy in support of the application proposals along with a further technical note setting out the reasoning and discounted options relating to the proposed culverting of the Baguely Brook that current flows in an open channel across the site.

The site is in an area identified as having a 'low' probability of flooding on the Environment Agency Flood Map and is located in Flood Zone 1. The submitted report assesses flood risk to the site and any impact on flood risk to other land because of the development proposals. In accordance with the NPPF, the Drainage Strategy takes account of climate change over the longer term of the development and gives priority to the use of sustainable drainage systems.

The general principal of the preferred surface water drainage strategy is to collect runoff from buildings, parking areas, access road and associated hardstanding and attenuate this below ground in attenuation tanks. Sustainable urban drainage features such as filter strips will be provided within the landscape which will be used to intercept runoff from hard paved areas where possible and convey it to the primary attenuation storage. It is intended that this would be split between below ground attenuation and surface storage within the designated area in the landscaping scheme submitted.

The submitted reports and documents have been assessed by the Council's Flood Risk Management Team who requested further justification on the approach taken in proposing to culvert a section of watercourse. The FRMT conclude that the proposed surface water drainage scheme is a technically viable solution and meets the requirements to reduce surface water run off from the site and the risk of flooding. It is recommended that conditions be attached to any approval for the final details of the surface water drainage scheme to be submitted and agreed by the Council.

Ground conditions

A ground conditions desk-based study has been submitted alongside the application. The site does have the potential for contaminants to be present as a result of historical, current and adjacent land use. As such a further programme of site investigation works will be required to be completed to further investigate the quality and composition of site soils with respect to risks posed by sources of contamination and ground gas ingress. The submitted information has been assessed and is considered to be acceptable, it would be necessary that an appropriate condition be attached to any approval to secure this additional investigative work to inform the construction of the buildings on site.

Construction Management

An Outline Construction Management Plan is contained within the submitted Environmental Statement. At the current time a contractor for the proposed development has not yet been appointed. Whilst the outline CMP is considered acceptable a final detailed Construction Management Plan will be required to be submitted prior to works commencing on site via a pre-commencement condition to ensure works progress in line with the mitigation measures outlined in the Environmental Statement particularly with regards to dust and noise mitigation.

TV Reception

A desktop study has been carried out using the plans of the proposed development including the proposed layout, elevations and the site area map. The study includes broadcasting information about the local television transmitter, Winter Hill. The accessible locations nearest the proposed development showed very good signal strength and quality. It is possible that there will be no impact on television signals due to the proposed development because small/moderate losses may not result in noticeable interference in the context of the surrounding areas. Any impacts would most likely be for the receptions in the Airport complex, such as the hotels to the south-east of the site. It is recommended that any reported television interference should be investigated by means of a reception measurement once the proposed development is complete.

Wind

A Wind Microclimate Technical Note has been prepared which concludes that the proposed development is of relatively modest massing with respect to wind effects and is not expected to have any significant impact on the suitability of wind conditions for existing activities within the surrounding area.

Within the site, activities are limited to pedestrian passage and pedestrian ingress/egress to offices and the car park, and the potential for creation of accelerated winds is limited. Resulting conditions are therefore expected to be generally suitable, and at least tolerable, for planned pedestrian activities.

Aerodrome Safeguarding

The applicant has submitted a Bird Management Strategy alongside the application to deal with matters of concern with respect to ensuring the development does not give rise to an increase in the potential for bird strikes to aircraft movements associated with the Airport. The applicant has indicated that pre-application discussions were held with the aerodrome safeguarding officer. It is understood that these discussions led to amendments with the proposed scheme at that point including the removal of the water feature within the central landscaped area, these discussions also raised comments with regards to landscaping proposals in general. The response of Aerodrome Safeguarding to the application do not raise objections to the proposals but request a number of conditions are attached to any approval relating to:

1. Birdstrike Avoidance Measures
2. Rooftop gull monitoring
3. A construction plan including a full crane plan

Conclusion

This application is one of two on the agenda which will deliver significant components of the vision for Airport City North. The principle of development has long been established and is fully supported by the policy framework.

The proposal will deliver substantial new jobs and will provide a catalyst for other developments in this strategic location. Necessary infrastructure to support the development in the form of Enterprise Way is already in place and a new 'green bridge' to link this and the wider site to the airport and transport interchange has been approved. Careful consideration has been given to all potential impacts as set out in the report and where appropriate mitigation has been identified.

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

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

Recommendation APPROVE

Article 35 Declaration

The application has been determined in a positive and proactive manner, issues that have arisen during consideration of the application have been discussed with the applicant and resolved through provision of additional information where required.

Conditions

- 1) a) Applications for approval of reserved matters for the development of Phase 2 and 3 as identified on drawing reference H!VE-BDP-ZZ-00-DR-A-PM_30_10_80-0009 P03 (Phase 2) and H!VE-BDP-ZZ-00-DR-A-PM_30_10_80-0010 P03 (Phase 3) received by the local planning authority on

the 14th September 2018 must be made not later than the expiration of three years beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

b) The development of Phase 1 as identified on drawing reference HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0008 P03 received by the local planning authority on the 14th September 2018 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 92 of the Town and Country Planning Act 1990.

- 2) Approval of the details of the appearance, landscaping, layout, and scale of the building or buildings (hereinafter called "the Reserved Matters") of the development within Phase 2 and 3 as identified on drawing reference HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0009 P03 (Phase 2) and HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0010 P03 (Phase 3) received by the local planning authority on the 14th September 2018, and (where relevant) other matters as are required under condition numbered 3 to 31 inclusive shall be obtained from the local planning authority in writing before any development is commenced. Plans and particulars of the Reserved Matters shall be submitted in writing to the local planning authority and shall be carried out as approved in writing by the local planning authority.

Reason - To ensure the satisfactory development of the site and because this application is in outline only, and to ensure that the conditions attached to the consent are complied with for each Phase or Part Phase related to the implementation to which they are relevant.

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

HIVE-BDP-01-00-DR-A-EF_70_60-0010_P02 - GA Ground Floor in Context
 HIVE-BDP-01-00-DR-A-EF_70_60-0001_P05 - GA Plan Ground Floor
 HIVE-BDP-01-00-DR-A-EF_70_60-0002_P04 - GA Plan First Floor
 HIVE-BDP-01-00-DR-A-EF_70_60-0003_P04 - GA Plan Second Floor
 HIVE-BDP-01-00-DR-A-EF_70_60-0004_P04 - GA Plan Third Floor
 HIVE-BDP-01-00-DR-A-EF_70_60-0005_P04 - GA Plan Fourth Floor
 HIVE-BDP-01-00-DR-A-EF_70_60-0006_P04 - GA Plan Roof level
 HIVE-BDP-01-00-DR-A-EF_70_60-0007_P04 - GA Plan Roof Plan
 HIVE-BDP-01-00-DR-A-EN_70_60-0010_P01 - GA Plan - MSCP Ground Floor
 HIVE-BDP-01-00-DR-A-EN_70_60-0011_P01 - GA Plan - MSCP First Floor
 HIVE-BDP-01-00-DR-A-EN_70_60-0014_P01 - GA Plan- MSCP Second Floor
 HIVE-BDP-01-00-DR-A-EN_70_60-0015_P01 - GA Plan- MSCP Third Floor
 HIVE-BDP-01-00-DR-A-EN_70_60-0016_P01 - GA Plan- MSCP Roof Level
 HIVE-BDP-01-00-DR-A-EF_70_30-001_P03 - GA Elevations- North
 HIVE-BDP-01-00-DR-A-EF_70_30-002_P02 - GA Elevations- South

HIVE-BDP-01-00-DR-A-EF_70_30-003_P03 - GA Elevations- East & West
 HIVE-BDP-01-00-DR-A-EF_70_30-004_P01- GA Elevations- Phase 1
 HIVE-BDP-01-00-DR-A-EN_70_30-0010_P01 - GA Elevations- MSCP
 HIVE-BDP-01-00-DR-A-EN_70_30-0011_P01 - GA Elevations - MSCP
 HIVE-BDP-01-00-DR-A-EF_70_80-0001_P04 - GA Sections long section AA
 HIVE-BDP-01-00-DR-A-EF_70_80-0002_P03 - GA Sections short section
 CC&DD
 HIVE-BDP-01-00-DR-A-EN_70_30-0012_P01 - GA Sections - MSCP
 HIVE-BDP-01-00-DR-A-EF_70_80-0003_P03 - Proposed site sections
 HIVE-BDP-01-00-DR-A-EF_25_00-0001_P03 - Strip Sections
 HIVE-BDP-01-00-DR-A-EF_25_00-0002_P03 - Strip Sections
 HIVE-BDP-01-00-DR-A-EF_25_00-0003_P03 - Strip Sections
 HIVE-BDP-01-00-DR-A-EF_25_00-0004_P03 - Strip Sections
 HIVE-BDP-01-00-DR-A-EF_25_00-0010_P01 - Strip Sections MSCP - A
 HIVE-BDP-01-00-DR-A-EF_25_00-0011_P01 - Strip Sections MSCP - B
 HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0110_P01 - Existing Site Sections
 HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0100_P02- Hybrid Planning
 Application Extents
 HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0008_P03 - Proposed Site Plan
 (Phase 1)
 HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0009_P03 - Illustrative Site Plan
 (Phase 2)
 HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0010_P03- Illustrative Site Plan
 (Phase 3)
 HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0103_P01 - Existing Site Levels
 HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0104_P03 - Site Constraints
 HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0120_P03 - Illustrative Masterplan -
 Phase 1
 HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0121_P03 - Illustrative Masterplan -
 Phase 2+3
 HIVE-BDP-ZZ-00-DR-A-ZZ_30_10_80-0013_P01- Illustrative phasing plans
 HIVE-BDP-ZZ-00-DR-A-ZZ_30_10_80-0140_P02 - Parameters Plan - Phase
 1
 HIVE-BDP-ZZ-00-DR-A-ZZ_30_10_80-0141_P01 - Parameters Plan - Phase
 2 & 3
 1827-EXA-00-00-DR-L-100 General arrangement Lighting Plan
 1827-EXA-00-XX-DR-L-150 Tree removal plan
 1827-EXA-00-00-DR-L-504 Illustrative Boundary Sections
 1827-EXA-00-00-DR-L-507 Illustrative Site Sections

Design and Access Statement – Pensons / BDP
 Planning Statement – Deloitte
 Ecological Assessment – AECOM
 Environmental Standards Statement – Hoare Lea
 Energy Statement – Hoare Lea
 Ground Conditions - RoC
 Landscaping Strategy - Exterior Architecture
 Outline Construction Management Plan – Faithful + Gould
 Operational Management and Maintenance Plan – THG
 TV Survey – Pager Power

Waste Management Strategy (included in DAS) – THG
 Wind Assessment Technical Note – Urban Microclimate
 Ventilation Strategy – Hoare Lea
 Flood Risk Assessment & Outline Drainage Strategy, RoC
 Environmental Statement
 Bird Management Plan prepared by BirdStrike Management Ltd

All received by the City Council as local planning authority on the 14th September 2018

Bat Scoping Survey and Badger Survey both prepared by Andy Hamer as received by the City Council as local planning authority on 26th November 2018

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

- 4) The development hereby approved within phase 2 as identified on drawing reference BDP-ZZ-00-DR-A-PM_30_10_80-0009 P03, as received by the local planning authority on the 14th September 2018 shall not exceed:
- the height parameters of +95 metres;
 - provision of up to 20,390sqm of B1a office floor area
 - 395 car parking spaces

Reason - To ensure the development does not exceed the parameters disclosed in the planning application

- 5) The development hereby approved within phase 3 as identified on drawing reference BDP-ZZ-00-DR-A-PM_30_10_80-0010 P03, as received by the local planning authority on the 14th September 2018 shall not exceed:
- the height parameters of +95 metres;
 - provision of up to 17,374sqm of B1a office floor area
 - 437 car parking spaces

Reason - To ensure the development does not exceed the parameters disclosed in the planning application

- 6) No development, including site clearance works on each phase of development shall commence unless and until a comprehensive construction management plan has been submitted to and approved in writing by the City Council as local planning authority. The Construction Management Plan shall include:
- Hours of working;
 - Details of wheel washing;
 - Dust suppression measures;
 - Compound locations;
 - Location, removal and recycling of waste;

- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Measures to reduce surface water runoff and sediment transportation into the diverted/culverted watercourse.
- Details of any noise mitigation measures required during construction works;
- Details of earthworks, including soil stripping, movement and any soil storage (areas, volumes and locations);
- A crane plan including positions and heights;
- A community consultation strategy which includes how and when Manchester Airport Wildlife Team, local businesses and residents will be consulted on matters such as out of hours works;
- The control of ponding; and,
- The response to any bird hazard issues that might arise from construction works.

Reason - In the interests of amenity, highway safety and safe operation of aircraft at Manchester Airport pursuant to policy DM1 of the Core Strategy.

- 7) No tree identified within the yellow marked areas on 'Map 2' of the submitted Bat Scoping Survey prepared by Andy Hamer Ecological Services received by the City Council as local planning authority on the 26th November 2018 shall be felled until an inspection of those trees for the potential presence of roosting bats has taken place by a suitably qualified ecologist. Should a bat or roost be found at any time during the inspection of the trees works shall not be undertaken on the tree until a mitigation strategy for roosting bats has been submitted to and approved in writing by the City Council as local planning authority. The removal of trees shall be undertaken in accordance with the agreed details.

Reason – In the interests of protected species that may be present on the site pursuant to the Wildlife and Countryside Act 1981 (as amended).

- 8) No removal of, or works to, any trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reasons - All nesting birds, their eggs and young are specially protected under the terms of the Wildlife and Countryside Act 1981 (as amended).

- 9) No development shall commence within any phase of development until a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to that phase of development has been submitted to and approved in writing by the City Council as local planning authority.

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 of that phase shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) as relevant to that phase of development 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 as relevant to each phase of development shall be carried out as relevant to that phase, 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

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

- 10) No development or development-related ground works of any kind shall take place until the applicant or their agents or their successors in title have secured the implementation of a programme of archaeological work. The programme is to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the local planning authority. The WSI shall cover the following:
1. A phased programme of archaeological fieldwork to include, - a programme of archaeological evaluation trenching - (dependent upon the evaluation results) targeted open area excavation
 2. A programme for post investigation assessment to include, - analysis of the site investigation records and finds - production of a final report
 3. Provision for publication and dissemination of the analysis and report on the site investigation.
 4. Provision for archive deposition of the report, finds and records of the site investigation.
 5. Nomination of a competent person or persons/organisation to undertake the programme set-out within the approved WSI.

Reason: In accordance with NPPF paragraph 199, to record and advance the understanding of the significance of any archaeological remains (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.

- 11) Prior to the installation of any surface water drainage system on the site including any works to divert or culvert the onsite watercourse, full details including drawings of a surface water drainage scheme designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards shall be submitted to and approved in writing by the Local Planning Authority.

The submitted scheme shall include:-

1. Details of the submitted consent for the diversion of watercourses;
2. Flood risk assessment of the proposed culvert including flood risk modelling for 1 in 100 with allowance of climate change and blockage analysis.
3. Surface water management:
4. -Maximising use of proposed green spaces to manage surface water runoff on site including potential use of porous pavements to convey water to these green areas;
5. Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the overland Airport City North Drainage Strategy;
6. Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building. Hydraulic calculations need to be provided;
7. Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
8. Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
9. Construction details of flow control and SuDS attenuation elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

- 12) 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 with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

- 13) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of any sustainable drainage

scheme and culverted/diverted watercourse approved under condition 10 of this planning approval have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Those details shall include:

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

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

- 14) Prior to commencement of the development hereby approved or any phase thereof, a local labour agreement addressing initiatives to employ people in the construction of the development, in line with the aspirations of the Manchester Airport City Enterprise Zone Framework Plan (August 2012), shall be submitted to and be approved by the City Council as local planning authority. The Local Labour Agreement will confirm and implement, the principles and approach to recruitment of workers from the local labour pool, and shall include a monitoring framework which will provide information on numbers of local people engaged in employment to the City Council as local planning authority for the first 12 months and thereafter on an agreed basis. The employment strategy shall then be implemented in accordance with those approved details and kept in place thereafter.

Reason - To safeguard local employment opportunities, pursuant to policy SP1, EC1 and EC11 of the Core Strategy Development Plan Document.

- 15) Six months prior to the first use of the building, a Local Labour Agreement that outlines the approach to local recruitment for the end use in line with the aspirations of the Manchester Airport City Enterprise Zone Framework Plan (August 2012), shall be submitted to and be approved by the City Council as local planning authority. The Local Labour Agreement will confirm and implement, the principles and approach to recruitment of workers from the local labour pool, and shall include a monitoring framework which will provide information on numbers of local people engaged in employment to the City Council as local planning authority for the first 12 months and thereafter on an agreed basis. The employment strategy shall then be implemented in accordance with those approved details and kept in place thereafter.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and EC11 of the Manchester Core Strategy (2012).

- 16) Prior to the first occupation of the hereby approved development a detailed Travel Plan based upon the principles set out within the Outline Travel Plan within the Transport Statement prepared by AECOM dated September 2018 version 3.0, shall be submitted to and approved in writing by the City Council as local planning authority. In this condition a Travel Plan means a document which includes:
- i. the measures proposed to be taken to reduce dependency on the private car by those residing, attending or employed in the development;
 - ii. a commitment to surveying the travel patterns of staff and residents during the first three months of use of the development and thereafter from time to time;
 - iii. mechanisms for the implementation of the measures to reduce dependency on the private car;
 - iv. measures for the delivery of specified travel plan services;
 - v. measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

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

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

- 17) Each phase of development identified on the approved phasing plan shall not progress above ground floor slab level unless and until samples and specifications of all materials to be used on all external elevations of that phase of development have been submitted to and approved in writing by the City Council as local planning authority.

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

- 18) Within three months of the commencement of development a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as

local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with policies SP1 and DM1 of the Core Strategy.

- 19) The approved landscaping scheme of Phase 1 as set out on drawing reference 1827-EXA-00-00-DR-L-100 Rev A shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

- 20) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (L_{Aeq}) below the typical background (L_{A90}) level at the nearest noise sensitive location.

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site.

- 21) The development hereby approved shall include a building lighting scheme and a scheme for the illumination of external areas. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority within three months of the commencement of development. The approved scheme shall be implemented in full before the development is first occupied and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of government guidance in the National Planning Policy Framework, saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

- 22) Within three months of the commencement of development, full technical details of the priority junction vehicular access from Enterprise Way and associated highway works shall be submitted to and approved in writing by the City Council as local planning authority. The development shall not be

occupied until the works have been constructed in accordance with the approved details.

Reason – In the interests of highway and pedestrian safety pursuant to policy DM1 of the Core Strategy.

- 23) No part of the development shall be occupied until space and facilities for bicycle parking and associated changing facilities have been submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

- 24) The storage (including segregated waste recycling) and disposal of refuse for Phase 1 as contained within Operational Strategy received by the City Council as local planning authority on the 14th September 2018 shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

- 25) Prior to the first use of the phase 2 car park on plot X as identified on drawing HIVE-BDP-ZZ-00-DR-A-PM_30_10_80-0009 P03 full detailed drawings, technical information and locations of the 3 metre high acoustic fence to be installed shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be installed prior to the first use of the car park and be retained thereafter.

Reason – In the interests of residential amenity and as required to mitigate against noise associated with the activity of the car park pursuant to policy DM1 of the Core Strategy and saved UDP policy DC26.1.

- 26) The phase 1 Multi Storey Car Park as identified on the approved drawings shall be operational and made available for the use of the occupiers of the office building hereby approved, prior to its first occupation. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development in order to comply with policy DM1 of the Core strategy.

- 27) The development (or part phase thereof) hereby approved shall be implemented in accordance with the measures as set out within the Energy Strategy prepared by Hoare Lea as received by the City Council as local planning authority on 14th September 2018. Within 3 months of the completion of the construction of the relevant phase of development a verification

statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming which measures have been incorporated within the development, including dated photographic documentary evidence of the implementation and completion of required works.

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

- 28) The development (or phase thereof) hereby approved shall not be occupied or used until written confirmation of a secure by design accreditation has been submitted to the local authority.

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.

- 29) Prior to the first occupation of the development, or phase thereof, a management plan for the car parks hereby approved shall be submitted to and approved in writing by the City Council as local planning authority. The management plan shall include the hours of operation of the car park. The car parking areas shall be managed in accordance with the agreed details.

Reason - In the interests of pedestrian and highway safety and residential amenity pursuant to policy DM1 of the Core Strategy and saved UDP policy DC26.1.

- 30) The development and operation of the development hereby approved shall be carried out in accordance with the detailed measures for gull monitoring and other bird control measures identified within the Bird Management Plan prepared by Birdstrike Management Limited as received by the City Council on the 14th September 2018.

Reason – In the interests of the safe operation of aircraft at Manchester Airport pursuant to policy DM1 of the Core Strategy.

- 31) Prior to the commencement of above ground works to phases 2 and 3 as identified on the approved drawings full details of the storage (including segregated waste recycling) and disposal of refuse for the development shall be submitted and approved by the City Council as local planning authority. The approved details shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

Informatives

1) Cranes, whilst they are temporary, can be a hazard to air safety. The developer or crane operator must therefore contact Manchester Airport's Control of Works Office using the details provided below, at least 21 days in advance of intending to erect a crane or other tall construction equipment on the site. This is to obtain a Tall Equipment Permit and to ascertain if any operating restrictions would be required. Any operating restrictions that are subsequently imposed by Manchester Airport must be fully complied with. Email: control-of-works@magairports.com Tel: 0161 489 6114

Reason: To ensure that Manchester Airport's Obstacle Limitation Surfaces are protected to avoid endangering the safe operation of aircraft

- All works that would impact ordinary watercourses would require consent from Manchester City Council as Lead Local Flood Authority. Consent forms can be obtained on the website at:

http://www.manchester.gov.uk/downloads/download/5567/land_drainage_consent_and_guidance.com

2) In order to discharge condition 18 from this approval the following information should be provided:

Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' (withdrawn but still available via an internet search). It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B) or other relevant guidance. Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

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: 121270/OO/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:

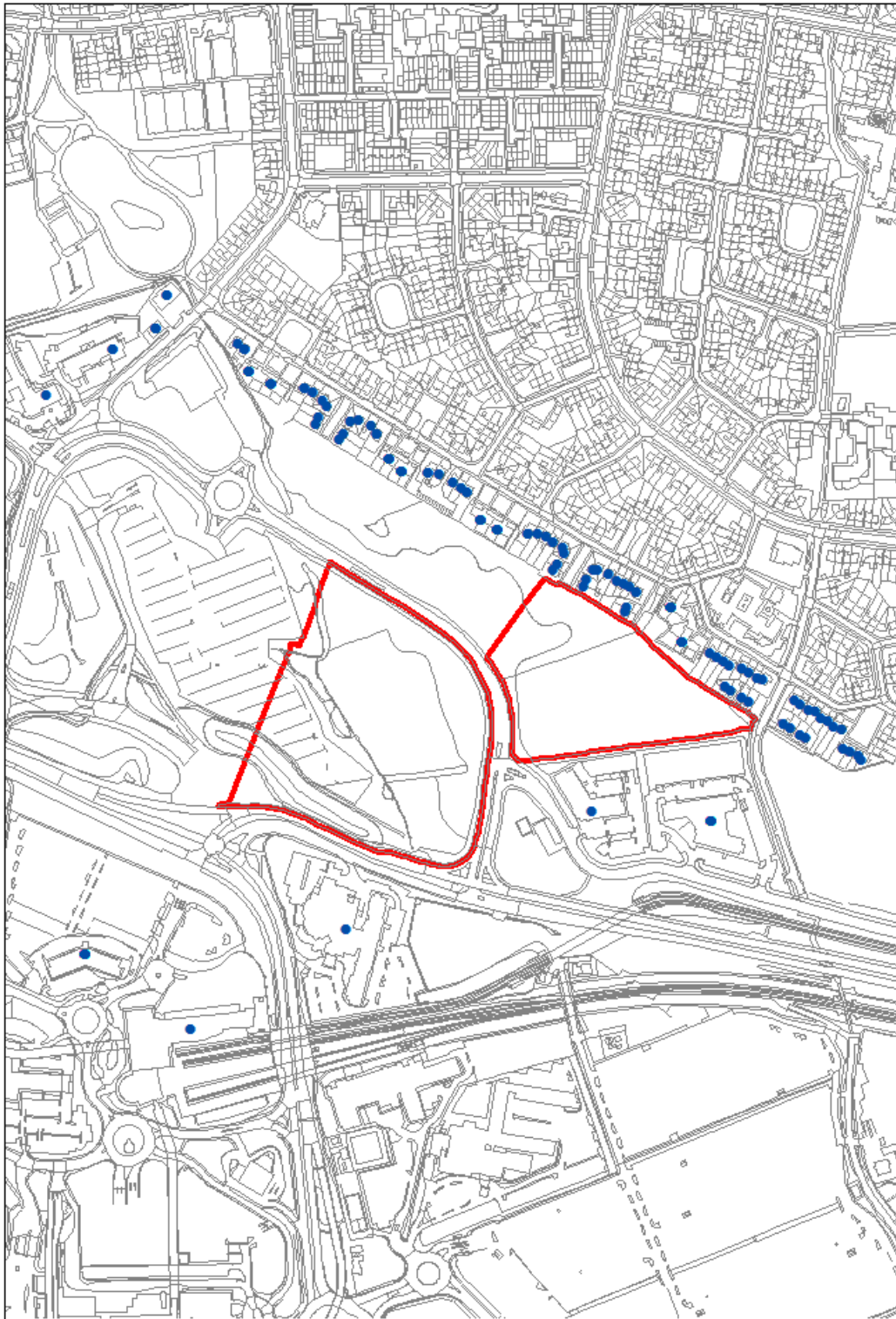
Highway Services
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 Corporate Property
 MCC Flood Risk Management
 South Neighbourhood Team
 Greater Manchester Police
 Historic England (North West)
 Environment Agency

Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Natural England
Highways England
Manchester Airport Group
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Network Rail
National Planning Casework Unit
Ringway Parish Council
Strategic Development Team
Transport For Greater Manchester

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:

Relevant Contact Officer :	Robert Griffin
Telephone number :	0161 234 4527
Email :	r.griffin@manchester.gov.uk



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
121323/FO/2018	21st Sep 2018	13 th December 2018	Woodhouse Park Ward

Proposal Erection of: two 6 storey office buildings (Class B1(a) comprising 8,567 sqm of net internal floorspace in Plot E2 and 8,581 sqm of net internal floorspace in Plot E3) and ground floor commercial space (Class A1,A2,A3,A4,A5, B1(a) or D1 (excluding Places of Worship) uses only; 9 storey multi-storey car park (1,497 spaces) including 1,812 sqm of ground floor commercial space (Class A1-A5, B1(a) or D1 (excluding Places of Worship) uses only), pedestrian and vehicular access arrangements, temporary (5 years) surface level car parking (202 spaces) and associated infrastructure works including brook diversion and landscaping

Location Land Bounded By Enterprise Way To The North And West And The M56 To The South, Manchester

Applicant Airport City LP, C/o Agent,

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

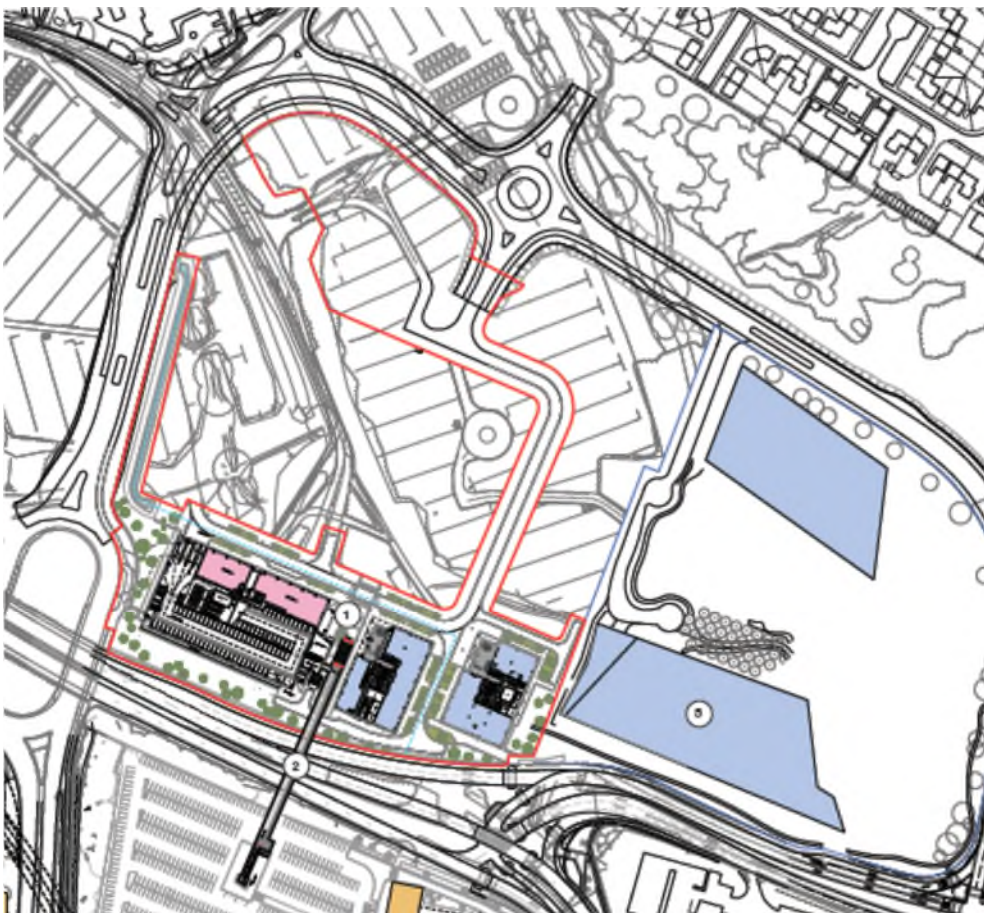
Background

Background information relating to the strategic context and designations of the application site within the Airport City Enterprise Zone are contained within the report relating to planning application reference 121270/OO/2018 which appears as agenda item 5 on this Committee meeting. It is also important to note that the application site is located within the area granted outline planning permission in February 2013 for the wider Airport City North area for the development of office space, light and general industrial space, hotels and ancillary retail and other commercial accommodation, associated parking and public realm works (planning ref.100831/OO/2012/S2). Whilst this permission lapsed in February 2018 it established the principle of developing high quality office uses and associated infrastructure including car parking on the current application site and surrounding sites. The infrastructure to support Airport City North through the construction of Enterprise Way was completed in November 2017.

Description of site

The site is located in the Woodhouse Park ward on land between Manchester Airport and the residential areas of Wythenshawe to the north. To the north, west and east the site is bounded by Enterprise Way a link road that opened in November 2017 and which provides infrastructure to serve the future development plots within Airport City North. To the north of Enterprise Way are additional Airport City North development plots, bounded by residential properties along Hilary Road, Gorston Walk and Felskirk Road. To the south of the site lies the M56 Spur and the Airport's ground transport interchange and main terminal buildings. The site covers a total area of 3.42 hectares.

The site is currently predominately vacant brownfield land (having been cleared of trees, poor quality vegetation remains) and partially existing surface level airport car parking. The site does not include or immediately adjoin any designated areas afforded special protection, such as areas of ecological or biodiversity value, historic or Listed Buildings or Conservation Areas. The site is located in Flood Zone 1 (areas of land with the lowest probability of flooding), there are two surface water features present both within the development site and in close proximity to it. One ordinary watercourse is present within the site itself which is partially culverted and flows from south east to north west where it is then culverted below Enterprise Way. A further ordinary watercourse is present to the east of the site this also flows from south east to north-west, where it is culverted beneath Enterprise Way. It is understood that these two features are unnamed tributaries of Baguley Brook which discharge to the pond in Painswick Park to the north of the site.



Application site edged in red showing proposed layout and relationship to road network and surrounding area including to the east the development considered under item 5 on this Committee's agenda

The M56 Spur and Ringway Road West forms the southern boundary, beyond which lies Manchester Airport's operational area, including the Airport's terminal buildings and ground transport interchange (GTI) that provides connecting services for national, regional and local rail and bus services and Metrolink. The area is also served by a network of pedestrian and bicycle trails to surrounding neighbourhoods. These sustainable connections are to be further improved by the installation of a pedestrian and cycle-bridge across the M56 motorway spur approved in May 2017.

The bridge forms part of a publicly accessible route from Wythenshawe, through Airport City North, to the Airport's transport interchange and terminal buildings, providing a more direct, easier and safer link for cyclists and pedestrians.

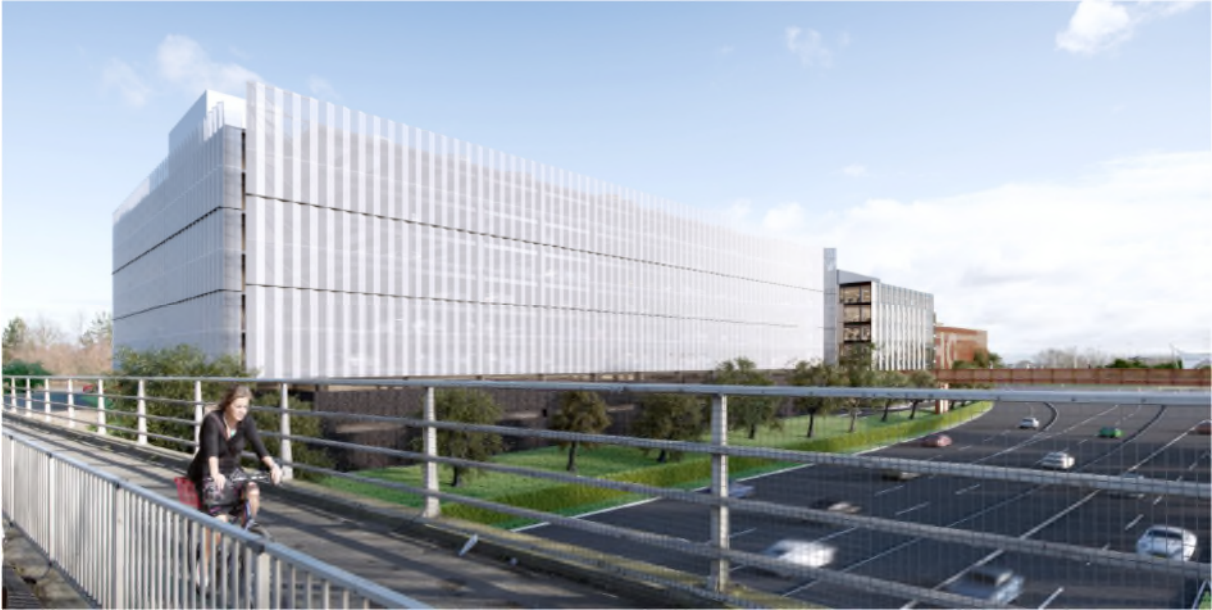
Description of Proposals

The application proposals relate to the erection of two office buildings and a multi-storey car park arranged to form a strong built form towards the M56 spur and Ringway Road West to the South. In addition to the proposed building the application seeks temporary planning permission for the use of the north-western part of the site for surface level car parking.

As referred to above the principle of developing high quality office uses and associated infrastructure (including car parking provision) on this site has previously been established through the 2013 Outline planning permission for Airport City North. The 2013 Outline Planning Permission has not been implemented and the revised masterplan proposals for the comprehensive development of the ACN Masterplan reflect further design input, current market conditions and the introduction of proposals for a major occupier requirement on land to the east of the site and which is the subject of a separate planning application considered as item 5 on the agenda to this meeting.

In detail the proposals are for:

Multi Storey Car Park - To provide 1,497 car parking spaces over 9 floors with additional ground floor commercial space for a flexible mix of uses (A1-A5, B1(a) or D1) 1,812 sq. m The MSCP will accommodate 1,497 spaces, including 78 disabled parking bays and 20 electric vehicle charging spaces and has been designed to allow additional electric vehicle spaces to be provided in the future, should demand arise. In addition 100 secure cycle parking spaces would be provided on the ground floor within the MSCP with shower and locker facilities located within the proposed office buildings. The MSCP would provide a permanent bridge landing for the previously approved (planning reference 115826/FO/2017) direct pedestrian/cycle bridge link between Airport City North and the Airport across the M56 spur road. The lift access to the bridge deck has been combined with the external lift and stair core serving the MSCP.



Visualisation of the Multi storey car park looking north east

Office buildings – The two proposed office buildings have been designed to have a consistent design approach both would be six storeys in height and would have commercial floorspace on the ground floor for a mix of potential uses. The office building closest to the bridge link would contain 8,567 sq. m of office space and ground floor commercial space of 568 sq. m; whilst the office building to the east of the site would comprise 8,581 sqm of office spaces and ground floor commercial space comprising 325 sqm.



Visualisation of office buildings (central), MSCP (left), and office building on adjacent to site (far right) as seen from the previously approved pedestrian and cycle bridge link

In addition to the provision of buildings on the site the proposals also incorporate public realm proposals around the buildings to encourage more balanced streets and a pedestrian friendly environment and connections to the bridge link with the airport, whilst landscaping is proposed along the M56 spur frontage of the site.

The primary vehicular access to the proposals including for delivery and service vehicles would be via Enterprise Way and a new section of the Airport City North internal estate road to be delivered alongside the application proposals. The proposed scheme design also allows for the potential to provide a one-way, egress-only connection to the Terminal 2 roundabout from the MSCP, allowing vehicles to exit the development site directly onto the external highway network. Provision of such an egress would be subject to a separate planning application.

As with the adjacent site and as envisaged through the original outline approval in 2013 modifications are proposed to the existing watercourse that passes through the site. The current intention is that the culverted section of the existing watercourse will be diverted and extended.

The application also includes for the provision of a temporary planning permission to formalise the north-western part of the existing surface car parking arrangements to secure temporary permission for a period of five years. These 202 spaces would be used by occupiers and visitors to Airport City North and other facilities at the airport ahead of the permanent car parking provision being completed. The remainder of the existing surface level car parking contained within Enterprise Way will be retained as hard-standing ahead of the wider masterplan coming forward, but will no longer be used for parking once development of the proposals commences. To enable the temporary use of these spaces, a new temporary access from the new internal estate road (linking onto Enterprise Way) would be created, and controlled by the use of a vehicle barrier.

Phasing – Due to the scale of the proposals it is proposed that the development would be completed over a series of phases with the initial phase being the provision of the temporary car parking and the office building closest to the bridge link, followed by the multi storey car park and second office building.

EIA Screening

The EIA Regulations outline thresholds for what are described as Schedule 1 and Schedule 2 Projects. EIA is mandatory for "Schedule 1" projects. EIA is required for "Schedule 2" projects if, in the opinion of the determining authority, they are likely to give rise to "significant effects" on the environment.

The application is submitted with supporting information commensurate to the scope and scale of the proposals. This has allowed an assessment of the proposals impacts to be fully considered.

It is concluded that this development would have some impact on the surrounding area, there would be no transfrontier impact as a result of the development and impacts of the development are local in nature. It has therefore been judged that these impacts would not be significant to warrant a formal Environmental Impact Assessment and the opinion of the City Council, as Local Planning Authority, is that an Environmental Impact Assessment was not required in this instance.

Consultations

The application was advertised by way of advertisement in the Manchester Evening News, site notices and notification to neighbouring residents and businesses. One response has been received from a local resident as a result of these notifications. A summary of the comments made is set out below:

- Disappointed and concerned at the proposal to build two six storey buildings and a multi-storey car park in close proximity to the rear of our property with the plan to further develop even closer to the property in the future.
- We have already had to endure the noise of the construction of Enterprise Way during the daytime when we were working night shifts and attempting to sleep during the day. Now we are subject to traffic noises from Enterprise Way. The construction of a multi-story car park will ensure that traffic will be present at irregular hours and that there will be no escape from its noise.
- Concerned that traffic will also increase further on Hilary Road.
- With the increased volume and proximity of traffic will come an increase in related pollution. It is worrying to think that we will have to exchange a green space with close proximity of trees for a very developed area complete with multi-storey car park and dissected by close, busy road.
- Once the trees have been removed in a future phase of the development we also fear that our privacy will be jeopardised by the proposal. The heights of the proposed buildings will mean that our house will be overlooked.

Statutory and non-statutory consultees

MCC Environmental Health – The waste management proposals for the proposed office buildings are acceptable. Further information is required given the unknown occupiers of the commercial floorspaces in all three buildings therefore a condition would be required to be submitted to deal with these outstanding matters.

Plots E1, the above proposals show the space allocated for both the carpark and commercial units, but the predicted volumes of waste from the commercial units and breakdown into the different waste streams (including recycling) has not been given and therefore this condition cannot be discharged.

EH have reviewed the submitted Air Quality Assessment and agree with its findings. It is recommended that good practice principles for both the design and operational phases are followed including: the provision of at least 1 Electric Vehicle (EV) “rapid charge” point per 1000m² of commercial floorspace, the application proposed 20 EV charging points within the multi storey car park which would offer provision in line with this good practice level (total floorspace proposed 18,960 sqm); and , where development generates significant additional traffic, provision of a detailed travel plan.

Further conditions are proposed with regards to: ground conditions (contaminated land); Construction Management (including measures to control noise and dust from the site); fume and odour discharge scheme; and details of a scheme to acoustically insulate the buildings and external plant and equipment treated to limit the break out of noise.

MCC Arborist - The submitted tree survey identifies trees for removal as an outline but with no detail of type and size of trees to be removed.

Highways England – No objections

TfGM (Metrolink) – Have no comments to make on the application.

Transport for Greater Manchester - Raise a number of comments with the approach taken in the reporting of the transport impacts of the development.

In addition, the make the following comments:

- No dates are provided for the provision of the airport walking and cycling bridge nor the various 'rainbow' works as referenced within the submitted transport statement (TS).
- The TS does not explain whether the new car park will cater solely for the office development or whether the parking will be available for all drivers circulating in the area.
- In order to maximise the benefits of the site's location and to encourage walking and cycling, it should be ensured that the pedestrian and cycling environment, around the site, is designed to be as safe, attractive and convenient as possible. This should provide sufficient links to the surrounding pedestrian and cycle networks.
- In terms of cycle parking provision, the TS states that a total of 333 cycle parking spaces will be required. Cycle parking should be secure and covered, as well as allocated within a central accessible location. Cycle use should be monitored on an ongoing basis and further spaces added should demand exceed supply. Additionally, appropriate shower and changing facilities will be required.
- Although the site is accessible by sustainable modes, it is important to influence travel patterns at the beginning of occupation should Manchester City Council be minded to approve this application it is suggested that the further development, implementation and monitoring of a full Travel Plan be attached as conditions of any planning consent.

MCC Highway Services - The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities. The estate road is being constructed over three phases which is acceptable in principle. The estate road should have a minimum carriageway width (the 6m shown is acceptable) with 2m footways on both sides. It is noted that only one footway is proposed during the construction of the temporary access road and we seek assurance that an additional footway would be constructed as part of the permanent works. It is requested that a detailed final road layout is provided including the junction with Enterprise Way so that the geometry and road marking layout can be verified. The initial swept path analysis provided identifies a slight overrun of the kerbs on the access road to the north of Plot E3 and for the coach lay-by which should be addressed by the applicant.

A pedestrian route is proposed which links the green bridge with the temporary car park, Enterprise Way and the pedestrian facilities at the at-grade signalised junction

of Outwood Lane and Ringway Road West. 200 temporary surface car parking spaces within an area of existing car parking immediately west of the Enterprise Way access into the development which is acceptable from a highway perspective. A total of 100 cycle parking spaces will be provided to serve Plots E2 and E3 which is being provided in a secure, covered location close to the main entrance of each office block and is acceptable. The proposed MSCP will provide a total of 1,497 parking spaces of which 230 will be allocated for the first phase office building and 601 spaces will be allocated to the consented and proposed hotel developments with a further 200 spaces allocated to the existing offices. This would leave a surplus of 466 spaces, which will be used by later phases of the Airport City development, including the later phase office proposed. Highways Services consider this provision to be acceptable.

The trips generated from this site (and the adjacent site also subject to current planning applications) have already been accounted for within a number of previously approved studies, including the Airport City Transport Assessment (2012), the A6 to Manchester Airport Relief Road (A6MARR - 2015), and the MAN-TP (Terminal 2 Expansion) Transport Assessment (2015). The previously consented Airport City office use is for 113,500 m² office floor space with up to 4,182 car parking spaces and therefore the lower combined floor space and car parking for this development together with adjacent site complies with the original outline planning approval. Furthermore the junction capacity assessments presented in the Airport City Transport Assessment were undertaken using traffic flows based on the original assumptions which demonstrated that the local highway network would operate within capacity with no significant queues or delays in 2030.

The arrangements made for the storage and collection of waste are acceptable from a highway perspective. Delivery details are currently limited, but given the proposed active frontage areas depicted it is recommended that convenient adjacent servicing facilities are considered for this development. The lighting proposals are acceptable from a highway perspective. It is anticipated that all of the lighting equipment on the estate roads and areas of public realm will be privately maintained. Should the planning application be approved then alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC which would include any required technical approval.

The outline framework travel plan is acceptable to Highways and it is recommended that a full travel plan be conditioned as part of any planning approval.

It is recommended that prior to the commencement of the development a detailed construction management plan outlining working practices during development is submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Community Consultation strategy.

For large developments a dilapidation survey is required which should include photographs and commentary on the current condition of carriageways and footways on the construction vehicle routes surrounding the site.

MCC Flood Risk Management Team – Recommend the imposition of conditions for the submission and agreement of surface water drainage scheme for the site and the ongoing maintenance and management of the proposed scheme.

Manchester Airport Aerodrome Safeguarding - The proposed development has been examined against aerodrome safeguarding measures by the Safeguarding Authority for Manchester Airport, we request the following conditions be attached to any approval: drainage scheme to be agreed with Manchester Airport to consider bird strike avoidance; the submission and approval of a Glint and Glare Assessment has been carried out and submitted to the Safeguarding Authority for Manchester Airport. Should the outcome of the survey suggest there will be a hazard, the developer must undertake to make design amendments to the scheme; All lighting to be capped below the horizon in accordance with BS:5489- 1. with soft and low luminance and lux levels; agreement of a Communication Plan for the construction period of the entire development to be agreed with the Manchester Airport Wildlife Team; construction plan including a full crane plan; that the heights of the building must not exceed the heights specified in the submitted documents (strict MAX build height on plot E1 of no more than 101.77m AOD)

Policy

Manchester Core Strategy

The Core Strategy Development Plan Document 2012 -2027 was adopted by the City Council on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). It replaces significant elements of the existing Unitary Development Plan as the document that sets out the long-term strategic policies for Manchester's future development, the Core Strategy is to be used as the framework that planning applications will be assessed against.

There are a number of relevant policies within the adopted Core Strategy relevant to the consideration of the current application in summary these are set out below.

Policy SP1 relates to the overarching spatial principles which will guide the strategic development of Manchester to 2027 these include:

- Beyond the Regional Centre and the Airport, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.
- The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.
- Development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- creating well designed places that enhance or create character.
- making a positive contribution to the health, safety and wellbeing of residents considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- protect and enhance the built and natural environment.
- minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
- improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EC1 relates to employment and economic growth in Manchester. This policy advises that a minimum of 200ha of employment land will be developed between 2010 and 2027 and recognises that Manchester Airport and surrounding land will be a key location for major employment growth. The development of the application proposals would form one of the first phases of development at Airport City North and would be the catalyst for subsequent phases of development coming forward.

Policy EC10 - Wythenshawe identifies Manchester Airport as a focus for economic development in Wythenshawe. The policy states that the Manchester Airport Strategic Site and Airport City Strategic Employment Location are "suitable for aviation related development and a mix of economic development uses including offices, high technology industries, logistics, warehousing and airport hotels". The pedestrian and cycle bridge over M56 Spur is a key connecting link. The proposed development would act as a permanent landing point for the bridge to the north. As such, it has a role in creating the permeable and accessible route that would increase access to employment opportunities within Airport City/Manchester Airport for local residents.

Policy EC11 defines the 'Airport City Strategic Employment Location' as an area to the north of Manchester Airport presenting a significant opportunity for employment development in Manchester. This is substantially the northern element of the Airport City opportunity, which should: promote functional and spatial links with nearby parts of Wythenshawe; and maximise the catalytic potential of the airport to attract investment and increase economic activity. Development should also:

- maximise the employment and training opportunities and other regeneration benefits for local communities; and,
- take full advantage of the existing transport hub at Manchester Airport and proposed extension of Metrolink and the South East Manchester Multi Modal Scheme (SEMMMS) road scheme, through layout and traffic management measures, such as the quantity of parking.

Any development proposal should be set within the context of a comprehensive scheme for the Strategic Location. This will have regard to access, delivery, design and layout, flood risk through the Manchester - Salford - Trafford SFRA, energy infrastructure, the scale of uses within the area and take full account of Baguley

Brook and any wildlife in this corridor, in accordance with relevant Development Plan policies.

The policy defines the area as suitable for high technology industries, logistics, offices, warehousing and ancillary commercial facilities which will support further the business destination role at Airport City. The application site lies within the Airport City Strategic Employment Location.

The application proposal seeks to assist in the delivery of employment land in line with the requirements of Policy EC1 and EC11 by improving access to jobs, providing employment opportunities for local people, and connecting to international markets.

Policy T1 relates to Sustainable Transport. This policy advises the Council will support proposals that deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

Policy T2 seeks to actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers (including the Airport) and to ensure good national and international connections. In addition, this policy seeks to ensure that new economic development is easily accessible by walking, cycling and public transport and that residents in the south of Manchester benefit from improved connectivity with the Airport.

As set out in the report, the application site is located close to a major transport interchange and would be well served by existing and new pedestrian and cycling infrastructure.

Policy EN1 deals with required design principles and strategic character areas. Specific character areas relevant to this scheme are the 'Wider Wythenshawe' and 'Airport & urban fringe' Character Areas. The development adheres to both character areas in its design. The scheme has been designed to fit within the transition between the Airport and low rise suburban character.

Policy EN3 indicates that new developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Etrop Grange Grade II Listed Building lies to the north west of the northern tip of the application site on the opposite side of Enterprise Way, approximately 60 metres away from the boundary of the site. It is not considered that given the distances involved and the siting of the application proposals, including the temporary surface car parking, would give rise to unacceptable impacts on this Listed Building

Policy EN6 requires that development over 1,000 sqm will be expected to comply with the target framework for CO2 reductions from low or zero carbon energy supplies. Policy EN8 requires that all new development is adaptable to climate

change in terms of the design, layout, siting and function of both buildings and associated external spaces.

The report sets out the sustainability of the proposed development and that it has been designed to reduce carbon dioxide emissions above those set out within the adopted policies.

Policy EN14 relates to flood risk and states that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. The site is in an area of low risk of flooding, the proposals do propose works to divert and culvert an existing watercourse. A surface water drainage proposal has been submitted alongside the application which has been assessed by the Council's Flood Risk Management Team.

Policy EN15 relates to biodiversity and advises that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity. There will be a loss of some remaining trees on the site and an open watercourse would be diverted and partially culverted as a result of the development proposals, the applicant proposes a replacement tree replacement scheme as part of the landscape proposals for the site.

Policy EN16 'Air Quality' sets out an expectation of developers to take measures to minimise and mitigate the local impact of emissions from the development, including its use and traffic generation. The Council will consider the impacts on air quality of development, including the cumulative impacts, particularly in Air Quality Management Areas. An Air Quality Assessment has been submitted alongside the application which assesses both the construction and operational phase impacts on air quality. Mitigation measures are recommended for the construction phase but the operational development is not anticipated to give rise to significant effects on air quality because no receptor is predicted to experience a significant deterioration in air quality, and all existing receptors (such as nearby residential properties) will not be exposed to pollutant concentrations above national objectives and European limits.

Policy EN17 'Water Quality' requires that development avoids any adverse impact on water quality and where possible seeks to enhance water quality. Surface water run-off should also be minimised from development and associated roads and where appropriate maximise the use of sustainable drainage systems to minimise groundwater contamination and avoid pollutants reaching watercourses.

Policy EN18 'Contaminated Land and Ground Stability' details that any proposal for development of contaminated land must be accompanied by a health risk assessment. The application is accompanied by a ground conditions report that has been assessed, no significant constraints are identified in relation to the site but recommendations are made to a further programme of site investigation works to be completed.

Policy EN19 relates to waste. This policy states that the Council will require all developers, to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy

recovery, final disposal). A waste management strategy for the office buildings has been provided for the proposals which has been assessed and is considered satisfactory, however, further information is required regarding the proposed other commercial uses.

Policy DM1 advises that all development should have regard to the following specific issues:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation;
- Accessibility;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effects relating to biodiversity, landscape, archaeological or built heritage;
- Green Infrastructure including open space, both public and private;
- The use of alternatives to peat-based products in landscaping / gardens within development schemes;
- Flood risk and drainage;
- Existing or proposed hazardous installations; and
- Sustainable construction techniques including the application of the Building Research Establishment Environmental Assessment Method (BREEAM) standards.

Policy DM2 - Aerodrome Safeguarding states that any development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted. The development has been prepared in consultation with the airport's specialist aerodrome safeguarding officers. Whilst the scheme is in close proximity to the airport, it is understood that there would be no effect upon the operational integrity or safety of the airport or radar subject to the recommended conditions proposed by the aerodrome safeguarding officer at the airport.

Saved UDP Policies

EW8 Economic Development - allocates the land immediately to the north of the Airport as one of the major strategic sites in the City for high technology industry. The application proposals form part of the wider Airport City strategic development and would support its role in encouraging economic development.

E3.3 Environmental Improvement and Protection - the proposals are for high quality new development which will improve the appearance of the application site and surrounding area close to the M56 motorway spur.

Guide to Development in Manchester SPD (2007)

This Supplementary Planning Document seeks appropriate design, quality of public realm, facilities for; disabled users in accordance with the City Councils Design for Access 2 guidance, pedestrians, and cyclists. It also promotes a safer environment through Secure by Design principles, appropriate waste management measures, and environmental sustainability evidenced under BREEAM or other standards.

Sections of relevance are:

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified urban form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contributes to the creation of a positive identity.

Paragraph 2.12 advises that buildings should front onto streets and areas of car parking and servicing should be situated to the rear, side of, or beneath the building with clear safe accessible footways leading to the main door.

Paragraph 2.14 advises that new developments should have an appropriate height having regard to the location, character of the area and specific site circumstances.

The proposals are considered to be in general accordance with the principles contained within the Guide to Development.

National Planning Policy Framework

The Department for Communities and Local Government published the first NPPF in March 2012 and subsequently revised it in July 2018. The revised NPPF was adopted on 24 July 2018 and sets out the Government's planning policies for England and how these are to be applied; forming an important material consideration for all planning applications. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.

The NPPF operates a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up to date Development Plan (paragraph 11). Sustainable development is about positive growth making which supports economic, environmental and social progress for existing and future generations.

The Government emphasis that Planning should help create the condition in which businesses can invest, expand and adapt. Planning policies and decisions should take into account local business needs and wider opportunities for development and places significant weight on the need to support economic growth.

Section 6 (paragraphs 80 to 84) is titled 'Building a strong, competitive economy'. It emphasises the Government's commitment to support economic growth, including that the planning system should help create conditions in which businesses can thrive. Local Planning Authorities should support existing business sectors, and foster innovation in these sectors to address the challenges of the future including being flexible enough to accommodate new and flexible working practices. In addition, Local Planning Authorities should make provision for clusters of creative and digital industries, and for storage and distribution operations in suitably accessible locations

Chapter 9 (paragraphs 102 to 111) of the NPPF deals with the promotion of sustainable transport. Paragraph 102 highlights that transport issues should be considered as part of development proposals. In particular proposals should consider the impact on the transport network, promote sustainable modes of transport, mitigate environmental impacts where possible and ensure that the patterns of movement, streets and parking and other transport considerations are integral to the design. Paragraph 103 goes on to state that "development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes".

Section 12 (paragraphs 124 to 132) is titled 'Achieving well-designed places'. It states that the planning process is fundamental to creating high-quality buildings and places. The Government attaches great importance to good design, as a key aspect of sustainable development that contributes to creating better places in which to live and work.

Section 14 (paragraphs 148 to 169) of the NPPF is titled 'Meeting the challenge of climate change, flooding and coastal change'. It emphasises the role of the planning system in support the transition to a low carbon future. It should help shape places to reduce greenhouse gas emissions, minimise vulnerability and improve resilience. In addition, the Chapter sets out that development in areas of at risk of flooding should be avoided.

Chapter 15 (paragraphs 170 to 183) of the NPPF is titled 'Conserving and enhancing the natural environment'. The Chapters advises that biodiversity should be protected and enhanced, remediate contaminated land where appropriate, and new development should not lead to unacceptable levels of soil, air, water, or noise pollution.

Other material considerations

Manchester Airport City Enterprise Zone Framework Plan

The Manchester Airport City Enterprise Zone Framework Plan (EZFP) provides a clear vision for development across the EZ. It builds on the EZ policy context and provides a basis on which practical implementation of development in the EZ can be planned, including specific development proposals and more detailed plans for individual sites (including Airport City).

The EZFP was published in 2012 and is a material consideration in decisions the Council makes as the local planning authority. The application site forms part of the 'Airport City' EZ designation to the north of the Airport.

Development of the application site would contribute to delivering the ambitions of the EZ; by creating an environment for businesses to thrive and stimulate growth, benefiting from the high level of connectivity provided by close proximity to an international airport, attracting global businesses, creating new employment opportunities and stimulating economic growth.

The report to the relevant Executive Committee meeting that approved the Framework indicated that as a minimum the EZ was anticipated to generate 7,000 jobs.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

The application proposals remove an open watercourse and would lead to the loss of trees on the site. To mitigate these losses the application proposals, include a scheme for the replanting of trees on the site and through onsite landscaping proposals designed as a component part of the proposed built form of the development.

Issues

Principle of Development

As set out in the policy section of this report the application site is located within the Manchester Airport Enterprise Zone, a collection of sites that are identified and supported through the policies of the adopted Core Strategy for significant employment generating development. In particular Core Strategy policy EC11 (Airport City Employment Location) confirms that the north of Manchester Airport is a significant opportunity for employment development in Manchester. In line with this policy and other supporting documents that form material considerations in determining planning applications the principle of office space and car parking on the site was also established through the 2013 outline planning permission for Airport City North. Although that consent expired earlier this year the policy framework clearly supports the delivery of a significant employment generating development to assist in promoting the wider Airport City location for further economic development. It is also noted that the infrastructure to support development has been provided with Enterprise Way completed November 2017. This will be the spine providing access to developments across Airport City North.

A comment has been received from a resident with regards to concerns for future phases of development at Airport City North. Such proposals would be subject of separate planning applications and a consideration of the impacts of those would need to be considered at that time taking into account material considerations and the particular issues that those proposals would raise. As set out below the current proposals are considered to be in accordance with the policy frameworks in place and do not give rise to significant impacts.

Economic benefits

The supporting information submitted alongside the application identifies a high-quality office development and associated landscaping scheme. The proposals alongside those proposed on adjacent sites are early phases of the long term development of Airport City North. As such they are important drivers for economic development in the area and Manchester. For the current application proposals no end user for either the office space or proposed ancillary commercial uses is identified. Given the policy context that underpins Airport City North particularly in terms of providing employment opportunities for Manchester residents it is proposed to attach a condition to any approval to deliver against the policy requirements within the Core Strategy and Airport City North framework for both the construction and operational phases of development.

Access

As with the proposals for the adjacent site Airport City North has been identified through the supporting policy and development frameworks as a highly sustainable location for employment generating uses. Existing and proposed infrastructure allows access to the site by alternative methods of transport other than by private car. MCC Highway Services and Highways England have assessed the application proposals and the submitted transport information and raise no objections on the basis of

impacts on highway capacity or highway safety and accept the level of car parking proposed.

Vehicular access to the proposed car parking and office development will be via Enterprise Way which will serve as the main internal spine road for the Airport City site, with primary vehicular access into individual plots provided by a roundabout located approximately 180m east of the Enterprise Way / Thorley Lane junction.

The application proposals include on-site cycle parking (100 spaces) in a secure covered location close to the main entrances of both office buildings. In addition the proposals connect directly with the proposed diverted public right of way that runs through the adjacent application site to the east.

The proposed multi storey car park (MSCP) would comprise 1,497 car parking spaces in total, 78 spaces are accessible car parking spaces. The MSCP is to serve not just the current proposed development but is anticipated to provide spaces for further development at Airport City North and other developments being brought forward at the Airport. Based upon the Council's parking standards 460 spaces are to be allocated within the MSCP for the proposed office buildings as part of this application and a minimum of 16 accessible spaces would be allocated. MCC Highway Services accept this level of provision as being acceptable.

The applicant has provided an outline travel plan within the application submission and it is recommended that a full detailed travel plan for the development would be developed to include more detail of sustainable travel measures to be taken up by staff and visitors. It is necessary to attach an appropriately worded condition to any approval for the submission and approval of such a travel plan. In addition to these measures the applicant proposes secure cycle parking and changing facilities to utilise the improvements to the cycle network connections at Airport City North and is installing electric vehicle charging points within the multi storey car park (20 spaces initially) with infrastructure installed to allow additional provision as demand increases for electric vehicles.

Accessibility

The applicant has provided detail of the consideration of accessibility issues within the application documents. These confirm that the design of the multi storey car park (MSCP), access to the pedestrian bridge and office buildings has been developed from first principles with an inclusive approach to allow easy, safe and secure access to all areas of the landscape and the majority of the building for disabled guests and staff.

Level access to the commercial units at ground level is provided with access to the car park itself provided to the east of the building off the plaza, this provides a large lobby area with stair and lift access to the car park and to the Airport City North bridge deck. A secondary pedestrian access to the car park is located to the north of the building between the two commercial units this access again allows level access to all levels of the MSCP. It has been proposed that the spaces within the car park will be allocated to office occupiers on a floor by floor basis. This has meant that accessible parking spaces are provided by level rather than grouping these spaces at

ground floor, to accommodate this provision each of the accessible spaces are located to the eastern side of the MSCP in close proximity to the 3 accessible lifts. The sloped floor slab connecting each level of the car park is designed at a gradient that is no steeper than 1:20 to allow each of these sloped slabs to be fully accessible without intermediate ramps.

The deck of the Airport City North pedestrian bridge is accessible via the three lifts within the eastern core of the MSCP building.

The landscape scheme around the three proposed buildings has been designed to allow free and clear movement across the space with well-lit and active frontages at ground floor.

The design of the two office buildings has also been developed from first principles with an inclusive approach to allow easy, safe and secure access for disabled guests and staff. Staff and guest access to the buildings will be level through the north western reception areas. Each level of the building is accessible via the central lift and stair core, with a clear route from the ground floor reception areas through to the lift/stair lobby.

Residential Amenity

Concerns have been raised as a result of the notification of the application with regards to impacts on residential amenity. This proposed phase of development is located to the south of residential areas, with the proposed buildings approximately 300 metres to the south, and is separated by the newly constructed Enterprise Way. It is not considered that the proposed buildings would have unacceptable impact on residential amenity. The provision of temporary car parking for a period of 5 years is a replacement of car parking already located in this area and is approximately 150 metres to the south of the nearest residential properties and 70 metres to the east of Etrop Grange Hotel and office buildings. Given these distances the existing road infrastructure and car parking in the area the proposed temporary car parking is not considered to give rise to unacceptable impacts on residential amenity.

Waste management

The applicant has provided a waste management strategy for the development design to accord with the Councils guidance. This strategy has been assessed and is considered to be acceptable by the Environmental Health team with regards to the proposed office space. They have requested the need for further details of the waste strategy for the commercial ground floor units prior to their occupation which should be secured by way of an appropriately worded planning condition.

The applicant has indicated the areas for refuse and recycling for all three buildings.

The MSCP has a centrally located area within the ground floor with back of house access via each commercial unit. These areas would be mechanically ventilated and accessible via the car park entrance to the north west of the ground floor. The refuse and recycling area has been designed to be large enough to accommodate additional

refuse from within the car park itself if necessary from a facility management point of view.

The two office buildings each have their own separate refuse and recycling area located in the ground floors to these buildings, accessible via the main core of the building and back of house areas. Each refuse and recycling area backs onto the service access zones to the south of the central office building and to the north east of the most easterly office building with secure access for collection teams. Servicing areas are provided to allow bins to be wheeled out for collection

The size of the bin stores for each of the office buildings have been calculated in accordance with the Manchester City Council 'Waste Storage and Collection Guidance for New Developments'. Based on this guidance the refuse area will provide a 50/50 split in terms of general waste and recyclable waste provision. Each office building will therefore provide a total of 8x 1,100L Euro Bins within their respective refuse areas. This allocation of bins is calculated on the basis of no less than 3 No. of collections per week. The applicant has indicated that it is envisaged that the development as a whole would be serviced by a refuse collection contract with a third party.

Sustainability

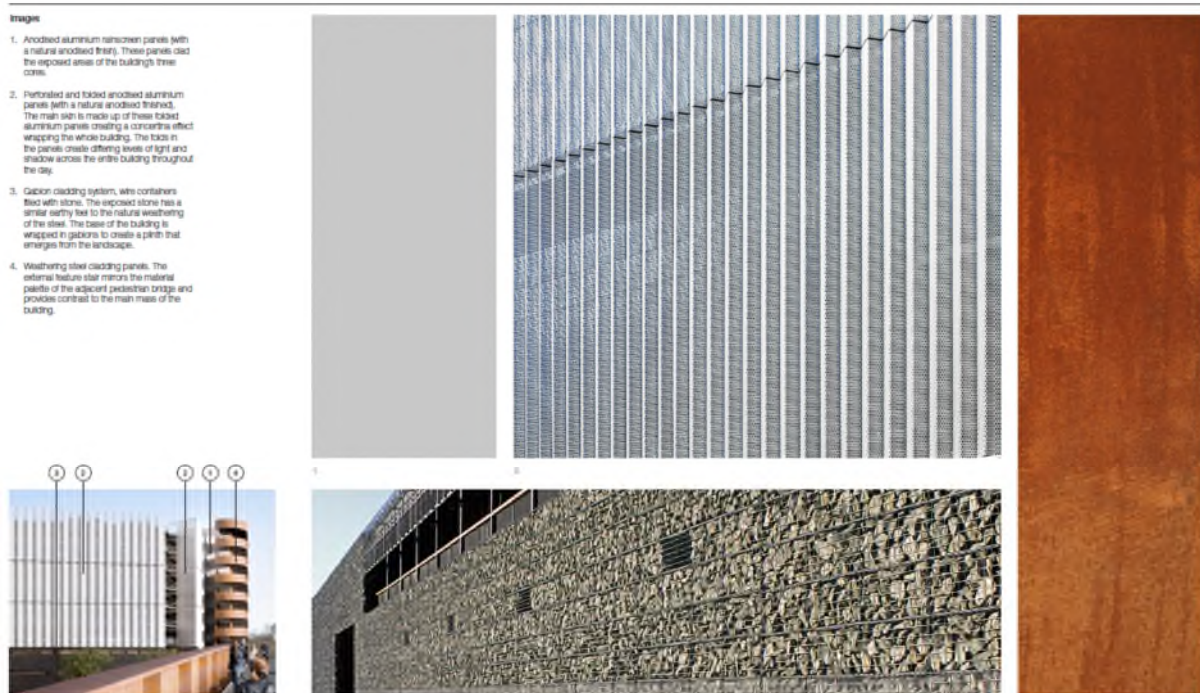
The application is supported by a sustainability statement that sets out the approach to the development achieving the relevant standards expected within adopted planning policies.

The principles of the Energy Hierarchy have been followed to reduce the energy demand, energy use, and therefore CO2 emissions of the developments. This approach is in line with the recommendations of policy EN4 within Manchester's Core Strategy which provides for an additional requirement for developments to achieve an improvement over the 2010 version of the Part L calculation methodology of 10-15%. An assessment against the 2010 Part calculation methodology indicates a pass rate of 21.6%, surpassing the requirement of 15% set out within adopted policies.

Design of the development

Proposed Multi-Storey Car Park – The proposed multi-storey car park would be a substantial building in a highly visible location close to the Airport and the local and national highway network. As such the design response has been to address its highly visible location both on its outward facing elevations and those that face inwards towards future phases of development at Airport City North. It is intended to clad the MSCP with perforated aluminium panels with a vertical folds as a visual attempt to break down the mass of the building. The north facing elevation would have an active ground floor frontage to the commercial unit addressing the public realm associated with Airport City North and future phases of development, the southern ground floor side of the building would be of a stone finish. The eastern elevation houses the main stair core for the MSCP which has been architecturally designed and detailed to match the bridge link using corten steel whilst also contrasting with the façade treatment to the remainder of the building. The applicant

has provided illustrative examples of the finishes proposed which are indicated below.



Proposed material finishes to the Multi Storey Car Park

The MSCP building has been designed and sited to connect directly with the Airport City North bridge link that serves the wider area and sits between the MSCP and one of the proposed office buildings. There is a direct lift link between the MSCP and the bridge deck served by lifts to ensure accessibility, this connection has been enhanced through the public realm proposals at ground floor as indicated in the visualisation below. The application proposals would therefore provide a significant contribution towards enhancing the connectivity between Airport City North and the main Airport site and ground transport interchange to the south.



View between the MSCP to the right and office building to left showing the previously approved bridge link with the main Airport site

Proposed office buildings – The two office buildings have been designed to have a consistency between themselves and also the adjacent buildings including the MSCP and the development site to the east in terms of the materials and external façade treatment. They have been designed to ensure the maximum amount of activity on each elevation with a centrally located lift and stair core. The design principles of the wider masterplan have been used and followed to ensure that there is adequate space between the plots for public realm and vehicle access.

Archaeology

As part of the 2012 ES undertaken in support of Planning Permission 100831/OO/2012/S2, a cultural heritage assessment considered potential effects on archaeology (below ground remains), historic landscape character and built heritage (such as listed buildings). This was informed by a desk-based study carried out to gather relevant information on known archaeological remains, and on built heritage features such as listed buildings and structures. Within the 2012 ES, significant adverse effects (before mitigation) were identified during construction on Oven House Meadow and Tan Pit Field, which both lie within the Airport City North boundary. However, with the implementation of appropriate mitigation, including a programme of fieldwork, the 2012 ES concluded that there would be no significant effects on archaeological assets during construction, opening or operation.

Further archaeological assessments for the site were completed in 2016 by Salford Archaeology. An archaeological evaluation was carried out and no features, structures or artefacts of archaeological significance were encountered during the course of the evaluation and the results show the area had been graded flat with a bulldozer, before the ground was built up with a series of compact aggregate layers forming a hard standing car park surface during the late 20th century.

Therefore, the results obtained from the evaluation trenches indicate that the proposed development is unlikely to have an impact on any archaeological remains and the report concluded that no further archaeological investigation of the site is merited.

Air Quality

An Air Quality Assessment has been prepared in support of this application and has been assessed as being acceptable by the Councils Environmental Health Team. It assesses the potential impacts of the proposed development on local air quality during the construction phase and once built. During construction the principle consideration is associated with dust generation and deposition on nearby property. Once operational the primary consideration is to ensure that any additional traffic does not cause a significant deterioration in air quality with resultant health concerns. Activities during the construction phase have the potential to generate dust as a result of demolition, earthworks, construction and track-out of material onto local roads. Dust generation from these activities would be controlled using on site management to the extent that significant impacts would not occur.

Once built, the proposal would cause an increase in the number of vehicles travelling along most local roads, but also a decrease on some road sections. The information provided show that in the first year of operation all existing receptors (such as nearby residential properties) would not be exposed to pollutant concentrations above national and European objectives. The assessment concludes that no specific measures are considered necessary to reduce the potential impacts further, however it is considered that the development should actively seek to reduce access by private car through good travel planning, the provision of adequate cycle parking and changing facilities and through the introduction of electric vehicle charging points within the MSCP. It is considered appropriate therefore to attach appropriately worded conditions for these measures to be incorporated into the development.

Ecology

As part of the 2013 outline planning application, a Preliminary Ecological Appraisal Report supported by a suite of ecological surveys and assessments was prepared. The surveys assessed and identified existing statutory designations, habitats and species within the wider ACN development area. Overall, these surveys concluded that the development would not impact on the ecological assets within the proposed ACN development area and where appropriate provided proposed mitigation measures to reduce any potential impact on identified ecological assets. No statutory designations, habitats or native species were identified within the site boundary of the proposed development. Subsequently to the granting of that permission the majority of the site has been cleared of vegetation.

The application proposals provide for a landscaping and public realm scheme to be incorporated into the development with tree planting and provision of other vegetation as an attempt to increase biodiversity of the site. The applicant has provided a statement that they have been discussing proposals for landscaping and ecology particularly with regards to the diverted/culverted watercourse (see Flood Risk section below) with the Aerodrome Safeguarding officer at Manchester Airport. The concerns raised relate to the risk proposals would have in creating the potential for bird strike given there are already significant bird management issues at the airport. The risks to the safe operation generated by certain types of landscaping and habitat does therefore provide a constraint on the level and type of ecological enhancements included in the proposals. The operational integrity or safety of Manchester Airport is a material consideration in considering planning applications as set out within policy DM 2 of the adopted Core Strategy.

Trees

The applicant has provided an overview of previous tree surveys undertaken for the site and subsequent works that have affected these trees since the original surveys. The application site is made up of existing and redundant highways, surface car parking and other earthworks as a result of the construction of Enterprise Way. There are remaining trees on the site which are identified for removal as part of the proposals and this reflects the position for the previous outline approval from 2013.

An arboricultural survey was completed towards the end of 2011, to support the 2012 outline planning application for ACN, and this survey identified a few high-value (Category A and B) trees present within what is now the planning application red line boundary. A further review undertaken in 2015 concluded that the quality of the trees and vegetation across the study area were poor to very poor with little short-term and no long-term potential. In addition the 2015 survey had noted that it had been necessary to remove many of the high-value trees mentioned in the 2011 survey as part of the preparation works for Enterprise Way. Mitigation tree planting was provided as part of those highway works.

As a result of the recent developments and site preparation activities, only a small portion of high-value trees identified during the 2011 arboricultural survey remain to the south of the site. The intention is that the remaining trees would be cleared outside of nesting season by a qualified contractor, with the felling works supervised by an ecologist.

Landscaping and public realm

The application proposals are the initial phases of delivering the overall Airport City North masterplan. The supporting documents outline the aspirations of the masterplan to provide new areas of public realm and associated tree planting to create a high quality environmental. The intention for the public realm as part of the current applications is to create more balanced streets that prioritise pedestrians. Formal raised street planters, street trees are to be provided within the public realm as well as drainage swales which will run alongside the primary road accessing the site to help manage surface water within the public realm. The treatment to the south

side of the site adjacent the M56 spur road is to provide a landscaped area with tree planting to reduce the impact of the road both visually and environmentally.

Flood Risk and Drainage

A Flood Risk Statement has been submitted in support of the planning application. The site lies within Flood Zone 1 (areas with the lowest probability of flooding) of the Environmental Agency's (EA) Flood Map and it is within the Manchester City Critical Drainage Area.

In terms of surface water runoff from the site the preferred surface water drainage strategy is to collect runoff from buildings, parking areas, access road and associated hardstanding and attenuate this below ground in attenuation tanks. Bio-retention areas would be provided within the landscape which will be used to intercept runoff from hard paved areas where possible and convey it to the primary attenuation storage. This will act as a first stage of treatment, help reduce overall site attenuation volumes and provide amenity, biodiversity and water quality benefits.

To facilitate the construction of Enterprise Way, the existing water features on Airport City North were culverted and an assessment of their catchment areas and incoming connection was undertaken to understand their peak flow. The application proposals would require modifications to this existing watercourse. It is intended that the culverted section of the existing watercourse would be diverted and extended.

Discussions have been held with the Council's Flood Risk Management Team and the applicant's drainage consultants to understand the intended drainage scheme and to seek improvements to the proposed diverted water course to enhance its biodiversity. Whilst the applicant sought to amend the proposals they have consulted with the Aerodrome Safeguarding Officer at the airport who raise objections given concerns that the creation of any habitat that supports/attracts birds and the potential risk of bird strike to aircraft as a result.

Whilst the final drainage scheme has not been fully developed the outline proposals are technically viable, the Council's Flood Risk Management Team believe this matter can be dealt with by way of appropriately worded conditions.

Ground Conditions

A Phase 1 Desktop Study has been submitted alongside the application. The site is located in areas of undeveloped cleared woodland and grassland, car parking activities, roadways and associated features. Previous programmes of site investigation works have not revealed any sources of contamination on site. It is considered unlikely for the site to have the potential to impact on identified receptors, both during the construction process and as part of its subsequent operation as commercial offices, car parking, access road and brook diversion. It is recommended that a programme of site investigation works be completed an appropriately worded condition is proposed to deal with this matter.

Noise

A Noise Impact Assessment based upon a noise survey of the site has been submitted in support of this application which has been assessed by the Council's Environmental Health team who raise no objections or concerns with its findings or conclusions. For the proposed development, noise may occur as a result of building services equipment the details of these have yet to be determined as part of the further design process for the buildings. Environmental Health have recommended a series of conditions for the details of this equipment to meet relevant noise levels and for the details to be submitted for approval prior to their installation. Overall, on the basis of the noise impact assessment, the development is not considered likely to give rise to a significant adverse impact on health and quality of life in relation to noise.

Ancillary Uses

The application proposals include for a series of commercial ground floor uses proposed to support the first and later phases of development. The principle for ancillary uses was established through the outline planning approval. It is anticipated that given the scale of development proposed on the site and wider area this would require well located ancillary uses. The scale of floorspace proposed is considered to be ancillary in nature and accord with policy EC11 which anticipated the requirement for supporting ancillary uses at Airport City North. The proposed ground floor units are well logically located close to the bridge link and public realm proposed as part of the development.

Construction Management

An Outline Construction Management Plan has submitted alongside the application. At the current time a contractor for the proposed development has not yet been appointed. Whilst the outline CMP is considered acceptable a final detailed Construction Management Plan will be required to be submitted prior to works commencing on site.

TV Reception

A desktop study has been carried out using the plans of the proposed development including the proposed layout, elevations and the site area map. The study includes broadcasting information about the local television transmitter, Winter Hill. The accessible locations nearest the proposed development showed very good signal strength and quality. It is possible that there will be no impact on television signals due to the proposed development because small/moderate losses may not result in noticeable interference in the context of the surrounding areas. Any impacts would most likely be for the receptions in the Airport complex, such as the hotels to the south-east of the site. It is recommended that any reported television interference should be investigated by means of a reception measurement once the proposed development is complete.

Wind

A Wind Microclimate Technical Note has been prepared which concludes that the proposed development is of relatively modest massing with respect to wind effects

and is not expected to have any significant impact on the suitability of wind conditions for existing activities within the surrounding area.

Within the site, activities are limited to pedestrian passage and pedestrian ingress/egress to offices and the car park, and the potential for creation of accelerated winds is limited. Resulting conditions are therefore expected to be generally suitable, and at least tolerable, for planned pedestrian activities.

Conclusion

This application is one of two on the agenda which will deliver significant components of the vision for Airport City North. The principle of development has long been established and is fully supported by the policy framework.

The proposal would provide alongside the adjacent site a catalyst for other developments in this strategic location. Necessary infrastructure to support the development in the form of Enterprise Way is already in place and a new 'green bridge' to link this and the wider site to the airport and transport interchange has been approved. Careful consideration has been given to all potential impacts as set out in the report and where appropriate mitigation has been identified

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.

Recommendation: APPROVE

Article 35 Declaration

The application has been determined in a positive and proactive manner, issues that have arisen during consideration of the application have been discussed with the applicant and resolved through provision of additional information where required.

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:

05042_E1_02_2200 Ground Level, GA Plan
 05042_E1_02_2201 Level 01, GA Plan
 05042_E1_02_2201 Level 02 - 07, GA Plan
 05042_E1_02_2201 Level 08, GA Plan
 05042_E1_04_2200 Elevations AA & CC, GA Elevations
 05042_E1_04_2201 Elevations BB & DD, GA Elevations
 05042_E1_05_2200 Sections AA & BB, GA Sections
 05042_E1_08_2200 Typical Facade & Corner, Typical Bay Study
 05042_E1_10_2200 Eastern Core Design Intent
 05042_E1_10_2201 Perforated Aluminium Panels, Typical Facade Detail

05042_E2_02_2200 Ground Level, GA Plan
 05042_E2_02_2201 Level 01, GA Plan
 05042_E2_02_2206 Plant Level, GA Plan
 05042_E2_02_2207 Roof Level, GA Plan
 05042_E2_04_2200 West Elevation, GA Elevation
 05042_E2_04_2201 North Elevation, GA Elevation
 05042_E2_04_2202 East Elevation, GA Elevation
 05042_E2_04_2203 South Elevation, GA Elevation
 05042_E2_05_2200 Section AA, GA Section
 05042_E2_05_2201 Section BB, GA Section
 05042_E2_08_2200 E2 & E3 Typical Bay Study

05042_E3_02_2200 Ground Level, GA Plan
 05042_E3_02_2201 Level 01, GA Plan
 05042_E3_02_2206 Plant Level, GA Plan
 05042_E3_02_2207 Roof Level, GA Plan
 05042_E3_04_2200 West Elevation, GA Elevation
 05042_E3_04_2201 North Elevation, GA Elevation
 05042_E3_04_2202 East Elevation, GA Elevation
 05042_E3_04_2203 South Elevation, GA Elevation
 05042_E3_05_2200 Section AA, GA Section
 05042_E3_05_2201 Section BB, GA Section

05042_BR_02_2200 Bridge Extension Ground Level & Level 01
 05042_BR_04_2200 Bridge Extension Elevations & Sections

Landscape drawings prepared by Planit.

PL1583.1-000

PL1583.1-100

PL1583.1-100-07

PL1583.1-101
 PL1583.1-200
 PL1583.1-300
 PL1583.1-400
 PL1583.1-401
 PL1583.1-402
 PL1583_ID_001_02
 PL1583_ID_006_00

Design and Access Statement including Waste Management Strategy prepared by 5Plus Architects

Air Quality Assessment prepared by Aecom

Environmental Standards Statement and Energy Statement – prepared by Arup

Flood Risk and Drainage Strategy – prepared by RoC

Framework Travel Plan prepared by Aecom

Ground Conditions prepared by RoC

Lighting Strategy prepared by Arup

Noise Assessment prepared by Arup

Report on Wind Issues prepared by Urban Microclimate

Transport Statement prepared by Aecom

TV Reception Survey prepared by Pager Power

Ventilation Strategy prepared by Arup

All received by the local planning authority on the 20th September 2018

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

3) The building identified as E1 on the approved drawings shall not exceed the heights specified on the approved drawings that height being 101.77m AOD.

Reason - To ensure the development does not exceed the parameters disclosed in the planning application and in the interests of the safe operation of Manchester Airport pursuant to policy DM2 of the Core Strategy.

4) The development hereby approved relates to:

- One 9 storey multi-storey car park (1,497 spaces) including 1,812 sqm of ground floor commercial space (Class A1-A5, B1(a) or D1 (excluding Places of Worship) uses known as E1
- One 6 storey office buildings Use Class B1(a) comprising 8,567 sqm of net internal floorspace and ground floor commercial space (Class A1,A2,A3,A4,A5, B1(a) or D1 (excluding Places of Worship) known as Plot E2
- One 6 storey office building Use Class B1 (a) comprising 8,581 sqm of net internal floorspace and ground floor commercial space (Class A1,A2,A3,A4,A5, B1(a) or D1 (excluding Places of Worship) known as Plot E3

Reason – For the avoidance of doubt and to ensure the development does not exceed the parameters disclosed in the planning application.

5) No development shall take place until a Glint and Glare Assessment has been carried out and submitted to the City Council as local planning authority. If the results of the assessment indicate the development would create a hazard to the safe operation at Manchester Airport the development shall not commence unless and until mitigation measures are submitted and approved in writing by the City Council as local planning authority. The development shall be subsequently carried out in accordance with the agreed mitigation measures details.

Reason- To ensure the safe operation of Manchester Airport to ensure the development does not create an ocular hazard pursuant to policy DM2 of the Core Strategy.

6) No development, including site clearance works on each phase of development shall commence unless and until a comprehensive construction management plan has been submitted to and approved in writing by the City Council as local planning authority. The Construction Management Plan shall include:

- Hours of working;
- Details of wheel washing;
- Dust suppression measures and measures to prevent smoke;
- Compound locations;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Measures to reduce surface water runoff and sediment transportation into the diverted/culverted watercourse.
- Details of any noise mitigation measures required during construction works;
- Details of earthworks, including soil stripping, movement and any soil storage (areas, volumes and locations);
- A crane plan including positions and heights;
- A community consultation strategy which includes how and when Manchester Airport Wildlife Team, local businesses and residents will be consulted on matters such as out of hours works;
- The control of ponding; and,
- The response to any bird hazard issues that might arise from construction works.

Reason - In the interests of amenity, highway safety and that Manchester Airport's Obstacle Limitation Surfaces & the NATS VOR/DME are protected to ensure the safe operation of aircraft at Manchester Airport pursuant to policy DM1 and DM2 of the Core Strategy.

7) No removal of, or works to, any trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reasons - All nesting birds, their eggs and young are specially protected under the terms of the Wildlife and Countryside Act 1981 (as amended).

8) No development shall commence within any phase of development until a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to that phase of development has been submitted to and approved in writing by the City Council as local planning authority.

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 of that phase shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) as relevant to that phase of development 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 as relevant to each phase of development shall be carried out as relevant to that phase, 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

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

9) Prior to commencement of the development hereby approved or any phase thereof, a local labour agreement addressing initiatives to employ people in the construction of the development, in line with the aspirations of the Manchester Airport City Enterprise Zone Framework Plan (August 2012), shall be submitted to and be approved by the City Council as local planning authority. The Local Labour Agreement will confirm and implement, the principles and approach to recruitment of workers from the local labour pool, and shall include a monitoring framework which will provide information on numbers of local people engaged in employment to the City Council as local planning authority for the first 12 months and thereafter on an agreed basis. The employment strategy shall then be implemented in accordance with those approved details and kept in place thereafter.

Reason - To safeguard local employment opportunities, pursuant to policy SP1, EC1 and EC11 of the Core Strategy Development Plan Document

10) Prior to the installation of any surface water drainage system on the site including any works to divert or culvert the onsite watercourse, full details including drawings of a surface water drainage scheme designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards shall be submitted to and approved in writing by the Local Planning Authority.

The submitted scheme shall include:-

- Details of the submitted consent for the diversion of watercourses.
- full details of the watercourse low flow channel.
- Flood risk assessment of the watercourse including flood risk modelling for 1 in 100 with allowance of climate change and blockage analysis.
- Surface water management:
- Maximising use of proposed green spaces to manage surface water runoff on site including potential use of porous pavements to convey water to these green areas;
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the overland Airport City North Drainage Strategy;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building. Hydraulic calculations need to be provided;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Construction details of flow control and SuDS attenuation elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

11) 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 with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

12) Within three months of the commencement of development (or phase thereof) a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with policies SP1 and DM1 of the Core Strategy.

13) Prior to the first occupation of building E2 as identified on the approved drawings a layout plan of the proposed temporary car parking spaces including the surface treatment to the car parking area and pedestrian routes between the car park and building E2 shall be submitted to and approved in writing to the City Council as local planning authority. The temporary car parking shall subsequently be made available prior to the first occupation of E2 for a period of five years.

Reason – To ensure that adequate car parking is in place for the initial phase of development and prior to the completion of the permanent car parking proposed as part of the development pursuant to policy DM1 of the Core Strategy.

14) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of any sustainable drainage scheme and culverted/diverted watercourse approved under condition 10 of this planning approval have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Those details shall include:

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

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

15) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (L_{Aeq}) below the typical background (L_{A90}) level at the nearest noise sensitive location.

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site.

16) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic

treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties.

17) Prior to the first occupation of the buildings E2 and E3 and the commercial unit within E1 hereby approved, a Local Labour Agreement that outlines the approach to local recruitment for the end use in line with the aspirations of the Manchester Airport City Enterprise Zone Framework Plan (August 2012), shall be submitted to and be approved by the City Council as local planning authority. The Local Labour Agreement will confirm and implement, the principles and approach to recruitment of workers from the local labour pool, and shall include a monitoring framework which will provide information on numbers of local people engaged in employment to the City Council as local planning authority for the first 12 months and thereafter on an agreed basis. The employment strategy shall then be implemented in accordance with those approved details and kept in place thereafter.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and EC11 of the Manchester Core Strategy (2012).

18) Prior to the first occupation of the hereby approved development a detailed Travel Plan based upon the principles set out within the Outline Travel Plan within the Transport Statement prepared by AECOM dated August 2018 version 3.0, shall be submitted to and approved in writing by the City Council as local planning authority. In this condition a Travel Plan means a document which includes:

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

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

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

19) Each phase of development identified on the approved phasing plan shall not progress above ground floor slab level unless and until samples and specifications of all materials to be used on all external elevations of that phase of development have been submitted to and approved in writing by the City Council as local planning authority.

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

20) Within three months of the commencement of development, full technical details of the vehicular access from Enterprise Way and internal access roads including associated footways shall be submitted to and approved in writing by the City Council as local planning authority. The development shall not be occupied until the works have been constructed in accordance with the approved details.

Reason – In the interests of highway and pedestrian safety pursuant to policy DM1 of the Core Strategy.

21) The storage (including segregated waste recycling) and disposal of refuse for buildings E2 and E3 (office accommodation) as contained within Waste Management Strategy received by the City Council as local planning authority on the 20th September 2018 shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

22) Prior to the first occupation of the commercial units within building E1, E2 and E3 as identified on the approved drawings full details of the storage (including segregated waste recycling) and disposal of refuse for the development shall be submitted and approved by the City Council as local planning authority. The approved details shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

23) The approved landscaping scheme as set out on approved landscape drawings and details prepared by Planit as received by the City Council as local planning authority on the 20th September 2018 shall be implemented in accordance with the landscape phasing plan (reference: PL1583.1-000) and no later than 12 months from the date of the completion of the relevant phase of development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

24) No part of the development shall be occupied until space and facilities for bicycle parking and associated changing facilities have been submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

25) The Multi Storey Car Park (building E1) as identified on the approved drawings shall be operational and made available for the use of the occupiers of the office building and prior to the first occupation of building E3. The car park shall then be made available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development in order to comply with policy DM1 of the Core strategy.

26) The development (or part phase thereof) hereby approved shall be implemented in accordance with the measures as set out within the Environmental Standards Statement prepared by Arup as received by the City Council as local planning authority on 20th September 2018. Within 3 months of the completion of the construction of the relevant phase of development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming which measures have been incorporated within the development to achieve the expected building performance, including dated photographic documentary evidence of the implementation and completion of required works.

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

27) The development (or phase thereof) hereby approved shall not be occupied or used until written confirmation of a secure by design accreditation has been submitted to the local authority.

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.

28) No ground floor unit within the development hereby approved and to be used for A1,A2,A3,A4,A5 and D1 (excluding places of worship) uses, shall be occupied until the permitted hours of operation for that unit have been submitted to and agreed in writing by the City Council as Local Planning Authority. The uses approved pursuant to this application shall only operate within the hours as agreed under this condition.

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

29) The first use of each of the ground floor commercial units as identified on the approved drawings to be implemented shall thereafter be the permitted use of that unit.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development pursuant to Policy DM1 of the Core Strategy.

30) All lighting to be installed at the development shall be designed to be capped below the horizon in accordance with BS:5489- 1 with soft and low luminance and lux levels.

Reason- To ensure the safe operation of Manchester Airport pursuant to policy DM2 of the Core Strategy.

Informatives

1) Cranes, whilst they are temporary, can be a hazard to air safety. The developer or crane operator must therefore contact Manchester Airport's Control of Works Office using the details provided below, at least 21 days in advance of intending to erect a crane or other tall construction equipment on the site. This is to obtain a Tall Equipment Permit and to ascertain if any operating restrictions would be required. Any operating restrictions that are subsequently imposed by Manchester Airport must be fully complied with.

Email: control-of-works@magairports.com Tel: 0161 489 6114

2) In order to discharge the acoustic insulation of the premises condition attached to this planning approval the following information will be required.

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

3) In order to discharge condition 5 of this consent the applicant should consult with the Manchester Airport Aerodrome Safeguarding office the extent of the required Glint and Glare assessment prior to its submission to the City Council as local planning authority to discharge the condition.

4) In order to discharge condition 12 from this approval the following information should be provided:

Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' (withdrawn but still available via

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

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: 121323/FO/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.

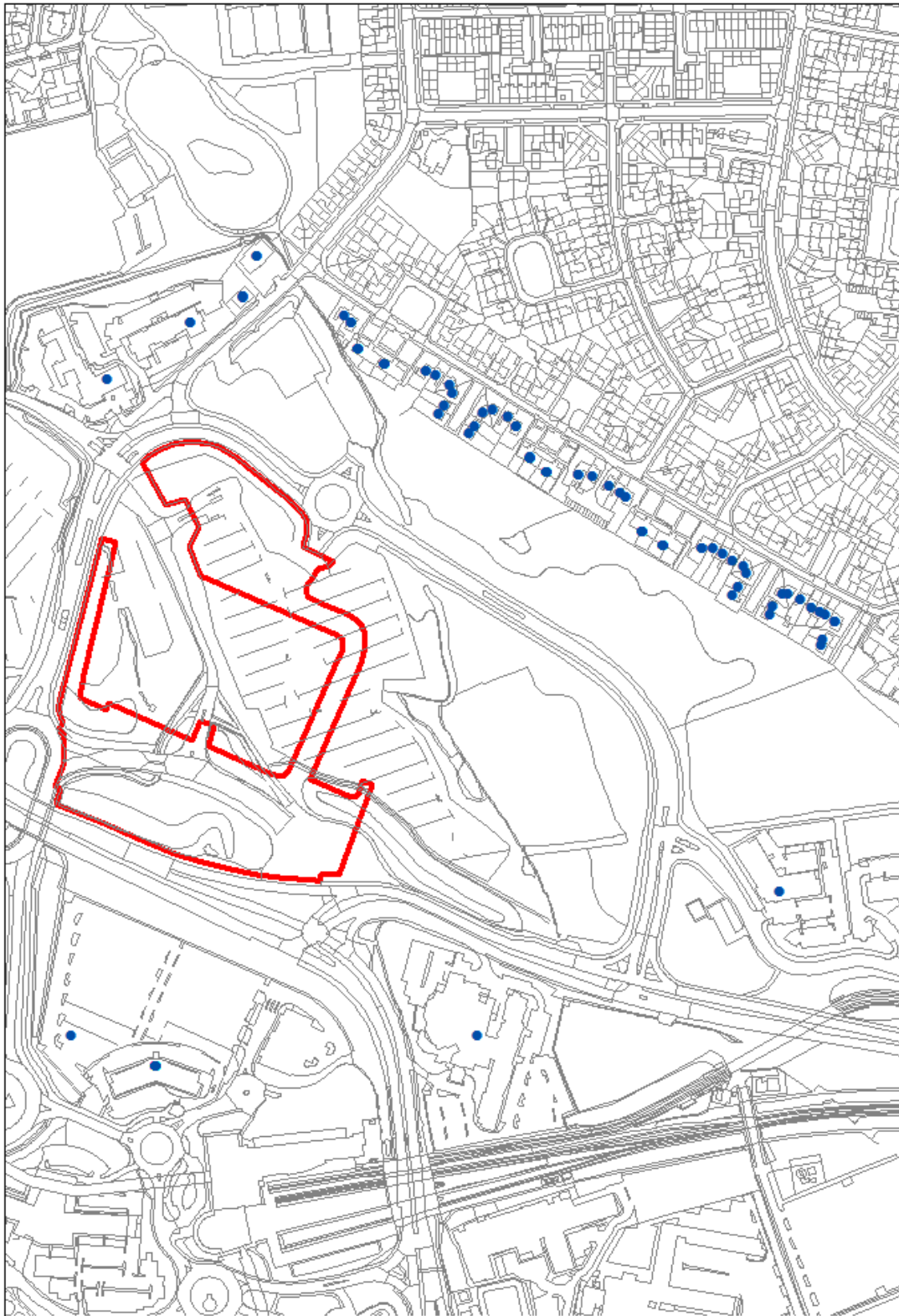
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 Corporate Property
 MCC Flood Risk Management
 Strategic Development Team
 South Neighbourhood Team
 Greater Manchester Police
 United Utilities Water PLC
 Environment Agency
 Transport For Greater Manchester
 Greater Manchester Archaeological Advisory Service
 Manchester Airport Safeguarding Officer
 Greater Manchester Ecology Unit
 Greater Manchester Pedestrians Society
 Highways England
 Manchester Airport Group
 Ringway Parish Council

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:

Relevant Contact Officer : Robert Griffin
Telephone number : 0161 234 4527
Email : r.griffin@manchester.gov.uk



□ Application site boundary ● Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
121695/FO/2018	29th Oct 2018	13th Dec 2018	Didsbury East Ward

Proposal Erection of two, three storey detached dwellinghouses (six bedrooms) with associated landscaping and car parking following demolition

Location 21 Didsbury Park, Manchester, M20 5LH

Applicant Mr Kieran Hedges , 21 Didsbury Park, Didsbury, Manchester, M20 5LH,

Agent Sixtwo Architects, Sixtwo Architects, 29 Bow Lane, Manchester, M2 4FW



Photograph 1: 21 Didsbury Park

The application site relates to a large detached dwellinghouse that is located within Didsbury St James Conservation Area. The property is set back from the highway and benefits from large gardens.

The property has been subject to three previous planning applications, in 2008 an application was refused for a first floor side extension above existing ground floor to contain a granny flat and erection of single storey side extension to form double garage (application reference: 086620/FH/2008/S2) and in 2009 an application was approved for a single storey side extension to form garage, raising of roof to existing side extension and first floor rear extension including elevational alterations to roof to form additional living accommodation (application reference: 088738/FH/2009/S2)

The most recent application (application reference: 117911/FH/2017) was approved in January 2018 for a two storey extension to the front; erection of rear dormer roof extension to side; erection of a part single/part two storey rear extension; erection of a rear extension to house swimming pool; installation of vehicular access gates together with associated elevational alterations following demolition of existing extensions to the rear of the property.

The immediate adjacent streets are characterised by detached residential properties in a range of styles and uses from early and late Victorian Villas of three storeys properties to more contemporary houses. The application site is also in close proximity to two listed buildings. Pine House (no.23 Didsbury Park), is a grade II listed residential property and is located to the north of the site and shares a common boundary with the application site. Didsbury Park House is located to the north east of the application site, on the corner with Sandhurst Avenue and is also a grade II listed property.

Description

The proposal comprises the demolition of the existing family house and subdivision of the plot to accommodate two, three storey detached family houses with basements and garages.

The proposed new dwellings would be constructed principally of a textured white brick with recessed header detailing around openings, the secondary envelop of the houses (to the sides) would be clad in dark grey stained timber, vertically arranged with dark grey metal projecting reveals. Windows would be dark grey PPC aluminium and roof tiles would be natural slate.

The front boundary would be red brick with sandstone copings and fencing to the front between the two houses would be natural timber. The driveway would be resin bound gravel.

Consultations

Local Residents/Public Opinion – Five representations have been received from local residents, three object and two are in support to the proposed development. Comments are summarised below:

Object

- Do not object to the principle, but do not believe that the proposed development represents the correct approach to the site as it fails to conserve or enhance the conservation area;
- The proposal will have a negative impact on the setting of a listed building and does not comply with both development plan and national planning guidance;
- The plot sizes along the western side of Didsbury Park are larger than the two plots proposed. The area is characterised by two storey semi-detached Victorian villas set within large plots that allow for large dwellings yet they retain spaciousness around them;
- The pre-application comments have not been taken into account;

- Concerns raised regarding the siting and scale of the property in relation to the neighbouring properties;
- Rear first floor terrace will result in the loss of privacy from overlooking on the adjoining properties
- The proposed design of the new dwellings are out of character with the other houses on Didsbury Park;
- The area is overdevelopment and the new buildings would make this situation worse but also further degrades the local environment which has suffered as a result of the new development in the area;
- Two out of the three representations have object to the loss of the trees on the site;

Support

- Two dwellinghouses on this site is considered to be appropriate ;
- Modern properties will complement the general street scene;
- Soft landscaping, trees and hedges should be retained to provide privacy for the occupiers and neighbours.

Manchester Conservation Areas and Historic Buildings Panel – No objections.

Comments:

The Panel advised the proposed building has more personality than the previous scheme. They felt it better addresses the curve in the road and the back of pavement. They considered it to be a good contemporary reinterpretation of some of the existing buildings on the road. They stated that the building massing looks right and sits well in the street scene. The Panel felt there was good brickwork detail in the proposal but they had some concerns that the timber detail does not work as well and will deteriorate.

Highway Services – No objection.

Comments:

Traffic Impacts The proposals are all contained within a private boundary to the development and do not impinge on the adopted highway. The addition of the 1 additional house (2 in total) and the associated trips to and from the proposed development do not raise any highway safety or capacity concerns and the proposals are therefore accepted in principle.

Access to the houses is from the Didsbury Park highway, new dropped kerbs/reinstatements will be required.

Gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

Fencing / railings should be visually permeable from a distance of 900mm upwards to ensure that child pedestrians are visible when accessing / egressing driveways.

Car Parking As well as single garages, each house has on-site car parking for 3 vehicles, this allocation is considered appropriate.

Cycle Parking No detail is provided regarding cycle parking at the houses. To encourage sustainable travel it is recommended that cycle parking is provided.

The proposed bin storage to the side of the houses is considered appropriate and residents are to transfer the bins from the storage area to the kerbside of Didsbury Park on collection days and returned them to the storage area after collection. This arrangement is therefore accepted in principle by Highways and will ensure that bins are not left out or stored on the adopted highway.

Environmental Health – No objection.

Comments:

Requested conditions relating to refuse storage, contaminated land, construction management plan and wheel washing during construction periods is attached to any approval.

Neighbourhood Team Leader (Arboriculture) – Object.

Comments:

The loss of tree cover to the front will negatively impact the street scene, in addition the impact on retained trees will present itself in later years potentially leading to further tree loss to the front regardless of method statement.

There are no proposals within the soft landscaping scheme for additional tree planting, so the net-loss of tree cover would be substantial.

Greater Manchester Ecology Unit (GMEU) – No objection

Comments:

Bats

GMEU have reviewed the survey (July 2018) submitted with the application and found that no bats or signs of bats were observed during the survey and the two other buildings on site (summerhouse and shed) were considered to be negligible for the potential to supporting roosting bats and no further surveys were considered necessary.

An emergence survey was undertaken on the residential property in August 2018, no bats were seen to emerge from the property and only low levels of commuting and foraging activity by common pipistrelle, soprano pipistrelle and Noctule bats was recorded through the site. No further surveys are therefore considered necessary and works can commence with a low risk to roosting bats.

Recommended an informative

Birds

The buildings, trees, hedgerow and scrub have the potential to support nesting birds. All birds, with the exception of certain pest species, and their nests are protected under the terms of the Wildlife and Countryside Act 1981 (as amended). GMEU recommend a condition is attached to any approval requiring that the demolition works together with all tree/hedgerow works and shrub clearance should not be undertaken in the main bird breeding season (March-July inclusive), unless nesting birds have found to be absent, by a suitably qualified person.

Hedgehogs

Recommended an informative require that between October and March that any wood piles or other materials and vegetation within the application site should be checked for hibernating hedgehogs before disturbance/clearance and moved to a safe place.

Large Mammals

Recommended a condition requires that all excavations left open overnight or longer should be checked for animals prior to the continuation of works or infilling.

Invasive Species

An invasive rhododendron has been identified on site and it is an offence under the Wildlife and Countryside Act to allow this plant to grow in the wild. Recommend in an informative that the applicant is advise and if it is removed, ensure that it is disposed of accordingly

GMEU also recommend that the there are opportunities for biodiversity enhancement to be incorporated into the new development in line with the NPPF.

Other Matters

Consultation and Publicity

The application was publically consulted by letter, site notice and advert within the press.

Policy Framework

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2018. It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through which local people and their accountable councils can produce

their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

Paragraph 117 indicates that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Including giving substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

Paragraph 127 confirms that planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development; create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 185 of the Framework stipulates that local planning authorities should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.

Paragraph 189, requires applicants to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Paragraph 190 states Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage assets conservation and any aspect of the proposal.

Paragraph 192 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.

The NPPF states that where proposed development accords with an up-to-date Local Plan it should be approved. The proposals would create additional residential accommodation in a sustainable location and as set out in this report are indicated as being in accordance with the up to date Core Strategy Development Plan Document and therefore accord with the main principles and expectations of the revised National Planning Policy Framework.

Manchester Core Strategy

Local Development Framework

The relevant development plan in Manchester is the **Core Strategy Development Plan Document 2012-2027 (the “Core Strategy”)**, adopted in July 2012, and the saved policies from the Manchester Unitary Development Plan (UDP), adopted July 1995. The Core Strategy is the key document and sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The proposals are considered to be consistent with the following Core Strategy Policies EN3, H1, H6, EN1, SP1 and DM1.

Policy EN3 - Heritage

States that new developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including listed buildings and conservation areas. The application relates to a site within a conservation area as set out within this report.

Policy H1 - Housing

States that new residential development should contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing population. The design and density of a scheme should contribute to the character of the local area and should include usable amenity space and be designed to give privacy to both residents and neighbours. The guidance also refers to the delivery of policies that will result in significant increases to the supply of housing, specifically stating that housing applications should be considered in the context of the presumption in favour of sustainable development.

Policy H6 - Housing

States that South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing. The application relates to the create of two dwellinghouses with South Manchester area.

Policy EN1 - Design Principles and Strategic Character

States that development in Manchester will be expected to have regard to the strategic character area in which the development is located and opportunities for good design should be fully realised.

Policy SP1 - Spatial Principles

This policy sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice. It also sets out the core development principles, including: creating well designed places, making a positive contribution to health, safety and well-being, considering the needs of all members of the community, and protecting and enhancing the built and natural environment.

Policy DM1 - Development Management

This policy seeks to ensure that new development contributes to the overall aim of the Core Strategy. The issues which should be considered are those which will ensure that detailed aspects of new development complement the Council's broad regeneration priorities in particular by contributing to neighbourhoods of choice. Issues relevant to this scheme are: siting, layout, scale, form, massing; impact on surrounding area in terms of design, scale and appearance and effects on amenity.

Saved UDP Policies

The following saved UDP policy needs to be considered in relation to the application.

Policy DC18.1 - Conservation Areas

Saved policy DC18.1 states that the Council will give particularly careful consideration to development proposals within Conservation Areas.

- a. The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:
 - i. the relationship of new structures to neighbouring buildings and spaces;
 - ii. the effect of major changes to the appearance of existing buildings;
 - iii. the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);
 - iv. the effect of signs and advertisements;
 - v. any further guidance on specific areas which has been approved by the Council.

- b. The Council will not normally grant outline planning permission for development within Conservation Areas.
- c. Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area.
- d. Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.
- e. Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

This is of particular relevance to this application under consideration.

Policy DC19 Listed Buildings

DC19.1 In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
- b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
- d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
- e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
- f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

This is of particular relevance to this application under consideration as application site shares a boundary with a listed building and is in close proximity to another.

Other Material Considerations

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

This guide establishes the Council's principles in relation to design across the city and is a material consideration in the assessment of planning applications. In relation to development within conservation areas, the SPD advises that it should:

"preserve or enhance the character of the conservation area. It is important that new developments in conservation areas or elsewhere are not designed in isolation. This does not prevent or inhibit creative design. Considerations of design and layout must be informed by the wider context, having regard not just to any immediate neighbouring buildings, but also to the townscape and landscape of the wider locality. The local pattern of streets and spaces, building traditions, materials and ecology should all help to determine the character and identity of a development."

Residential Quality Guide

Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

South Manchester Regeneration Framework

South Manchester is identified as an area with a rich and diverse group of neighbourhoods, with a wide range of issues and needs. Some areas are already successful, so the SRF is needed to help continue and build on this success. Other areas, in contrast, have particular issues that the SRF will help to tackle, such as poor housing and high levels of deprivation and worklessness.

The opportunity for the SRF is to build on and improve its assets – the distinctive, successful neighbourhoods and centres, the high quality parks and the strong heritage and character of South Manchester – and use these as a model to drive forward the future of the area. These qualities should be applied across South

Manchester to raise the quality of the built environment and expand the number of successful neighbourhoods.

The SRF identifies a key issue for the area as providing a wider choice of housing to attract and retain residents. The SRF states future housing developments need to focus on providing high-quality family accommodation. It identifies that high-quality sustainable new housing developments should meet the housing needs of the existing and future population of South Manchester.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Legislative requirements

Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development which affects a listed building or its setting, 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.

Without prejudice to section 72, a local authority shall have regard to the desirability of preserving features of special architectural or historic interest, and in particular, listed buildings.

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

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

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

Issues

Impact on the Didsbury St James Conservation Area and Listed Buildings

When compared with other conservation areas within the City, Didsbury St James covers a large area and outside of the city centre has the greatest concentration of listed buildings in Manchester. The conservation area appraisal notes the following common features when describing the townscape:

- Variety in architectural styles varying from Classical and Gothic of public buildings and of the more grandiose houses to remnants of older and more modest houses exist in simple vernacular character;
- A great variety in building materials are used on the buildings, with red brick walls and blue slate roofs being the most common. However, there are extensive examples of stone dressings used in conjunction with brick and several buildings are built entirely of stone.
- Several buildings are finished in stucco or rough cast render;
- Trees are an important characteristic of the area providing not only screens groups of buildings from one another but also a unifying, leafy backdrop to the whole area;
- Entrance doorways help to create the character of the area;
- Most of the buildings in the area are characterised by vertically proportioned sash windows which are used singly or in groups. In older buildings, sashes are sub-divided by glazing bars into smaller panes.

In this particular part of the conservation area, the area is characterised by large two storey detached or semi-detached villas set within spacious grounds (figure 1). The building materials are predominantly red brick with blue slater roofs although there is an example of painted stucco on brick which has been used on the Grade II Listed building known as Pine House (no.23 Didsbury Park) which is to the north of the application site. The listing dates the property to the 1840s and is a two storey, white painted stucco on brick with a slate roof built in the gothic style.

The building line follows the curvature of the road, with Pine House located further behind the application site. There is little relationship between the frontages of the existing dwelling and that of the listed building. However, there is an interface between the southern elevation of the listed building and the side and rear of 21 Didsbury Park.



Photograph 2: Pine House



Photograph 3: Didsbury Park House

On the corner of Didsbury Park and Sandhurst Road is Park End House, which is Grade II listed and is located to the north east of the application site. The property dates from the mid to late 19th Century and is a two storey dwellinghouse built with red brick in Flemish bond, with sandstone dressings and a slate roof. There is some limited visual relationship between the frontages of the two buildings, although this is limited due to the curvature in the road and the tree cover.

Opposite the site (east) are two detached dwellinghouses, No.60 Didsbury Park which is a two storey Victorian Villa in a red brick, slate roofs and hanging tiles and No.58 Didsbury Park is a modern two storey white render dwellinghouse that was approved in 2012.

To the south of the site is a large detached two storey Victorian villa No.19 Didsbury Park red brick and slate roof tiles. The application site also shares its southern boundary with this site.

To the west of the site is more modern development in the form of predominantly two storey detached and semi-detached dwellings on the former Manchester Metropolitan Campus site.



Figure 1 Existing Site Plan and Google Earth Image

The existing dwellinghouse has a two storey central element, with single-storey extensions to either side as shown in the existing street scene (figure 2). The property is red brick, with red vertical hanging tiles at the first floor level, reaching from the eaves to the top of the ground floor windows, with red roof tiles. The property dates from the 1920/1930s with some reference to Arts and Craft design.

The proposal seeks to sub divide the existing plot into two to provide two detached, three storey dwellinghouses of a contemporary design (figure 3). The design of the buildings are detailed within the design and access statement and the architect has sought to take inspiration from the surrounding buildings most notably the fenestration details, bay windows, gable frontages and chimney stacks. Similarly the chosen materials textured white brick with natural roof tiles reference the conservation area but without creating a pastiche look or design.



Figure 2 Existing Streetscene



Figure 3 Proposed street scene

The applicant is of the opinion that they have made the case in the supporting documentation that the proposal meets both the statutory and policy tests. They acknowledge that the loss of the existing building will cause a negative impact. However, they consider that the proposal will make a positive contribution to the site, the conservation area and will have a neutral impact on the listed buildings.

Paragraphs 193 and 194 of the NPPF require Local Planning Authorities to consider the public benefits of supporting a development where all grades of harm, 'substantial' and 'less than substantial' can be justified.

As the extract of the NPPF above states, public benefits relate to satisfying one or more of the objectives of sustainable development. This includes preservation or enhancement of heritage assets but also the provision of housing in a sustainable location.

The heritage assessment has identified that the existing property has negligible value and no aesthetic value. Overall the assessment considers that the property has neutral significance and contribution to the conservation area and listed buildings Pine House and Didsbury Park House.

In terms of the proposed works the heritage assessment has stated that the loss of the dwelling would have a negative impact on the heritage significance of the site but this will be improved by the proposed two dwellinghouses. Furthermore concludes that the impact on significance of Pine House will be minimal and the same for Park End House.

By comparing both the proposed and the existing street scene, the proposal would create a notable increase in both area and floorspace across the site (figures 4 and 5) and increase in the size and massing of the built form. As a result, where there is currently single storey elements of the dwelling next to the shared boundaries these would be replaced by two storey elements which would erode the sense of spaciousness between the properties. Objections to the application have also raised this as an issue with the proposal as they consider that the proposal does not respect the character of the conservation area.

The applicant suggests that the staggered massing of the detached dwellings which would be stepped in line with curved building line help to reduce the volume and give the appearance of a semi-detached building (albeit only from one side).



Figure 4 Existing Site Plan



Figure 5 Proposed Layout Plan

However, as illustrated in figure 5 the dwellings would be located further forward of the existing dwellinghouse thus increasing their prominence within the street scene. As will be reported later the City Arborist has also raised an objection to the proposal due to the impact of the development on the future retention of the trees.

However, it is considered that the proposal would be prominently sited within the street scene and in this regard would detract from the setting of the listed building, in this case Pine House.

At present No.21 Didsbury Park has a neutral impact on the setting and this is helped in part by the mature tree cover and green screening to the boundary which obscure the existing single storey side. As described the southern elevation of the listed building and the side and rear of No.21 Didsbury Park are situated close to one another. It is considered that as the proposed buildings would be sited further forward and rearward of the existing dwellinghouse, the increase in height, the enclosure of the gaps at the side from single to two storeys and the introduction of the three storey gables it has the potential to interrupt views of the listed building and to change the balance of the buildings within the street hierarchy.

On this basis the proposal would be contrary to section 66 of the Listed Building Act 1990 which requires that in considering whether to grant planning permission for development which affects a listed building or its setting, 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. In this case it is considered that the proposal fails to preserve the setting of the Grade II listed Pine House.

In terms of Didsbury Park House, whilst there would be a view across to the Grade II listed building given the proximity and the relationship to the property, the development would not be harmful to its setting.

It is considered that the proposal to erect two dwellinghouses on the application site in the form shown would have a dominant and harmful impact on the street scene and the character of the conservation area. The scheme would also fail to preserve the setting of the adjacent listed building Pine House.

The public benefits of providing one additional house on the application site does not outweigh the harm caused to both the conservation area and the setting of the listed building, Pine House. Therefore the proposed scheme is contrary to the guidance contained within the NPPF.

The collective planning policy framework requires that development proposals should "enhance or preserve" the character of conservation areas, whilst the Council's equivalent Core Strategy policies SP1, DM1, EN1 and EN3 and saved policy DC18.1, seek to achieve this by ensuring that new development preserves or enhances the character, appearance or setting of the conservation area through the appropriate design, layout and choice of materials of new development. Applications are also required to achieve a good standard of design as expressed in chapter 12 of the NPPF and to the guidance contained within the Guide to Development SPD.

Noting the terms of these policies, the first priority when considering proposals for development within Conservation Areas is to those special architectural and visual qualities which gave rise to the area's designation. Where a proposal would erode these special qualities and there are no other material objections to the proposal, then permission should be refused.

Impact on Residential Amenity

In considering the amenity impacts of the development, the proposal must be assessed against Core Strategy policies SP1 and DM1.

The proposal would result in two large gardens areas at the rear which will provide sufficient amenity space for any future occupiers of the proposed dwelling. The increase in comings and goings and general activities of an additional house on the plot would not result in additional impact that would be detrimental to the neighbours of the adjoining properties.

At the rear of each of the dwellinghouses the proposal includes a first floor terraced area (figure 6) which would be accessed from the master bedrooms in each property. Objections to the proposal have raised concerns regarding overlooking from the terraces and as the proposal sits deeper within the plot, it is considered that there is the potential for overlooking on the occupiers of Pine House from the terrace which would be approximately 7 metres to the shared boundary and to it would overlook the garden of No.19 Didsbury Park to the detriment of the residents amenity.



Figure 6 CGI Image of the rear of one the proposed dwellinghouse and first floor terrace

If planning permission was to be approved for the scheme proposed it would be necessary to ensure adequate screening to either side of the terraces to remove any potential for overlooking.

Boundary Treatment

The proposal seeks to create a textured red brick wall with sandstone coping to the front boundary which is similar to other boundary treatment along Didsbury Park with automated metal gates. No. 21 Didsbury Park does not contain any existing boundary wall at the front and in its place is hedging and trees. However, in principle new boundary treatment may be acceptable subject to the impact of the existing trees which as noted are an important characteristic of the conservation area.

If the scheme proposed was to be looked upon favourably it would be necessary to ensure that the boundary treatment subdividing the plots was subject to a condition.

Trees and Landscaping

There are trees affected by the development. The trees on site are protected by virtue of their location within the Didsbury St James Conservation Area. The arboricultural assessment that has been submitted to accompany the application states that the development would require that six trees, four groups and one hedge will require removal to facilitate the development proposals. Two of the trees are category U, two are category B and the remainders are category C.

The City Arborist having assessed the works to the trees has objected to the application as there are concerns that the loss of tree cover to the front will negatively impact the street scene, in addition the impact on retained trees will present itself in later years potentially leading to further tree loss to the front regardless of method statement. This is due to a pressure to fell the trees in the future

There are no proposals within the soft landscaping scheme for additional tree planting, so the net-loss of tree cover would be substantial. Reference within the design and access statement states that the lost trees will be replaced by semi-mature trees but no further details have been provided.

All representations have raised comments about the loss or retention of trees and landscaping at the application site.

There are significant concerns regarding the loss of the existing trees but also on the future retention of the trees at the front if the dwellinghouses are approved. Trees provide an important role within the conservation area by not only screening groups of buildings from one another but also providing a unifying leafy backdrop to the area.

There is the potential for replacement planting and semi-mature trees have been indicated within the proposal, however there are concerns with the longevity of the existing trees and whether there will be pressure in future for those trees to be felled due to the impact of and on the new dwellinghouses. Given the importance of trees to the character of the general area the loss of their loss should be resisted. The proposal is therefore considered contrary to policies EN3 and EN9 of the Core Strategy

Ecology

The applicant states in their submission that no ecology will be impacted upon by virtue of the development proposals. Greater Manchester Ecology Unit (GMEU) have reviewed the information assessing the impact of the development on bats, birds, hedgehogs, large mammals and whether there was any invasive species.

The development was considered to be a low risk to roosting bats and negligible for the potential to support roosting bats.

However, the buildings, trees, hedgerow and scrub have the potential to support nesting birds. All birds, with the exception of certain pest species, and their nests are protected under the terms of the Wildlife and Countryside Act 1981 (as amended).

GMEU recommend that if approved that a condition should be attached requiring that the demolition works together with all tree/hedgerow works and shrub clearance should not be undertaken in the main bird breeding season (March-July inclusive), unless nesting birds have been found to be absent, by a suitably qualified person.

Furthermore GMEU recommended an informative to check for the presence of hedgehogs between October and March and a condition requires that all excavations left open overnight or longer should be checked for animals prior to the continuation of works.

An invasive rhododendron has been identified on site and it is an offence under the Wildlife and Countryside Act to allow this plant to grow in the wild. GMEU recommend an informative to ensure that if the rhododendron is removed it is disposed of accordingly.

GMEU also recommend that there are opportunities for biodiversity enhancement to be incorporated into the new development in line with the NPPF. This could have been achieved by condition or requesting a landscaping scheme detailing improvement to the landscape. This may have also addressed the concerns from a resident regarding the loss of biodiversity in the area.

Disabled Access

The applicant has stated the importance of access and the ability for future adaptations and has identified the following that would be incorporated into the new dwellings, these are:

- The main entrance doors to the front elevation are to be aluminium framed hinged doors, to give a minimum 1000mm clear width opening.
- A level threshold shall be provided, with no upstands exceeding 15mm in height.
- Floor matting will be chosen to allow smooth transition whilst reducing the risk of slipping and keeping entrances clean.

Waste Management

The proposed dwellings would have sufficient space for the storage of waste containers, both for recyclable waste containers indoors within the kitchen or

separate utility room and externally. There is also space within the grounds for external storage of waste containers for the existing property.

Details for the storage of waste containers for both the existing and the proposed house are requested by way of a condition attached at the end of this report.

Car Parking, Vehicular and Pedestrian Access

There would be space available for three cars to be parked on the front driveway of the proposed dwellings. The access to the existing property known as No. 21 Didsbury Park would be maintained and a new access and entrance would be created for the second property close to Pine House.

Highway Services have states that the proposed development does not raise any highway safety or capacity concerns.

Although Highway have asked that any new gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

Conclusion

It is considered that the proposal to erect two dwellinghouses on the application site in the form shown would have a dominant and harmful impact on the street scene and the character of the conservation area. The scheme would also fail to preserve the setting of the adjacent listed building Pine House.

The public benefits of providing one additional house on the application site does not outweigh the harm cause to both the conservation rea and the setting of the listed building, Pine House. Therefore the proposed scheme is contrary to the guidance contained within the NPPF.

The proposal is considered is contrary to is contrary to saved policies, DC18.1 of the Unitary Development Plan, policies SP1, DM1, H6, EN1 and EN3 of the Core Strategy Development Plan Document and the National Planning Policy Framework

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis

of the planning merits of the development proposal. She believes that any restriction on these rights posed by the refusal of the application is proportionate to the wider benefits of refusal and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation REFUSE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this instance the applicant sought pre-application advice prior to the submission of the application where officers have communicated their concerns about this proposal to the applicant before and during the course of the planning application, but these concerns have not been overcome. The proposal is considered to be contrary to the development plan and therefore refused in a timely manner.

Reason for recommendation

1) The proposed development by reasons of its scale, massing and relationship to the side boundaries of the application site, loss of trees would result in two prominent buildings which are unduly intrusive in the street scene to the detriment of the spacious and landscaped character of Didsbury St James Conservation Area. As such the proposal is contrary to saved policies, DC18.1 of the Unitary Development Plan, policies SP1, DM1, H6, EN1, EN3 and EN9 of the Core Strategy Development Plan Document and the National Planning Policy Framework.

2) The proposed dwellinghouses would have a detrimental impact upon the setting of the Pine House Grade II Listed Building by reason of the siting, scale and mass. The proposed development is therefore contrary to the provisions of Core Strategy policy SP1 and EN3 and saved Unitary Development Plan policy DC 19 and the National Planning Policy Framework.

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: 121695/FO/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
 Neighbourhood Team Leader (Arboriculture)
 Greater Manchester Police
 Greater Manchester Ecology Unit
 Didsbury Civic Society

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

Representations were received from the following third parties:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Ecology Unit

Relevant Contact Officer : Robert Tyrer
Telephone number : 0161 234 4068
Email :



Application site boundary ● Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
120314/FU/2018	30th Jul 2018	13th Dec 2018	Chorlton Ward

Proposal Change of use from shop (Class A1) to restaurant (Class A3)

Location 456 Wilbraham Road, Manchester, M21 0AG

Applicant Mr Shahed Mohammed, 456 Wilbraham Road, Manchester, M21 0AG

Agent Mr G Siddique, Architecture & Interior Design, 17 Coleshill Road, Birmingham, B36 8DT

Description

This application relates to the ground floor of a three storey mid parade property with residential on the upper floors. There is a small yard to the rear leading on to an alley which in turn adjoins Keppel Road

The property is located within Chorlton District Centre close to Chorlton Cross. There are commercial properties to either side and facing the site on Wilbraham Road. To the rear, separated by a narrow alley is the side elevation of a bank on Barlow Moor Road/Wilbraham Road. Excluding the bank there are nine other commercial properties in the parade of which one is a sandwich shop class A1, one a restaurant Class A3 and one a take away class A5.



Permission is sought to use the property as a café within class A3 of the Use classes Order. The premises would operate between 11.00am and 11.30pm Monday to

Saturday and 11.30am to 11.30 pm Sundays and bank holidays. A flue would be provided at the rear of the property. Refuse would be stored in the rear yard. The submitted scheme includes fume extraction details and an acoustic insulation scheme.

When the application was first submitted permission was sought for a café together with a hot food take away, class A3 and A5. However, following negotiations the application has been revised and approval is now only sought for the use as a café class A3.

Consultations

Ward Members

Councillor John Hacking says that local residents feel very strongly that there are more than enough A3 properties on this stretch of Wilbraham Road and that granting permission for another risks adding to the parking issues, anti-social behaviour and waste disposal/environmental health issues already blighting this part of Chorlton. He agrees with them and urges that this application be refused. He further believes this application represents a loss of amenity to residents and hasn't adequately addressed the issue of visitor parking.

Local residents/businesses

One letter has been received objecting to the proposed development. The Grounds for objecting are summarised below.

- Concern is expressed about noise from the extractor fans
- Another take away on this stretch of road will make worse the existing problems of noise, litter and food waste.
- The use will generate more waste and vermin.
- The use will generate more inconsiderate parking.

Chorlton Civic Society

Object to the proposed development. Their grounds for objecting are summarised below.

- A further hot food take away will adversely affect the viability and vitality of the Centre.
- The proposal is contrary to the supplementary planning document for A5 uses.

Strategic Area and City Wide Support Manager

No objections subject to conditions in respect of the following.

- Restricting deliveries to between 7.30am and 8.00pm Monday to Saturday. No deliveries Sundays or bank holidays.
- The implementation of the submitted fume extraction scheme
- Limiting the hours of operation to those applied for.

- The acoustic insulation of the building.
- Acoustic insulation of any plant or machinery.
- Refuse storage.

Highways

This development is located within Chorlton District Centre in proximity to a variety of modes of transport and is therefore considered to be highly accessible.

The servicing arrangements are unclear.

Policy

Core Strategy

The relevant Core Strategy policies are SP1, C6, C10 and DM1

Policy SP1 sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice. It also sets out the core development principles, including:

- creating well designed places,
- making a positive contribution to health, safety and well-being,
- considering the needs of all members of the community, and
- protecting and enhancing the built and natural environment.

Policy DM1 seeks to protect the amenity of an area from the adverse impact of development including road safety and traffic generation. Consideration will also be given to the appropriateness of the site layout, scale form, massing and materials.

Policy C6 – states across the area there is capacity for both further convenience and comparison retailing floor space. Identified capacity will be directed to Chorlton centre to support more sustainable shopping patterns, with enhanced provision also promoted in Levenshulme. Redevelopment in Chorlton will provide a substantial increase in retail, alongside improvements to other commercial and community services. New development should also make a contribution to the character of the centre, including a range of unit sizes and environmental improvements.

Policy C10 states that new development and redevelopment that supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/night-time economy will be permitted, subject to the following considerations:

1. Cumulative impact - in areas where there is already a concentration of bars (A4), hot food takeaways (A5) and other night-time uses which are detrimental to the character or vitality and viability of the centre, there will be a presumption against further facilities.

2. Residential amenity - the proposed use should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance.
3. Balance - new uses in Manchester centres should support both the day-time and evening/night-time economies whilst not undermining the role of the primary shopping area.

When considering the impact of a proposed bar or hot food take away regard will be had to the above policy and also:

- The existing number of similar establishments in the immediate area and their proximity to each other;
- The type and characteristics of other uses, such as housing, shops and public houses;
- The existence of vacant shop units and the condition of the unit;
- The importance of the location for local shopping, and the number, function and location of shops that would remain to serve the local community;
- The character of the centre and its frontage, and the nature of the use proposed;
- The potential impacts of the proposal on the wider community; and
- Any known unresolved amenity, traffic or safety issues arising from existing uses in the area.

Unitary Development Plan

The relevant saved UDP policies are DC10 and DC26

Policy DC10 sets down the criteria to be considered in determining application for food and drink uses. The policy sets down the locational requirements and the need to address refuse storage and residential amenity.

Policy DC26 seeks to protect an area from the adverse impact of noise.

Supplementary Planning Document on Hot food take aways.

As originally submitted consent was sought for a highbred Café/hot food take away, class A3/A5. However, the application has been modified and consent is now sought solely for use as a café class A3 and therefore the SPD is no longer relevant.

National Planning Policy Framework

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2018. It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 10 states that 'at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals should accord with the development plan should be approved without delay unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole or specific policies in this Framework indicate development should be restricted.

Under the heading "Ensuring the Vitality of Town Centres" paragraph 85 of the NPPF says that "Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation".

Paragraph 92 on the subject of promoting healthy and safe communities refers to the need to provide social, recreational and cultural facilities and services.

The impact of the proposed development will be assessed against these policies in the following sections.

Issues

Principle

Due to the district centre location of the premises within a commercial frontage containing one similar use, the broad principle of the proposed use would normally be considered acceptable in such circumstances and compliant with the overarching principle contained within saved policy DC10 of the Unitary Development Plan and policies C6 and C10 of the Core Strategy. These policies consider the impact of food and drink uses and seek to support proposals that contribute to the vitality of centres, in particular those that contribute to the evening economy.

Concentration

Core Strategy policy C10 suggests that within centres the amount of A4 and A5 uses should be less than 15% of the total. However, there is no such indicator for cafes/restaurants class A3. In the 2015 District Centre survey it was found that of the 279 units in the centre 33, 12%, were in use as cafes and restaurants, class A3. In terms of the parade within which the application is located the provision of an additional café/restaurant use Class A3 making 2 in total would, it is considered, not constitute an over provision of food and drink uses. In addition, the parade also includes an off license, opticians, butchers, cash converter, bank, Vaping shop, a sandwich shop, a hair dressing salon as well as a hot food take away and restaurant. On balance it is considered that this represents a range of services that would not be significantly affected by the opening of a further café/restaurant.

It is not considered that this proposal will have a detrimental impact upon the vitality and viability of this part of the Chorlton District Centre, as the parade is still

predominantly in none food and drink related uses. The proposed use would also add to the evening economy.

Vitality and viability

The proposed use would ensure that vacancies in the centre do not increase detracting from its attractiveness. It will also bring activity to the centre in the evenings bolstering the night time economy of the area. On balance it is considered that the proposed development would improve the viability and vitality of the centre.

Hours of operation

The proposed hours of operation of 11.00am to 11.30 pm Monday to Saturday and 11.30 am to 11.00pm Sundays and Bank Holidays is considered to be appropriate for such a use within a large District shopping centre such as Chorlton. The proposed development would therefore accord with Core Strategy policies SP1, C10 and DM1 and saved Unitary Development Plan policies DC10 and DC26.

Refuse storage

The submitted plans show two paladin style bins in the rear yard for general waste which is adequate, however, it was proposed to provide a single bin for recycling which was not. Two conditions are therefore proposed one requiring the provision of the paladin bins and a second condition requiring the submission of a scheme for the storage of segregated waste for recycling.

There is adequate space within the rear yard to accommodate the refuse storage requirements of the development and the accommodation above. For collection purposes staff have to take the bins to Keppel Road as the rear alley is a cul de sac. This arrangement would be the same for any users of this property or any of the other properties in the parade. The proposed development would therefore accord with Core Strategy policies SP1, C10 and DM1 and saved Unitary Development Plan policy DC10.

Parking

As a district centre location commercial uses would not normally be expected to provide their own dedicated parking. In this instance the site is located close to Chorlton Cross at the very heart of the district centre and this is considered to be a sustainable location with good access to both Metrolink and local bus services. There is also limited on street parking available in front of the property. It is recognised that there may be some potential for parking in the surrounding residential streets, however, this would be the case with the existing retail use which has unrestricted opening hours. The proposed development would therefore accord with Core Strategy policies SP1, C10 and DM1 and saved Unitary Development Plan policy DC10.

Fume extraction

The flue would be located on the rear elevation of the main body of the building and would discharge above eaves height. It would have a bare metal finish, however, it would be largely invisible from outside the site as it would be screened by the adjacent buildings.

The submitted fume extraction scheme is considered acceptable and an appropriate condition is proposed should consent be granted. The proposed development would therefore accord with Core Strategy policies SP1, C10 and DM1 and saved Unitary Development Plan policies DC10.

Acoustic Insulation

A scheme has been submitted for the acoustic insulation of the premises to prevent the breakout of noise. The scheme is acceptable and appropriate conditions are proposed. The submitted scheme for the flue has been assessed and is considered to be acceptable, again an appropriate condition is proposed. The proposed development would therefore accord with Core Strategy policies SP1, C10 and DM1 and saved Unitary Development Plan policies DC10 and DC26

Impact on Amenity

The closest residential accommodation are the flats above the commercial units. Such properties cannot expect the same levels of amenity as in a residential area and it is considered that subject to the implementation of the fume extraction and acoustic insulation scheme and by adhering to the operating hours any impact would, on balance, be within acceptable limits.

To the rear of the property is the side elevation of a bank on Barlow Moor Road. The nearest residential accommodation being on Keppel Road and is considered to be sufficiently far away, approximately 16 metres between rear elevations, and partially screened by the adjoining property for any noise from the building to have any significant impact. Patrons leaving the premises would need to travel approximately 71 metres before reaching the first residential property giving time for groups to have dispersed.

It is acknowledged that there is some potential for a loss of amenity from parking in the surrounding residential streets however, as restaurants tend to have a smaller throughput than takeaways it is not considered that any parking on the side streets would be so significant as to cause a significant loss of amenity.

The proposed development would therefore accord with Core Strategy policies SP1, C10 and DM1 and saved Unitary Development Plan policies DC10 and DC26

Anti-Social Behaviour.

The proposed use is located within a district shopping centre and whilst it would attract additional people to the area it would not necessarily generate anti-social behaviour. It would however, provide additional activity and natural surveillance within the centre.

Disabled Access

There are no changes proposed to the existing shop front which has a level access and would remain unchanged.

Conclusion

On balance it is considered that the proposed development would add to the vitality of the centre without adversely impacting on the amenity of the area or local residents. It is considered therefore that the proposed development accords with Core Strategy policies SP1, C6, C10 and DM1 and saved UDP policies DC10 and DC26

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

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to issues arising from the consideration of this application.

Reason for recommendation

Conditions to be attached to the decision

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents: 1.1 and 3.0

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

3) Within three months of the date of this permission a scheme for the storage and disposal of segregated recycling shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

Reason - In the interests of amenity and public health pursuant to Core Strategy policies DM1 and C10 and saved Unitary Development Plan policy DC10

4) The refuse storage arrangements shown on the approved drawings shall be implemented as part of the development and shall be retained as long as the use is in operation.

Reason - In the interests of amenity and public health pursuant to Core Strategy policies DM1 and C10 and saved Unitary Development Plan policy DC10

5) No background music shall be played in the premises without the prior approval by the City Council of the maximum internal limits in octave bands. All speakers should be wall mounted on anti-vibration mounts.

Reason to protect the amenity of the occupiers of adjoining residential accommodation pursuant to Core Strategy policies C10 and DM1 and save Unitary Development Plan policies DC10 and DC26.

6) The premises shall not be open outside the following hours: -

- 11.00am to 11.30pm Monday to Saturday and
- 11.30am to 11.30pm Sundays and Bank Holidays

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

7) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 7:30 am to 8:00pm, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

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

8) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with the submitted scheme and shall be implemented before the use

commences and maintain in place as long as the use is in operation. The scheme shall be maintained in accordance with the manufacturers specification.

Reason - In the interests of the amenities of occupiers of nearby property pursuant to Core Strategy policies DM1 and C10 and Saved Unitary Development Plan policy DC10

9) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with the submitted noise study of the premises and approved scheme of acoustic treatment. The scheme shall be implemented in full before the use commences and a verification report submitted for approval by the City Council as local planning authority. Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties pursuant to Core Strategy policies DM1 and C10 and saved Unitary Development Plan policies DC10 and DC26.

10) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with the approved scheme so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. A post completion report shall be submitted after installation to verify that the levels are as specified.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to Core Strategy policies DM1 and C10 and saved Unitary Development Plan policies DC10 and DC26

11) Within one month of the planning permission hereby granted, a scheme shall be submitted to and approved in writing by the City Council as local planning authority detailing arrangements for the day-time opening and closure of existing ground floor roller shutters. The development shall be undertaken in accordance with the approved details to a timescale agreed in writing by the City Council as local planning authority and maintained in situ thereafter.

Reason - In interests of residential amenity and to safeguard the appearance and character of Chorlton District Centre, pursuant to policies SP1, C10 and DM1 of the Core Strategy 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: 120314/FU/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.

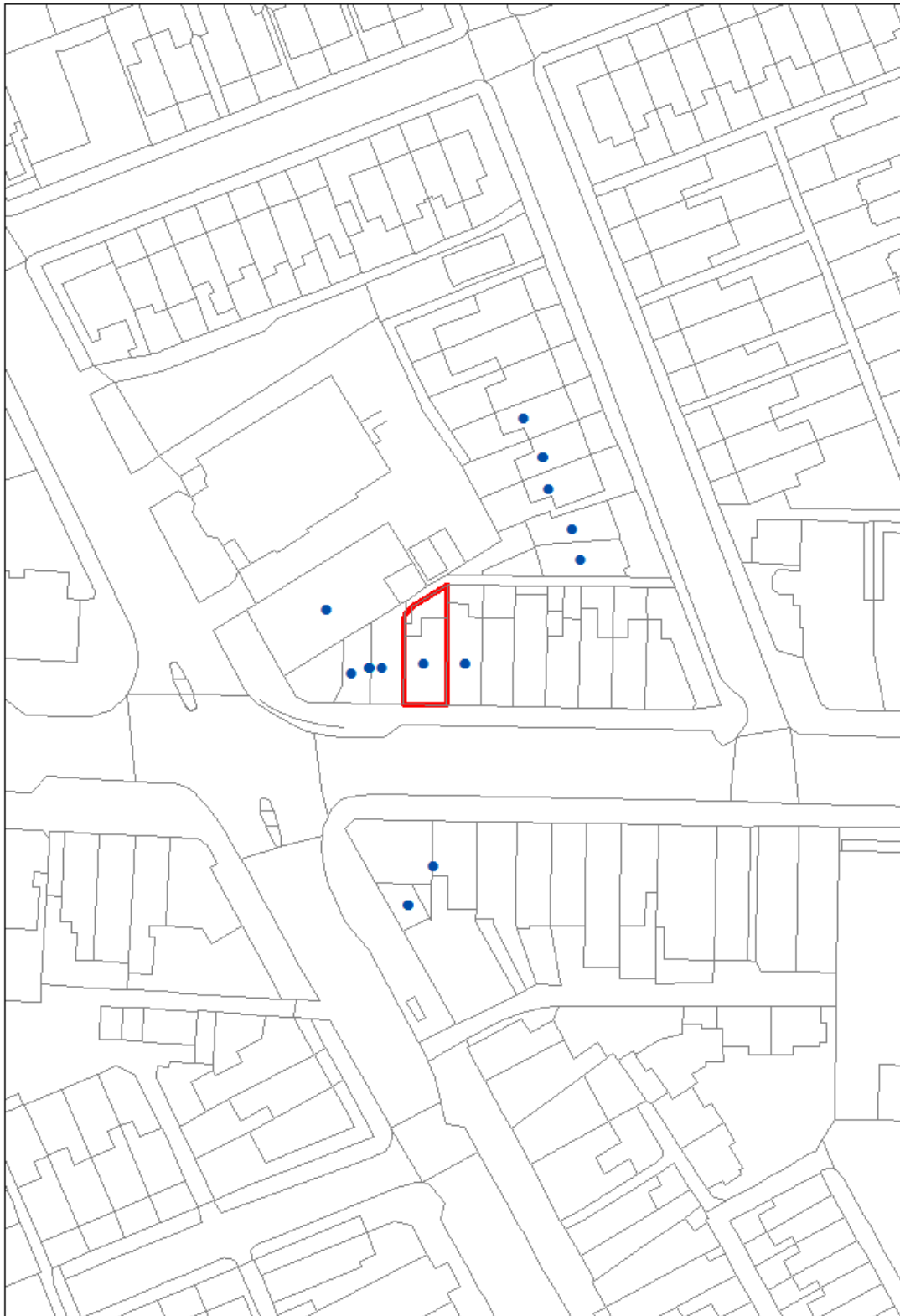
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Greater Manchester Police
Chorlton Voice

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:

Relevant Contact Officer :	Dave Morris
Telephone number :	0161 600 7924
Email :	d.morris@manchester.gov.uk



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
121487/FO/2018	19th Oct 2018	13th Dec 2018	Hulme Ward

Proposal Erection of 5 storey digital arts building (Use Class D1) with enclosed roof-top plant and integrated LED light wall to provide digital innovation laboratories, media exhibition space, seminar rooms, studios, production suites and office accommodation together with associated storage, WCs, mechanical plant, operational floorspace, service access and hard and soft landscaping. 17 car parking spaces to be lost with 2 fully accessible spaces being relocated on-street.

Location Land To The Rear Of The Students Union Including The Car Park And Higher Chatham Street, Manchester

Applicant Mrs Helen Hatcher , Manchester Metropolitan University, C/o Agent,

Agent Mrs Nicole Roe, Barton Willmore, Tower 12, 18/22 Bridge Street, Spinningfields, Manchester, M3 3BZ

Description

The site is located on Higher Chatham Street within the All Saints Campus of Manchester Metropolitan University (MMU). Boundary Street West and Rosamund Street West run to the north and south of the site respectively. It is adjacent to MMU's School of Art in the Benzie Building, the new Students Union and the Salutation public house. The Royal Northern College of Music is on the opposite side of Rosamund Street West. There are MMU halls of residence nearby at Cavendish, Cambridge and Sir Charles Groves Halls.

The site is 0.2 hectares and comprises highway land (Higher Chatham Street) and a surface level car park. It is used by University staff and also contains a waste storage area and cycle parking shelter. There are trees along the southern boundary. The area forms part of 'Corridor Manchester' which is a knowledge innovation district that runs along Oxford Road. The Salutation public house is not listed but is a non-designated heritage asset. The nearest listed building is the Grade II listed Righton Building which is 80m away on Lower Ormond Street. The site is not within a conservation area. The Northern half of the site is currently adopted Highway and would require a Stopping Up Order.

Planning permission is sought to erect a 5 storey digital arts building (Use Class D1) with enclosed roof-top plant and integrated LED light wall. It would provide digital innovation laboratories, media exhibition space, seminar rooms, studios, production suites and office accommodation together with associated storage, operational floorspace, service access and hard and soft landscaping. 17 car parking spaces would be lost. 2 fully accessible spaces would be relocated on-street.

The new building would be known as the School of Digital Arts or SODA. It was previously known as the International Screen School Manchester and is led by Manchester Metropolitan University. It would develop interdisciplinary talent to

support Greater Manchester's creative and digital industries. The new School would work closely with regional cultural and industry partners including HOME, Red Productions, the BBC and ITV to ensure Greater Manchester has the skills base urgently needed to support the continued growth of the digital arts sector. SODA would provide courses in film, animation, applied games, special effects, sound design, software design for screen, user experience design and immersive media content production for around 1500 students every year. Senior figures from film, media and commerce have already agreed to be part of the School's Industry Advisory Board and the group would be co-chaired by film director Danny Boyle and producer Nicola Shindler, founder of RED Productions. Some courses are currently being delivered from the Benzie building, such as photography and film, however these would be transferred into SODA when it opens. A lot of new digital courses are being created specifically for the new SODA.



The University recently published an updated Estate Strategy that runs until 2027. It promotes a high quality, efficient and effective built environment and also the creation of a digital skills powerhouse within the campus that supports the growth of a priority

sector within the North of England and the country as a whole. SODA is key to this strategy creating a suite of specialist production and studio labs focused around motion capture, virtual reality, animation, special effects and digital music production.

The primary frontage would be on Boundary Street West with a secondary frontage on Rosamund Street West. It would create 2600 sq. m of floorspace on 5 floors. The ground level would predominantly be a public space housing a digital gallery, screening space, cafe and entrance area. The first floor would house digital innovation labs and general teaching spaces. A number of black box studio spaces that do not need quality daylight are proposed to be stacked on top of each other on the western side of the building. The remainder of the upper floors would be teaching space, served from a central circulation zone. The second floor would house a film studio so would have some additional height compared to the other floors. Main entrances are proposed on the north and south elevations.

The building would be approximately 27.9m high and its massing would be read in two parts. The front would be raised off the ground by columns that would over-sail a new area of public realm off Boundary Street West. This part of the building would contain studio spaces where darkness is needed. The rear part of the building would contain the majority of studio and work spaces and would accommodate windows on the eastern elevation. The front of the building would have an integrated LED lightwall.

The outdoor space to the side and beneath the front of the building would be treated as one landscaped space and would become a continuation/extension of the ground floor spaces. This could be used for external events and exhibitions. The front of the building would be raised up on columns so that the entrance would sit at the same height as the roofline of the Salutation pub so that views of the pub would not be compromised. The Salutation pub beer garden would be screened by a brick wall that would be built in the same brick and to the same height as the brick plinth to the proposed building.

The external elevations would predominantly be built of metal panels that would have varying reflectivities and textures and would be folded and/or perforated. The majority of panels would be folded with no perforations, but some would be perforated to add visual interest. The perforated panels would be lit from behind and provide ventilation paths for areas of plant that require ventilation through the façade. The panels are proposed to be of three differing reflectivities - polished, semi-gloss and satin. On the eastern elevation, the ground floor level would be fully glazed. A brick plinth would be in place at ground level on the southern and western elevations. There would be no polished panels on the southern elevation to avoid reflections into the residential properties opposite. The teaching spaces that would be grouped along the eastern end would be visible from outside the building, thereby allowing animation from within the building to the street. The building would also have additional interest by the installation of the LED digital display wall to the front of the building that would rise above the entrance.



The LED light wall could display static images and videos and would act as a sign to SODA and display digital work prepared by students. The light wall would be active during the opening hours of the building which is Monday to Friday, 8:00am-10:00pm, during term time only. The light wall would be behind the matt black metal rainscreen cladding so that when not in operation, it would not be seen as a blank screen. This would enable patterns and video to be displayed which would allow viewing in the daytime. The screen would wrap around the front of the building and under the entrance soffit to the building.



Higher Chatham Street is currently open to traffic but would be stopped up and built over. A gap of 7.5m would be retained between the eastern elevation of the new building and the School of Art and Design in the Benzie Building which would be used as a pedestrian and cycle route. A landscaped public realm area would run between Boundary Street West and Rosamund Street West which would be consistent with the University's wider campus masterplan which prioritises pedestrian and cycle connections. Concrete pavements would match those in front of the School of Art and Design. Stone benches with integrated planting, served by an irrigation system, are proposed along its length. There would be lighting bollards within the planters to ensure the space would be well lit during darkness to ensure safety. The 7.5m gap to the School of Art and Design would ensure adequate daylight into both buildings. There would be space adjacent to the Students Union, to allow single way servicing access, and also between the new building and the Salutation pub for fire protection on the adjacent facades.



Two delivery/drop off bays are proposed, one on Boundary Street West for refuse vehicles accessing the shared refuse store for SODA, the Students Union and the Salutation public house. It would also be used for vehicles dropping off supplies for the SODA cafe. Wooden seating used by the Students Union would be relocated to avoid any conflict. A further delivery bay is proposed on Rosamund Street West, intended for equipment deliveries into the building where easy access to the lift core is available.

The shared refuse store would be secured by two separate gated access points. There would be daily general refuse collections and five recycling collections every fortnight. Refuse would be taken to a compactor facility in All Saints South. Following the implementation of the development, the store would house 17 no. 1100l Eurobins, 3 no. 240l food bins and 7 no. 140l glass bins which the central refuse storage area can accommodate.

The site is highly accessible via different transport modes, including on foot and by bike. Oxford Road has heavy bus flows and Oxford Road train station is approximately 900m away. The Metrolink service at St. Peters Square is approximately 1.3km from the site.

The row of trees along the southern boundary would have to be removed to facilitate the development, but soft landscaping is proposed within the public realm that would surround the building. Additional tree planting would be planted across the wider campus to compensate for the loss of trees. A masterplan is currently being

progressed by the University and this would detail the public realm improvements across Campus.

A staffed reception would be located on the ground floor during normal working hours. Outside of these hours, the building would be entered via access control to the entrance door. The building will be served by internal and external CCTV. Outside of SODA's opening hours, the building's security would be managed by MMU's full time security team.

Full access would be available to all parts of the building.

The site is within Flood Zone 1.

Consultations

The application has been advertised in the Manchester Evening News as: a major development; affecting the setting of listed buildings; in the public interest and affecting a right of way. Site notices have been displayed and the occupiers of nearby properties have been notified. No representations have been received.

Highway Services - The relocation of the 2 no. fully accessible car parking spaces is welcomed. The facility is unlikely to generate any significant increase in vehicle trips. The stopping up of Higher Chatham Street is supported. The site is highly accessible. Submission of a full travel plan prior to occupation should be provided. The introduction of new public realm areas is welcomed. Retractable bollards should be considered to ensure pedestrian safety in the public realm/landscaping location. The proposed delivery and servicing locations are accepted by Highways. A swept path analysis should be provided and servicing should take place outside of peak hours to reduce congestion on the local highway network. A construction management plan should be submitted.

Environmental Health - Recommended conditions relating to delivery and servicing hours, fume extraction, construction management plan, construction hours, hours of opening, lighting glare, external plant insulation and waste management.

Neighbourhood Team Leader (Arboriculture) - No representations received

Oliver West (Sustainable Travel) - No representations received

MCC Flood Risk Management - Recommended conditions regarding a surface water drainage scheme and its associated adoption, management and maintenance.

City Centre Regeneration - No representations received

Greater Manchester Police - No representations received

United Utilities Water PLC - Conditions recommended. Foul and surface water shall be drained on separate systems. A surface water drainage scheme shall be submitted, based on the hierarchy of drainage options in the National Planning Practice Guidance. A public sewer crosses this site and we may not permit building

over it. We will require an access strip width of six metres, three metres either side of the centre line of the sewer.

Greater Manchester Archaeological Advisory Service - The submitted desk based archaeological assessment recognises that the site was formerly occupied by a series of late Georgian to mid-nineteenth century worker's houses. Remains of the buildings will survive below ground so the proposals would mean damage to or destruction of any such remains, however none are thought to be of national significance evidence. Locally significant worker's housing could contribute to research objectives established at a regional level. This heritage asset should be evaluated by trial trenching to assess the condition of any surviving remains. Where any significant remains are found, they should be subject to a subsequent programme of recording by excavation. A condition is recommended.

Environment Agency - No representations received

The Theatres Trust - Do not wish to make any comments as the building does not contain a venue for live performances.

Greater Manchester Ecology Unit - No significant ecological issues identified. The trees to be removed are low risk to nesting birds. They are small and immature. Adequate mitigation should be provided for the loss of the existing trees within the soft landscaping of the site. An informative is recommended in relation to the discovery of any bird nests during works.

Greater Manchester Pedestrians Society - No representations received

Issues

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. The proposed development would comply with the following policies or parts thereof:

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 7 & 8).

Paragraphs 10, 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. Paragraphs 11 and 12 state that:

"For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposal would be consistent with sections 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons outlined below.

Section 6 - Building a strong and competitive economy – a commitment to securing economic growth to create jobs and prosperity, building on an area's inherent strengths. It places significant weight on the need to support sustainable economic growth and recognises that planning policies should be flexible enough to allow for new and flexible working practices. The proposal would support economic growth and help to create jobs and prosperity through construction and through the vibrancy and vitality that the development would deliver.

Section 7 - Ensuring the Vitality of Town Centres - promotes competitive town centres. The proposal would develop a key site and help to create a neighbourhood that would attract and retain a diverse labour market. This would support Greater Manchester's growth objectives and help meet the demands of a growing economy and population. It would be in a location that is well connected and would therefore help to promote sustained economic growth.

Section 8 - Promoting healthy and safe communities – this recognises that the planning system can facilitate social interaction and create healthy, inclusive communities. The development would incorporate active street frontages, and would be safe and accessible. It would be fully integrated into the wider area and would relate well to and complement other similar nearby developments.

Section 9 - Promoting Sustainable Transport – The development would help to focus development in a sustainable location that limits the need to travel and offer a choice of transport modes to contribute to sustainability and health objectives.

Section 11 - Making Effective Use of Land – Planning should promote the effective use of land, safeguard and improve the environment and ensure safe and healthy living conditions. The development of this brownfield site within the City Centre would make an effective use of the site.

Section 12 - Achieving Well-Designed Places - seeks the high quality and inclusive design of individual buildings, public and private spaces and wider development schemes. The design has been reviewed through consultation and evolution. The design would be contemporary and high quality.

Section 14 - Meeting the challenge of climate change, flooding and coastal change – planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is a highly sustainable location and would aim to secure a BREEAM Excellent accreditation. It is in Flood Risk Zone 1.

Section 15 - Conserving and enhancing the natural environment – advises that the planning system should contribute to and enhance the natural and local environment, and that local planning authorities should aim to conserve and enhance biodiversity. The application has considered the potential risks of various forms of pollution,

including ground condition and noise. It is considered that the proposals, with appropriate mitigation measures, would not have any significant adverse impacts on the natural environment.

Section 16 - Conserving and Enhancing the Historic Environment - sets out the criteria that should be taken into account when assessing the impact of development on heritage assets when determining planning applications. Heritage assets include areas or landscapes with a heritage interest. The site is not within a conservation area, nor does it affect the settings of any listed buildings. The applicant has submitted an archaeological desk-based assessment that shows that the application site may contain archaeological features, which would not be of more than regional or local interest. A condition on any approval would secure a programme of archaeological work to record any features of interest.

Relevant Local Policy

Core Strategy

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

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

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

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

SO2. Economy - The scheme would provide new jobs during construction along with permanent employment and facilities in a highly accessible location. The development would help to support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

SO5. Transport - The development would be highly accessible reducing the need to travel by private car and making the most effective use of public transport facilities. This would help to improve physical connectivity through the use of sustainable transport networks and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

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

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

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

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

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

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

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

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

Policy CC9 Design and Heritage - The proposal would represent a high quality bespoke educational building that would be a high standard in terms of appearance and function.

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

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

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

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

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

Policy EN14 Flood Risk – The site is within Flood Zone 1 so a Flood Risk Assessment is not required.

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

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

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

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

Policy DM1 - Development Management - This policy sets out the requirements for developments in terms of Code for Sustainable Homes and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;

- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

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

Saved Unitary Development Plan Policies

DC19.1 Listed Buildings - It is considered that the proposal would not have a detrimental impact on any listed buildings as the nearest listed building is 80m away from the site. This is discussed in more detail later in the report.

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

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

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

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

Strategic Plan for Manchester City Centre 2015-2018

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

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

fundamental to driving future economic growth and investment in the Manchester City Region. The development is therefore a regeneration priority for the city which it is intended will provide a high-quality, vibrant, mixed-use area that will create a new and distinctive neighbourhood, taking advantage of the location's unique attributes. The Proposed Development forms an integral part of the regeneration of this area, taking full advantage of the site's locational attributes to contribute towards a vibrant new mixed-use area.

Central Manchester Strategic Regeneration Framework

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

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life. The proposed development of the application site would clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Manchester Green and Blue Infrastructure Strategy

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

The Corridor Manchester Strategic Vision to 2025

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

The Corridor is considered to be one of the City Region's principal assets that has great opportunities to grow and diversify its economic basis. It is home to an exceptional group of knowledge intensive organisations and businesses, 70,000 students and a workforce of 60,000 people. The area provides an estimated contribution of £3 billion GVA per annum, consistently accounting for 20% of Manchester's economic output over the last 5 years. The area's economic base is strongly focused on high value added and high growth sectors and as such it accounts for a large proportion of highly skilled jobs within the City Centre.

Over the next ten years, committed and planned investment in Corridor Manchester will further reinforce its status as one of the most distinctive and remarkable innovation districts in Europe. Between 2015 and 2025, committed and planned investment of the major institutions alone is estimated at £2.6 billion.

Corridor Manchester's Strategic Vision to 2025 is for this area to be: "Manchester's cosmopolitan hub and world-class innovation district, where talented people from the city and across the world learn, create, work, socialise, live and do business; contributing to the economic and social dynamism of one of Europe's leading cities"

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

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

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

The proposed development will also support Corridor Manchester in achieving the desire to become a place to live, visit and work for students by providing well-designed accommodation with good accessibility to public transport nodes.

Legislative requirements

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

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

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

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

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

Principle of the Proposed Uses and the Scheme's Contribution to Regeneration

Regeneration is an important planning consideration. Over the past twenty years the City Council has successfully regenerated large areas of the City Centre and Piccadilly, Spinningfields, the commercial core, Manchester Central, Northern Quarter and Castlefield are good examples of this. However, much remains to be done, particularly in the southern part of the City Centre. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. Given this, it is essential for the City Centre grow across a range of sectors, including education, in order to improve the region's economic performance.

The proposal would complement the ongoing regeneration in the area and the growth of the MMU campus. The Royal Northern College of Music is bringing forward a new masterplan that will see the western end of their site being developed with new facilities. The University of Manchester's investment continues throughout Corridor Manchester and their new MECD Campus is close to the site. Further north is Circle Square which will provide facilities for creative/university linked businesses. The proposal would contribute to the vision for Corridor Manchester and support the University's role within the expanding digital and creative arts sector in the city region.

The proposal would deliver another bespoke building to the MMU campus that would complement other recent additions including the Business School and Student Hub, Birley Fields Academic and Residences Building for the Faculty of Education and Faculty of Health, Psychology and Social Care, The Benzie Building adjacent to the site houses the Manchester School of Art and the Students Union that have all been completed in the last 6 years. All these buildings have been high quality and efficient

and the University wishes to see continued development of bold and vibrant buildings within its area. The proposed building would add to this vision.

Given the above, it is considered that the proposal is consistent with sections 6 and 7 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC4, CC6, CC8, CC10 and EN1.

Heritage Impact and Archaeology

Sections 66 and 72 of the Listed Building Act 1990 provide that, in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses, and in determining planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 189 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets importance, sufficient to understand the potential impact of the proposals on their significance. Harm to heritage assets can either be substantial or less than substantial. Where a development proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals.

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

The proposal would not affect any conservation areas. The nearest designated heritage asset to the Site is the Grade II Listed Righton Building, located approximately 80m to the north east of the Site on Lower Ormond Street. The Righton Building forms part of a wider cluster of Grade II listed University buildings on Lower Ormond Street and Higher Chatham Street. This includes the Grosvenor Building, the Former Town Hall Façade to the Mabel Tylecote Building and the Ormond Building. The Grade II Listed Roman Catholic Church of St. Augustine is also located on Higher Chatham Street. Given the 5 storey height of the SODA building, the distance between the application site and the nearest listed buildings, and the presence of intervening buildings between the site and these heritage assets, their setting would remain unaffected.

The development may have an impact on archaeological features and a desk-based archaeological assessment (DBA) recognises that the site was formerly occupied by

a series of late Georgian to mid-nineteenth century workers houses. The site has been cleared but the DBA recognises that remains of the buildings may survive below ground and that the proposals would mean damage to or destruction of any such remains. The DBA goes on to look at the heritage significance that such remains might represent and concludes that whilst none are thought to be of national significance, locally significant worker's housing could contribute to research objectives established at a regional level. The DBA fulfils the requirements for such a document as set out in NPPF paragraph 189. The site could contain locally significant archaeological remains that would be damaged or destroyed by groundworks and it is recommended that this should be evaluated by trial trenching. A condition requires that a programme of archaeological works are undertaken prior to the commencement of any development related groundworks. This would ensure that the proposal would be consistent with section 16 of the NPPF and saved UDP policy DC20.

Urban design, appearance, height, scale and massing

The design team has recognised the high profile nature of the site and the requirement for design quality and architectural excellence. A significant amount of time has been spent developing the proposal to ensure that it can be constructed and delivered.

SODA would sit within the context of the Salutation public house, the Students Union, Manchester School of Art, Cavendish Halls and Sir Charles Grove Halls which range from two to nine storeys in height. The building would be five storeys with an additional screened plant area on the roof. The height and mass is considered to be acceptable and appropriate and would sit well with surrounding buildings. It would not appear overbearing or out of scale. The front of the building would overhang the new public realm area and would begin 8m above ground. This height would ensure that enough natural light filters through to the landscaped area to make a pleasant environment for pedestrians and those wishing to sit within the landscaped space to the front of the building.

The proposal would form part of the setting of the Salutation pub which is a non-designated heritage asset. However, the public house already sits within the context of a heavily built up area and is surrounded by buildings of varying heights. The overhang from the front of the building would allow views of the Salutation pub to be retained from the east along Boundary Street West. The relationship of the proposal to the pub is therefore considered to be acceptable.

The applicant has provided a number of views of the site from around the City Centre. The top of the building would be slightly seen from various viewpoints around the City Centre including from Mancunian Way, however it would not be overdominant as it would not be higher than many buildings in the immediate area so would not look out of place or be overbearing.

The building would consist primarily of metal panels of differing reflectivities, although there would also be glazing and brick at ground level as well as windows on the upper floors. Glazing at ground floor level would allow pedestrians to see activity inside the building at street level. This would also provide an active frontage at street

level on the principal elevations of the building. The front of the building has an integrated LED light wall behind the black metal rainscreen cladding. The wall would be illuminated with imagery, videos and art installations to showcase student's activities which is welcomed as it would highlight the bespoke and distinct nature of the building. The contemporary materials would complement the range of old and new buildings in the immediate area. A condition requiring samples of materials and details of jointing and fixing, and a strategy for quality control should be attached to any permission granted. It is considered therefore, that the proposals would result in a high quality building that would be appropriate to its context.

The need for the facility

Greater Manchester's digital and creative sector is growing faster than anywhere else in the UK outside London and is in the top 20 European digital cities. The sector accounts for almost 8,000 digital and digital-intense creative businesses, employing more than 82,000 people and generating over £4.1 billion GVA per annum. Between 2014 and 2024, the Greater Manchester Forecasting Model estimates that almost 12,000 additional jobs will be created in the digital and creative arts sector, equating to growth of almost 19%. There is a recognised skills gap in specialist digital roles in the technology industry in the region and this needs to be addressed if Greater Manchester is to become a world-leading digital city region. Education providers therefore need to develop more relevant and up-to-date courses to meet this demand. The development of SODA is identified as a key priority as it would support the University's role within the digital and creative arts sector by investing in digital and media innovation, ensuring that Greater Manchester becomes one of the world's most competitive and inclusive digital cities by 2020. The development would also attract and retain graduates with digital skills.

Amenity and Effect on the Local Environment

Noise - the activities in SODA are noise sensitive but it is not close to the Mancunian Way or Oxford Rd. All spaces would be mechanically ventilated so windows would remain closed. However, rooms within the new building that require low internal noise levels such as music rooms and film studios typically would not have external windows. The building could be suitably insulated to prevent any significant noise break out subject to compliance with appropriate conditions. Appropriate insulation would also prevent unacceptable noise transference between the different uses within the building and prevent occupiers being disturbed from external noise sources.

Sunlight/daylight - It is not considered that there would be an adverse impact on neighbouring buildings in terms of loss of daylight/sunlight or overshadowing. The new building would only be 5 storeys in height so would not be overbearing within its context and would be smaller than many buildings within the immediate area. It is considered that it would not cause any undue overshadowing that would be to the detriment of any adjacent university buildings.

Overlooking and loss of privacy - The building has been designed to avoid overlooking onto the student accommodation to the north and south of the site and there are no facing windows proposed on these two elevations.

TV reception - A Television Reception Survey concludes that existing buildings should not suffer any adverse impact with regard to television signals for either digital terrestrial television or satellite television. However, 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 mitigation measures are appropriately targeted if necessary.

Relationship to Transport Infrastructure

The site is in a highly accessible location directly to the west of Oxford Road which is a major bus and cycle route and the primary artery serving Manchester Metropolitan University, The University of Manchester, Central Manchester University Hospitals and beyond. The site is located 5 minutes walk from Oxford Road Train Station and 15 minutes from Piccadilly Train Station. It is also within 10 minutes walk of the St Peter's Square tram stop.

The site contains 19 car parking spaces. 17 would be lost, but the 2 fully accessible spaces would be relocated on-street adjacent to the site. The proposal is in line with the University's sustainability objectives to encourage staff and students to travel by alternative modes of transport. An existing cycle shelter would be lost but there are several other cycle parking facilities within the campus that could be used as an alternative. Additional cycle parking would be provided as part of ongoing masterplan works. Two delivery/drop off bays are proposed for the building. The proposal is considered to be acceptable in terms of its impact on the local highway network.

Crime and Disorder

A staffed reception would be located on the ground floor of the building during normal working hours. Outside of these hours, the building would be entered via access control to the entrance door. The building would have internal and external CCTV which would be recorded on site and fed back to MMU's main security hub. Outside of the main SODA opening hours, the building's security would be managed by MMU's full time security team.

The building needs to be largely void of light due to the studio space black boxes that would be present within it, however glazing would be provided at ground level. In addition, the upper floors of the eastern elevation of the building would contain windows which would provide natural surveillance over the pedestrian and cycle route along Higher Chatham Street that links Boundary Street West and Rosamund Street West.

The layout has been designed to avoid dark spaces where people could loiter. Security gates would be installed to secure the service point access from Boundary Street West and Rosamond Street West. Lighting is also proposed within the public realm to provide safe pedestrian and cycle routes across the site.

The proposed use would bring additional vitality to an underused site and the broader area. The development would overlook frontages, enliven the street scene and help to provide natural surveillance of the public realm. A Crime Impact Statement carried

out by Greater Manchester Police considers that the proposal is generally acceptable subject to the advice contained in the report being implemented. A condition is recommended which requires the development to achieve 'Secured by Design' accreditation. In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Landscaping and Ecology

The site largely comprises of an area hard standing used as a car park. It therefore has limited, if any, ecological value. However, a row of trees along the southern boundary would need to be removed to facilitate the proposal. An Ecological Appraisal confirms that the trees are suitable for nesting birds, however GMEU believe that the risk of this is low so have no objections to the removal of the trees. They have reminded the applicant that should any bird nests be found or suspected, all work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest.

New shrub planting would be provided within the new public realm, however no replacement tree planting would be carried out on the site. Instead, replacement tree planting would be incorporated into the wider public realm masterplan for the campus. The new shrub planting within the new public realm would include native species compatible with the urban environment so that they would require minimal maintenance in the future.

To encourage new habitats for bats, bat boxes would be provided on mature trees around Campus. The proposed shrub planting should also encourage new wildlife habitats for foraging animals and insects.

Access

Full access would be available to all parts of the building. The main doors would be large revolving doors which would be automated and large enough for a powered wheelchair. There is a similar arrangement at the adjacent new Students Union building. There would also be a passive door to the side of the revolving doors for fire evacuation.

Externally, the proposed new area of public realm would be accessible. The route would be at a consistent level and street furniture would be positioned to avoid the creation of obstacles, clutter or confusion.

S149 (Public Sector Equality Duty) of the Equality Act 2010

The proposed development would not adversely impact on any relevant protected characteristics.

Waste

The refuse area would be shared with other MMU buildings and would be located in between the Salutation pub, the SODA and the Students Union. The store would be

hidden from public view and would be secured by two separate gated access points. Dedicated delivery and refuse bays would be provided on Rosamond Street West and Boundary Street West for vehicles to stop and unload deliveries and load refuse

There would be daily general refuse collections and five recycling collections every fortnight. Refuse would be taken to a compactor facility in All Saints South. Following the implementation of the development, the store would house 17 no. 1100l Eurobins, 3 no. 240l food bins and 7 no. 140l glass bins which the central refuse storage area can accommodate.

Sustainability

MMU have an aspiration to be a sustainable campus and these aspirations form a key part of the development brief for SODA. A BREAM rating of Excellent is being pursued and MMU is investigating the implementation of a campus district heating scheme. The building could plug into the campus district heating when available. The building is currently designed to exceed 15% above the Part L 2010 standard (which is approximately 6% above the Part L 2013 standard). The energy strategy developed for SODA includes the following key design measures:

- Passive design optimisation (e.g. efficient fabric and solar control, allowance for thermographic study to test building envelope);
- Specification of high efficiency heat, cooling and hot water generation equipment (i.e. air source heat pump, chilled beams);
- Sensor controls to optimise delivery of lighting, heating and cooling to all occupied spaces; and
- Allowance for future integration of solar photovoltaics by MMU (benefitting the electric based strategy noted below).
- An all electric strategy with the potential for future plug in to district and local renewable energy sources evidences this.

Flood Risk and Drainage

The Site is under 1 hectare and not in a location that is at risk of flooding as it is within Flood Zone 1. Therefore a Flood Risk Assessment Is not required..

The surface water drainage system has been developed in line with the drainage hierarchy in the Building Regulations Part H 2010. This encourages a sustainable approach in order to mitigate the risk of development on the existing drainage infrastructure and the potential for increased risk of flooding to and from the proposal.

The foul water network along the western boundary of the site would be upgraded to cope with the increased flows from the new building and the alignment would be modified to avoid the proposed foundations. The drainage network would continue to convey flows from the Salutation public house and the Students Union. Foul water would discharge from the development into the same 900 x 550mm brick combined sewer as the existing connection, however the new connection point would be relocated approximately 4m upstream.

An outline drainage strategy has been submitted with the application, however the full details of the drainage strategy would be dealt with via condition.

Contaminated Land and Impact on Water Resources

As there is the possibility that some contamination may exist on the site, it is recommended that a condition be attached to any permission requiring a site investigation. In view of the above, the proposals would be consistent with section 15 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

Air Quality

An Air Quality Assessment considers that during the construction phase, site activities have the potential to affect local air quality due to increased concentration of dust and particulate matter. Mitigation measures are recommended in line with the Institute of Air Quality Management (IAQM) guidance, which will ensure that the impact on local air quality is not significant. Emissions during the operational phase from traffic, provision of new public realm, and the on-site heating system have been considered. The development would not provide car parking so trips by car would be minimal and the impact of emissions from traffic would be insignificant. The development is classed as low risk regarding air quality, however an appropriate worded construction management plan condition has been attached.

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

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

Recommendation APPROVE

Article 35 Declaration

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

Conditions to be attached to the decision

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

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

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

Planning Statement - Barton Willmore - October 2018
 Statement of Community Involvement - Barton Willmore - October 2018
 Crime Impact Statement - Greater Manchester Police - 23rd August 2018
 Air Quality Assessment (Revision 01) - Buro Happold Engineering - 11th September 2018
 An Archaeological Desk Based Assessment - Dr Peter Arrowsmith - August 2018
 Design and Access Statement - Feilden Clegg Bradley Studios - October 2018
 Design Note (Drainage Design Strategy) - Buro Happold Engineering - 20th August 2018
 Preliminary Ecological Appraisal and Preliminary Bat Roost Assessment Survey - Arbtech - 18th September 2018
 Ground Engineering Desk Study Addendum (Revision 02) - Buro Happold Engineering - 16th October 2018
 Site Investigation Report, Report on Preliminary Investigation - Ian Farmer Associates (1998) Limited - October 2012
 Noise Assessment - SRL - 20th August 2018
 Topographical Survey - Feilden Clegg Bradley Studios - September 2018
 Transport Statement - Peter Brett Associates - September 2018
 Baseline Television Signal Survey & Television Reception Impact Assessment - Gtech Surveys Ltd - 3rd September 2018
 Ventilation Statement - Buro Happold Engineering - 28th August 2018
 Wind Engineering Desktop Study - Buro Happold Engineering - 11th September 2018

Drawings

ISSM-FCBS-01-ZZ-DR-A-0001 Site Location Plan
 ISSM-FCBS-01-00-DR-A-0200 Existing Site Plan
 ISSM-FCBS-01-00-DR-A-0201 GA Plan- Level 00
 ISSM-FCBS-01-00-DR-A-0202 GA Plan- Level 01
 ISSM-FCBS-01-00-DR-A-0203 GA Plan- Level 02
 ISSM-FCBS-01-00-DR-A-0204 GA Plan- Level 03
 ISSM-FCBS-01-00-DR-A-0205 GA Plan- Level 04
 ISSM-FCBS-01-00-DR-A-0206 GA Plan- Level 05
 ISSM-FCBS-01-00-DR-A-0207 GA Plan- Level 06
 ISSM-FCBS-01-00-DR-A-0220 Proposed Landscape Plan
 ISSM-FCBS-01-ZZ-DR-A-0700 Proposed Section AA
 ISSM-FCBS-01-ZZ-DR-A-0701 Proposed Section BB
 ISSM-FCBS-01-ZZ-DR-A-0702 Proposed Section CC

ISSM-FCBS-01-ZZ-DR-A-0740 Existing Section AA
 ISSM-FCBS-01-ZZ-DR-A-0741 Existing Section BB
 ISSM-FCBS-01-ZZ-DR-A-0742 Existing Section CC
 ISSM-FCBS-01-ZZ-DR-A-0800 Proposed Elevation - East
 ISSM-FCBS-01-ZZ-DR-A-0801 Proposed Elevation - North
 ISSM-FCBS-01-ZZ-DR-A-0802 Proposed Elevation - West
 ISSM-FCBS-01-ZZ-DR-A-0803 Proposed Elevation - South
 ISSM-FCBS-01-ZZ-DR-A-0851 Context Elevation - North and East
 ISSM-FCBS-01-ZZ-DR-A-0853 Context Elevation - South and West
 ISSM-FCBS-01-ZZ-DR-A-0860 Typical Façade Studies 1
 ISSM-FCBS-01-ZZ-DR-A-0861 Typical Façade Studies 2
 ISSM-FCBS-01-ZZ-DR-A-0862 Typical Façade Studies 3
 ISSM-FCBS-01-ZZ-DR-A-0900 3D View 1
 ISSM-FCBS-01-ZZ-DR-A-0901 3D View 2
 ISSM-FCBS-01-ZZ-DR-A-0902 3D View 3

all received by the Local Planning Authority on 9 October 2018

The submitted waste management strategy

The agent's email of 26 November 2018 with regard to the limited cooking that would take place at the building

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

3) (a) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

A programme for the issue of samples and specifications of all material to be used on all external elevations of the development and drawings to illustrate details of the full sized sample panels that will be produced. The programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining, details of the glazing and a strategy for quality control management.

(b) All samples and specifications shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed for part a) of this condition.

The development shall be carried out in accordance with the approved materials.

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

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

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

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

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

5) Prior to the commencement of the development, a detailed construction/fit-out management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt this should include;

- Hours of site opening/operation
- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Details regarding location, removal and recycling of waste (site waste management plan);

- Phasing and quantification/classification of vehicular activity
- Types and frequency of vehicular demands
- Routing strategy and swept path analysis;
- Parking for construction vehicles and staff;
- Sheeting over of construction vehicles;
- Consideration of ongoing construction works in the locality;
- Construction and demolition methods to be used, including the use of cranes (and their location);
- The erection and maintenance of security hoardings;
- Details on the timing of construction of scaffolding;
- Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times.

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

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

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

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

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

Reason - To ensure that measures are in place to reduce the dependency of residents and staff within the building from accessing the building by car pursuant to highway and pedestrian safety and to reduce the highway impacts of the development.

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

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

8) The development hereby approved shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation that the development has been built in accordance with the recommendations contained within sections 3 and 4 of the submitted Crime Impact Statement, ref. 2012/0819/CIS/02, dated 23 August 2018 , and the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

9) No development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, the hierarchy of drainage options in the National Planning Policy Guidance, and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the City Council as Local Planning Authority.

For the avoidance of doubt, foul and surface water shall be drained on separate systems with only foul water draining to the public sewer and surface water draining in the most sustainable way. No surface water from the development shall discharge either directly or indirectly to the combined sewer network. Surface water shall discharge to a Sustainable Drainage System to meet the requirements of the NPPF. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

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

10) The development hereby permitted shall not be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Arrangements for adoption by an appropriate public body or statutory undertaker, or management and maintenance by a resident's management company;
- Arrangements for the inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime;
- A verification report providing photographic evidence of construction as per design drawings;

- As built construction drawings (if different from design construction drawings).

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

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

- 07:30 to 20:00, Monday to Saturday
- no deliveries, servicing and collections, including waste collections, on Sundays/Bank Holidays

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

12) The building shall not be open outside the following hours:-

- 08.00 to 22.00 Monday to Friday

The LED light wall shall also not be in operation outside of the above hours.

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

13) Any external lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties.

Reason - To protect amenity, pursuant to policy DM1 of the Core Strategy

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

Before development commences, the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

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

15) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - archaeological evaluation trenching
 - targeted open area excavation
2. A programme for post investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - In accordance with NPPF Section 12, Paragraph 199 - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

16) Prior to the commencement of development a programme for the submission of final details of the landscape and public realm works shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- a. The proposed hard landscape materials, including the materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building;
- b. The soft landscaping proposed with the public realm, including the type, number and size of species;
- c. The location and specification of benches and planters;
- d. Any external lighting within the public realm and around the building (location and specification);
- e. The replacement tree planting proposed within the wider MMU campus.

The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

17) Before first occupation of the development, full details of a maintenance strategy for the areas of public realm adjacent to and around the new building including surfaces, planting and litter collection and details of where maintenance vehicles would park shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.

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

18) Within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area, a new television signal survey shall be submitted to the City Council as Local Planning Authority that shall identify any measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the Baseline Television Signal Survey & Television Reception Impact Assessment report by Gtech Surveys Ltd, dated 3 September 2018. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To 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 interests of residential amenity, as specified in policy DM1 of Core Strategy.

19) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'Excellent'. A post construction review certificate shall be submitted to, and approved in writing by the City Council as local planning authority, before the building hereby approved is first occupied.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy.

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

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

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: 121487/FO/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:

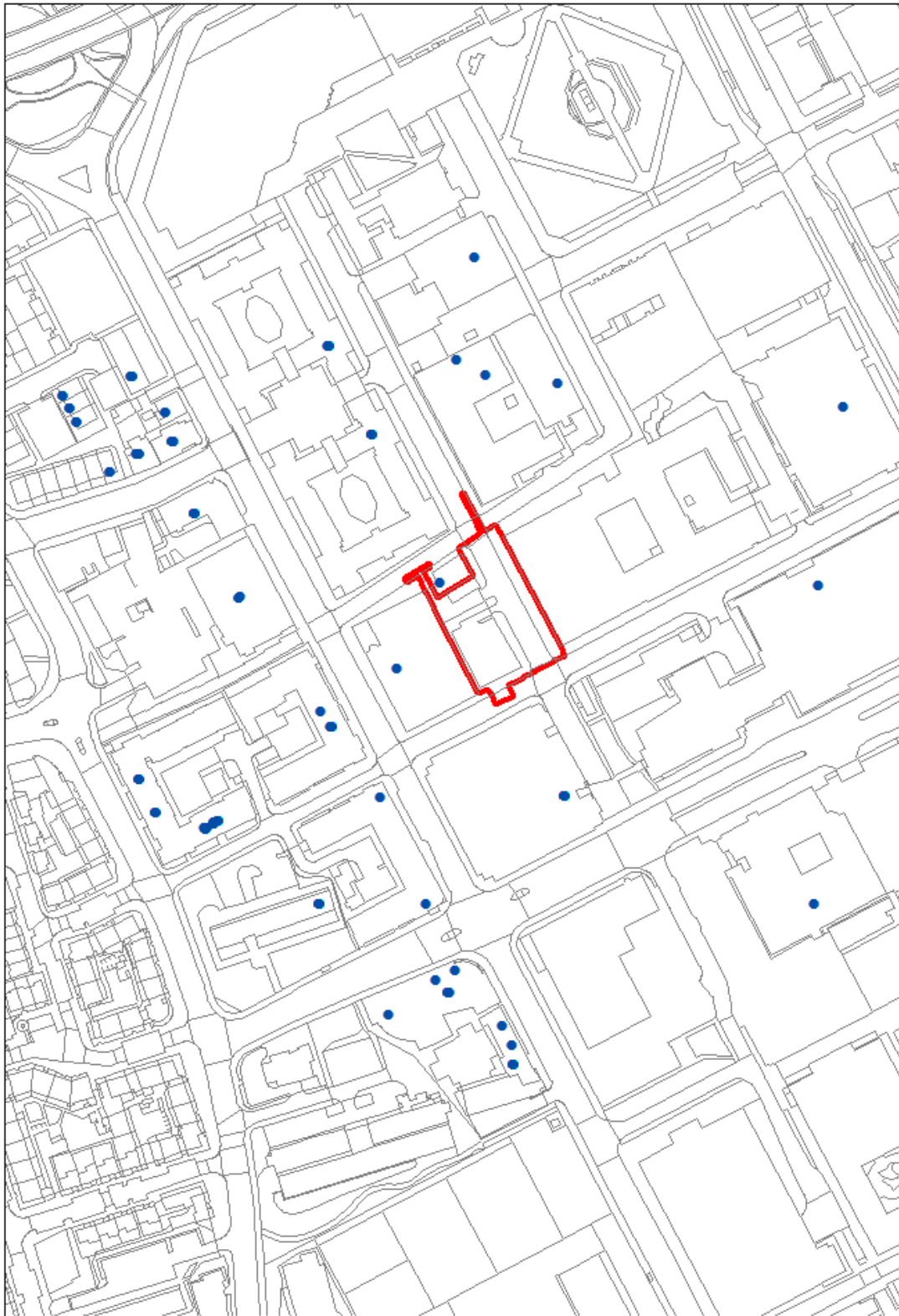
Highway Services
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 Oliver West (Sustainable Travel)
 MCC Flood Risk Management
 City Centre Regeneration
 Greater Manchester Police
 United Utilities Water PLC
 Greater Manchester Archaeological Advisory Service
 Environment Agency
 The Theatres Trust
 Greater Manchester Ecology Unit
 Greater Manchester Pedestrians Society

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

Representations were received from the following third parties:

Highway Services
 Environmental Health
 MCC Flood Risk Management
 United Utilities Water PLC
 Greater Manchester Archaeological Advisory Service
 The Theatres Trust
 Greater Manchester Ecology Unit

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



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
121462/FO/2018	5th Oct 2018	13th Dec 2018	Deansgate Ward

Proposal Erection of a ground plus sixteen storey building comprising commercial office (Use Class B1); hotel (Use Class C1); standalone flexible, commercial space across part of the ground and first floor (Use Classes A1 (Shops), A2 (Professional and Financial Services), A3 (Restaurants and Cafes), A4 (Drinking Establishments, B1 (offices), and D2(Gymnasium); flexible ancillary commercial and retail uses at ground and first floor (Use Class B1, A3, A4); basement car park, landscaping and associated works.

Location Plot 9A First Street, Medlock Street, Manchester

Applicant Ask (First St) Ltd, C/o Agent,

Agent Mr Niall Alcock, Deloitte Real Estate, 2 Hardman Street, Manchester, M3 3HF

Description

This vacant site is bounded by River Street, Medlock Street and future development sites in First Street known as Plot 9B and 10A. The site is 0.56 hectares and comprises of hardstanding with a small amount of vegetation. It was most recently used as a surface car park has been used for a number of years as a site compound for the construction of No.8 First Street. It is surrounded by a construction hoarding and access is taken from River Street.

The Grade II Listed Mackintosh Mill complex is approximately 70 metres to the east on Hulme Street. Other listed buildings close to the site include the Grade II Listed Cambridge Mill on Cambridge Street, Chorlton Mill on Hulme Street and Chatham Mill on Chester Street and the Grade II Listed Altrincham Railway Viaduct.

Historically, the First Street site was used for chemical and gas works, but has now been extensively remediated. There is an underground gas main along the northern and western perimeter of the site which has an easement and exclusion zone.

First Street includes offices, food and drink uses, car parking, hotel accommodation, conference space, high quality architecture and public realm. It also includes HOME, a cultural hub for film, theatre and exhibitions. Events take place within the area throughout the year. It is the subject of a regeneration framework and the site is located within the First Street Central character zone, which is a new office destination targeted at a range of commercial occupiers and competitively priced.

There are offices, apartments, shops, hotels, cafes and bars in the immediate area and Oxford Road Train Station is nearby. The nearest residential properties are at Mackintosh Mill and Chorlton Mill on Hulme Street. Parkway Gate student accommodation is on Chester Street.

The proposal involves the erection of a mixed use block comprising 22,165 sq. m of office space on the part ground, part first, second to tenth and part twelfth floors and 205 hotel bedrooms on the upper floors with ancillary, flexible commercial uses on the ground and first floors. The hotel operator is not named in the application, but would be a nationally recognised 3 star brand operating a significant network of hotels across Greater Manchester, the UK and internationally.

A standalone, flexible, commercial space would be located on part of the ground and first floor including Use Classes A1 (shop), A2 (financial and professional services), A3 (restaurants and cafes), A4 (Drinking Establishments), B1 (office), and D2 (gymnasium). The building would also include winter gardens and a rooftop garden on level 12.

There would be 21 Car parking spaces and 164 cycle parking spaces within the basement. 24 cycle parking spaces would be allocated to the hotel use and 140 to the office use. 15 car parking spaces would be allocated to the hotel use and 6 to the office use. There would be three disabled parking bays.

The hotel entrance would be on Medlock Street with the main office entrance and the entrance to the self-contained office on River Street. Access for cyclists and vehicles would be via a ramp into the basement on the southern elevation. A drop off zone is included for taxis.



A veil comprised of Polyester Powder Coated fins would surround the building to provide a constant façade without revealing the changes in the facade between the

hotel and office use or the plant space. Voids, terraces and openings would be formed behind the veil. The facade behind the veil would be constructed of a glazed curtain walling system incorporating body tint and back painted glass.

There would be a break in the fins where the winter gardens would be located and the fins would not cover the ground floor elevation. The winter gardens would help to identify the entrances. Plant would be on the 11th floor and would be concealed by fins and louvres along this elevation. Additional plant at ground and first floor would be concealed by louvres. An external courtyard would be located at the 12th floor level of the South elevation with the fins continuing to roof level.



Public realm improvements and landscaping are proposed. The development would retain the urban grain and incorporate a tree lined pedestrianised route that continues the public realm in First Street. Materials, planting and the public realm layout would conform to the adjoining public realm.

A pedestrian and internal service access route would be created parallel to Hulme Street. Medlock Street would be upgraded and street trees would be planted.

Internal waste storage and internal service risers would be provided. An integral plant area would also be located on the 11th floor of the building.

Two bin stores would be provided with the hotel bin store being located within the ground floor and the office bin store being located in the basement. The waste

collection point would be located at the loading bay on the south western corner of the site. A construction waste management plan would limit the quantity of construction waste arising during demolition and construction works.

Land Interest

The City Council has a land interest in the site as the land edged red includes areas of highway. 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 affecting a right of way and as affecting the setting of a listed building. A notice was displayed on site and letters were sent to surrounding occupiers.

Three objections have been received and are summarised as follows:

Please explain the provisions that are being put in place so that my rent charges won't be increased due to this narcissistic development.

I am extremely alarmed to see a proposal for another tower block on First Street. The proposed building is not in keeping with any of the surrounding buildings with every building neighbouring the proposed structure being no more than eight stories high.

As a resident, my local area will be ruined by these buildings. The council has already approved a number of tower blocks very close to this one, which could cancel out a lot of our natural light. As a resident of Hulme I feel forced out by these new buildings which are destroying our local area.

Very little thought has been given to the pressure that this will place on our already over-worked local amenities such as doctors. This building which serves no good for the local community.

There are already two hotels on First Street, why do we need more?

This is clearly not dealing with the actual issue in Manchester, that we need more affordable housing. Buildings like this will continue to exacerbate our ongoing housing crisis.

The following comments were also received:

Cadent Gas have provided guidance in relation to works in the vicinity of known Cadent Gas owned gas mains and pipelines and state that it is essential that access to the pipeline is not restricted, particularly in the event of an emergency. Therefore, there must be no obstructions within the pipeline's maintenance easement strip, which would limit or inhibit essential maintenance works on the pipeline.

Head of Regulatory and Enforcement Services (Environmental Health) - Have no objections but have recommended conditions relating to the following: servicing and construction hours; opening hours of the commercial properties; 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; a scheme for air quality management, a scheme for the acoustic insulation of the commercial uses, the external areas and the associated plant and equipment; implementation of the hotel and office waste management strategy; a commercial waste management strategy, contaminated land information; and, a scheme for fume extraction.

Travel Change Team, City Policy – Fundamentally this is a highly sustainable location. There is also limited parking on-site and traffic is unlikely to be increased by the development. There are many car parking spaces in the vicinity of the site. The submitted framework travel plan is acceptable and it is recognised that the development includes good facilities i.e. a traffic-free walking route, a high number of cycle parking spaces and taxi pull-in provision.

However a detailed travel plan would have to be submitted once the offices are occupied. This would need to be secured by condition. .

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

City Centre Regeneration - No comments received.

Highway Services – have provided detailed comments that the applicant is currently looking into.

Greater Manchester Ecology Unit – The submitted assessment has been undertaken by a licensed and experienced ecological consultancy whose work is known to the Ecology Unit. The ecological consultants appear to have undertaken an appropriate and detailed survey which found that the site has limited ecological value. The only issue would be associated with nesting birds and the clearance of tree and scrub during the bird breeding season and a condition is recommended. The proposed green roof is welcome.

Greater Manchester Archaeological Advisory Service – Require a programme of archaeological recording to be undertaken, to record and advance understanding of any as yet unknown heritage assets in a manner that is proportionate to its 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.

The desk based assessment identifies archaeological interest related to densely packed workers' housing that was fully established by the mid-19th century, much of which was cellared back-to-backs, which are of particular interest for examining workers' living conditions famously described by Engels in the mid-19th century.

Additionally a watercourse is shown on 18th century mapping, which may have been a leat for Medlock Dye Works. This could have potential to inform understanding of early industrialisation and the impact on the environment.

The proposed development will have a major impact on buried archaeological remains. It is accepted that the archaeology will be of no more than regional significance and therefore does not require preservation in situ as long as an appropriate record is made prior to its removal.

GMAAS agree that a scheme of evaluation trenching followed by more detailed excavation of significant remains, together with a targeted watching brief, represent appropriate mitigation. The methodology for the archaeological works can only be determined when more details are forthcoming on the nature and process of demolition and ground works.

Transport for Greater Manchester – Recommended that further development, implementation and monitoring of a full Travel Plan be attached as a condition of any planning consent and provided guidance on the information that this should include.

Greater Manchester Police (Design for Security) – No comments received.

Greater Manchester Pedestrians Society – No comments received

Environment Agency – Confirmed that they have no objection in principle. The site has been utilized for a number of potentially contaminative land uses which includes a former rubber works, scrap/material yard, hose factory and associated coal storage and infilling activities which include the infilling of the former River Medlock channel which traversed the site SE – NW. Gaythorn gasworks located to the north of the site was previously remediated to the satisfaction of the Environment Agency in respect of controlled waters in 2009.

These previous uses present a medium risk of contamination that could pollute controlled waters during construction. The controlled waters include an underlying secondary aquifer within the drift deposits and principle aquifer within the sandstone bedrock.

The report establishes that it would be possible to manage the risk to controlled waters, but further detailed information would be required before development commences. Therefore, the proposal would only be acceptable if conditions are imposed regarding the submission, agreement and implementation of a remediation strategy, a verification report, the procedure for dealing with contamination not previously identified and the restriction of the use of piling or any other foundation designs that use penetrative methods.

United Utilities – Recommended conditions to:

- Require foul and surface water to be drained on separate systems.
- Require the submission and agreement of a surface water drainage scheme
- Require the submission and agreement of a sustainable drainage management and maintenance plan for the lifetime of the development

Provided advice on the procedure to gain water supply for the development, for the adoption of waste water assets by United Utilities and to maintain the level of cover to the water mains and public sewers.

Ward Councillors – No comments received.

Issues

Local Policy

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), EC1 (Land for Employment and Economic Development), EC3 (The Regional Centre), CC1 (Primary Economic Development Focus (City Centre and Fringe)), CC4 (Visitors – Tourism, Culture and Leisure), CC5 (Transport), CC6 (City Centre High Density Development), CC7 (Mixed Use Development), CC8 (Change and Renewal), CC9 (Design and Heritage), CC10 (A Place for Everyone), T1 (Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste) and DM1 (Development Management)

The Core Strategy Development Plan Document 2012-2027 was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

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

SO2. (Economy) – Supports a significant improvement of the City's economic performance to ensure that the benefits of growth are spread across the City. This would reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

The scheme would provide construction jobs along with permanent employment in a highly accessible location. The office and hotel accommodation would assist the development of the City's role as the main employment location and primary economic driver of the City Region.

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

S06. (Environment) – The development would protect and enhance the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP1 (Spatial Principles) – The development would be sustainable and would deliver economic and commercial development, including retail and leisure uses within the Regional Centre. It would be consistent with the City Centre Strategic Plan. The development would be close to sustainable transport, maximise the City's public transport infrastructure. It would help to create a neighbourhoods where people choose to be, work and live by: enhancing the built and natural environment and providing hotel and office accommodation; creating a well-designed place; creating character; reusing brownfield land and, reducing the need to travel.

Policy EC1 (Land for Employment and Economic Development) - The proposal would support the City's economic performance by developing a City Centre site and providing uses that generate employment. It would help to spread the benefits of growth across the City, helping to reduce economic, environmental and social disparities. The site is close to the City's transport infrastructure and the development would promote walking, cycling and public transport use.

The City Centre is a key location for employment growth and jobs would be created during construction and when in operational. The design would use the site efficiently and users and employees would have access to a range of transport modes.

Policy EC3 (The Regional Centre) - The proposal would deliver high quality office floorspace. The site is within an area for employment growth on a highly accessible site. This would help to spread the benefits of growth across the City, help to reduce economic, environmental and social disparities and create inclusive sustainable communities. The site is connected to nearby transport infrastructure in an appropriate location for office development. It would maximise walking, cycling and public transport use.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) - The development would complement existing uses and is in accordance with the First Street Strategic Regeneration Framework. The development would be a high density, mixed use scheme that would provide active uses in addition to office and hotel accommodation.

Policy CC4 (Visitors – Tourism, Culture and Leisure) – The hotel would improve facilities for business visitors and would contribute to the quality and variety of the City Centre hotel offer.

Policy CC5 (Transport) - The proposal would improve pedestrian safety by providing secure accommodation and increasing natural surveillance. The development would help to improve air quality and reduce carbon emissions by being accessible by a variety of modes of transport.

Policy CC6 (City Centre High Density Development) - this high density development would maximise the efficient use of land.

Policy CC7 (Mixed Use Development) - The proposals would include office and hotel accommodation along with flexible, commercial space. This would incorporate active frontages, create activity and increase footfall and would provide services for visitors and residents within and adjoining the area. The uses proposed would complement the existing uses within the First Street area and the surrounding locality.

Policy CC8 (Change and Renewal) – The proposal is a large scheme that would make a significant contribution to the employment role of the City Centre and would improve accessibility and legibility. The development would create jobs during construction and in operation. The scheme is consistent with the approved development framework for the area.

Policy CC9 (Design and Heritage) – The design would be appropriate to its City Centre context and character. The scale, height, massing, alignment, material and use are acceptable and would not adversely affect the setting of nearby listed buildings. This would be a high density development which would repair the urban fabric by developing a high quality building and high quality public realm.

Policy CC10 (A Place For Everyone) – Level access would be provided into the building and full access would be provided to all facilities on all levels via passenger lift. The site is in a highly accessible, sustainable location.

Policy T1 (Sustainable Transport) – The proposal would encourage modal shift away from car travel to more sustainable alternatives through its location, the implementation of a travel plan and the provision of 164 cycle parking spaces. Pedestrian routes would be improved through the provision of high quality public realm and the planting of street trees.

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

Policy EN1 (Design Principles and Strategic Character Areas) - The proposal involves a high quality design which would enhance the character of the area and the overall image of Manchester. The design responds positively at street level with the provision of public space and active uses, which would improve permeability.

EN2 (Tall Buildings) – The proposed design is high quality and would be appropriately located within the site, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits, including through the development of a brownfield site.

Policy EN3 (Heritage) - There is an opportunity to enhance the architectural and urban qualities of the site. The development would have a positive impact on the character and appearance of the site and the settings of nearby listed buildings by repairing the urban fabric and developing a high quality building and high quality public realm. The site has an archaeological interest from historical industry, and a scheme of investigation is proposed.

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

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

Policy EN8 (Adaptation to Climate Change) - This is a highly sustainable location and the development could achieve an approximate 32.1% improvement over the Part L 2010 Building Regulations benchmark. A preliminary BREEAM assessment has also concluded that the development can achieve a 'Very Good' rating.

The site is in flood risk zone 1 and generally has a low risk of flooding, but there is a potential residual risk of flooding from groundwater associated with the basement. The development has been designed with measures to avoid flooding. The application is supported by an energy statement and environmental statement.

Policy EN9 (Green Infrastructure) – The development includes tree planting within the public realm and along Medlock Street and includes a rooftop garden at the 11th floor.

Policy EN14 (Flood Risk) – A Flood Risk Assessment and drainage strategy has been submitted in support of the application. The site falls within Flood Zone 1 (low probability). The application is supported by a drainage strategy.

EN15 (Biodiversity and Geological Conservation) – The redevelopment would provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats.

Policy EN16 (Air Quality) - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development. The application is supported by an air quality assessment.

Policy EN17 (Water Quality) - The development would not have an adverse impact on water quality. Surface water run-off and ground water contamination would be minimised.

Policy EN18 (Contaminated Land and Ground Stability) - A site investigation, which identifies possible risks arising from ground contamination has been prepared.

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

Policy DM1 (Development Management) – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

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

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

Saved Unitary Development Plan Policies

Policy DC10.1 (Food and Drink Use) - Space would be provided at the ground and basement floors that could accommodate A3 or A4 uses. These facilities are appropriate within this location.

Policy DC14.1 (Shop Fronts and Related Signs) - The proposed shop fronts would be in keeping with the character of the building, buildings within the local area and would comprise a glazed curtain walling system with body tint glass. Appropriate locations for signage have also been included on the elevations.

Policy DC14.2 (Shop Fronts and Related Signs) - Level access would be provided through all entrances.

DC19.1 (Listed Buildings) – It is considered that the proposal would not have a detrimental impact on the settings of the nearby listed buildings.

Policy DC20 (Archaeology) – The site has an archaeological interest from historical industry, and a scheme of investigation is proposed.

DC26.1 and DC26.5 (Development and Noise) – The application is supported by acoustic assessments.

RC20 - Area 20 (Small Area Proposals) confirms longstanding objectives for the area and encourages the general enhancement of this area. It specifically states that the Medlock Street frontage is seen as a major gateway site. The proposals comply with these objectives.

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

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

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 8 & 9). 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:

“The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.”

The proposed development is considered to be consistent with sections 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons outlined below.

Section 6 – (Building a strong and competitive economy) – supports economic growth to create jobs and prosperity, building on an area’s inherent strengths. The proposal would support economic growth and create jobs and prosperity through construction and through the operation of the uses.

Section 7 (Ensuring the Vitality of Town Centres) - promotes competitive town centres and recognises that office and leisure uses can ensure the vitality of centres. A high quality development on a brownfield site, within a regeneration area and in need of redevelopment would improve the character and appearance of the area and increase the number of hotel beds and amount of office space within the City Centre.

Section 8 (Promoting healthy and safe communities) – This recognises that the planning system can facilitate social interaction and create healthy, inclusive communities. The development would incorporate a mix of uses and active street frontages, and would be safe and accessible. It would be fully integrated into the

wider area and would relate well to and complement the nearby uses within First Street and at Great Jackson Street and within Knott Mill.

Section 9 (Promoting Sustainable Transport) – Focussing development in sustainable locations that limit the need to travel and offer a choice of transport modes contributes to sustainability and health objectives.

This site is close to Oxford Road and Deansgate railway stations, Deansgate/Castlefield and St Peter's Square Metrolink Stations, Metroshuttle Services and bus routes on Oxford Road and Deansgate. This would be sustainable development and contribute to wider sustainability and health objectives and would give people a choice about how they travel.

Section 11 (Making Effective Use of Land) – Planning should promote the effective use of land, safeguard and improve the environment and ensure safe and healthy living conditions. The redevelopment of a brownfield site to construct a 17 storey building containing office and hotel uses would use the site effectively.

Section 12 (Achieving Well-Designed Places) – promotes the high quality and inclusive design of individual buildings, public and private spaces and wider development schemes. The design has been reviewed through consultation and evolution. The building would respect the historic site and the character of the existing buildings and would be fully accessible. The proposals would also include high quality and inclusive public space.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure.

This is a highly sustainable location and the development would achieve an approximate 32.1% improvement over the Part L 2010 Building Regulations benchmark. The site is in flood risk zone 1 and therefore has a low risk of flooding, but has been designed with measures to avoid flooding.

Section 15 (Conserving and enhancing the natural environment) – advises that the planning system should contribute to and enhance the natural and local environment, and that local planning authorities should aim to conserve and enhance biodiversity.

The potential risks of various forms of pollution, including ground condition and noise, has been considered. It is considered that the proposals, with appropriate mitigation measures, would not have any significant adverse impacts on the natural environment and includes measures to protect and enhance the natural environment.

Section 16 (Conserving and Enhancing the Historic Environment) - sets out the criteria that should be taken into account when assessing the impact of development on heritage assets when determining planning applications. Heritage assets include areas or landscapes with a heritage interest.

The site is not within a conservation area but does affect the settings of nearby Grade II listed buildings. The applicant has submitted a heritage statement that assesses the impact on the surrounding heritage assets. An archaeological desk-based assessment that shows that the site may contain archaeological features, which would not be of more than regional or local interest. A condition on any approval would secure a programme of archaeological work to record any features of interest.

Other Relevant City Council Policy Documents

Strategic Plan for Manchester City Centre 2015-2018

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

The application site falls within the area designated as First Street. This area has been transformed into a vibrant mixed use neighbourhood, building on the opportunities provided by its adjacency to the city centre. The key priorities for this area are:

- Delivering the new residential led development at First Street South.
- Development of the Little Peter Street Site for residential development with a mix of occupancy type.
- Investigating the feasibility and appropriate designs for potential creative hubs within and adjacent the Hotspur Press and the railway arches along Whitworth Street West,
- Continuing the branding, animation and marketing of the area to start to create a sense of place that will establish the area as a place to visit and do business in.
- Developing the commercial phase for First Street Central.
- Working with Network Rail to minimise the impact of the Northern Hub work at Oxford Road Station on the First Street development.

The proposed development would be consistent with achieving these priorities as it constitutes part of the commercial phase for First Street Central. The proposals would deliver the desired high quality 'Grade A' office space and additional hotel rooms, which complement the existing provision at the Melia Inside hotel.

The First Street Development Framework (FSDF)

First Street has been one of the City Council's key regeneration priorities for over a decade.

The FSDF was endorsed by Manchester City Council in March 2011, published in 2012, updated in 2015 and further updated in November 2018. The SRF places a strong focus on creating a “sense of place”. It recognises that First Street must become embedded within its wider neighbourhood, and become a provider of facilities, services and accommodation for that wider neighbourhood, if it is to unlock its own potential and provide the stimulus for much wider physical regeneration activity in the years to come. The framework identified three distinct development areas of First Street, which incorporate the character zones First Street North, First Street Central, First Street South and the Creative Ribbon. The 2015 update included the extension of the First Street area into the sites west of Medlock Street.

The focus of the 2018 update is to update the development principles for the First Street Central area. The 2018 FSDF advises that Plots 9 and 10 of the First Street Central area are expected to form the next phase of development in the area and have been subject to further design and viability analysis. This analysis indicates that greater scale and density of office accommodation can be delivered on these plots to enable First Street to meet the level of demand in the area and maximise its contribution to the City’s economic growth.

The development is within the First Street Character Area and the proposals are in keeping with the requirements of the 2018 FSDF in terms of scale, design and the proposed uses.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential.

It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed development of the application site will support and align with the overarching programmes being promoted by the City Region via the GM Strategy through the provision of office and hotel uses that would provide jobs and are easily accessed by public transport.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development.

The proposal includes a landscape scheme with tree planting and hard and soft landscaping which would be public and a rooftop garden on the 12th floor. The investment in public realm would continue a route through First Street that would be

framed by public realm that includes soft landscaping. The site is also highly accessible by public transport and provides links to nearby green space.

The Greater Manchester Strategy for the Visitor Economy 2014 – 2020

This strategy sets out the strategic direction for the visitor economy from 2014 through to 2020 and is the strategic framework for the whole of the Greater Manchester city-region. It outlines how Manchester will seek to secure its share of the global tourism industry, not just with mature markets but also in the emerging markets of Brazil, Russia, India and China. It also sets out the potential for business tourism to make a considerable contribution to the prosperity of Manchester stating that the attraction of national and international conferences not only contributes directly to the local economy, but also supports wider city objectives of attracting talent and investment in key industry and academic sectors. One of the key aims of the strategy is to position Manchester as a successful international destination.

The hotel operator is not named in the application, but would be a nationally recognised 3 star brand operating a significant network of hotels across Greater Manchester, the UK and internationally.

Destination Management Plan (DMP)

This is the action plan for the visitor economy for Greater Manchester that aligns to the tourism strategy, 'The Greater Manchester Strategy for the Visitor Economy 2017 - 2020'. The plan identifies what needs to be done to achieve growth targets by 2020. The activity includes not only the plans of the Tourist Board, Marketing Manchester, but also those of other stakeholders and partners including the ten local authorities of Greater Manchester, Manchester Airport, other agencies and the tourism businesses themselves. The DMP is a partnership document which is co-ordinated and written by Marketing Manchester but which is developed through consultation with all the appropriate stakeholders through the Manchester Visitor Economy Forum. The Forum comprises senior representatives from various visitor economy stakeholders' or The DMP has 4 Strategic Aims:

- To position Manchester as a successful international destination
- To further develop Manchester as a leading events destination
- To improve the quality and appeal of the product offer
- To maximise the capacity for growth

The proposed hotel would align with these aims, as it would have a name familiar with international tourists and would add to the variety of accommodation in the City Centre.

Legislative requirements

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

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

S149 (Public Sector Equality Duty) of the 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 among the protected characteristics.

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 Schemes Contribution to Regeneration

Regeneration is an important consideration in terms of evaluating the merits of this application. The City Centre is the primary economic driver in the City Region and as such is crucial to its longer term economic success. The City Centre must continue to meet occupier requirements for new workspace and new working environments in order to improve the economic performance of the City Region. Additional hotel accommodation is also required to support cultural, office uses and local residential communities. First Street has been identified as one of a number of priority fringe locations, which will underpin the next phase of growth of the City Centre economy.

The principal regeneration objective at First Street is to create a major new office destination. First Street North has already delivered complementary uses and vibrancy and has strengthened First Street's 'sense of place". It has generated footfall and improved connections to the City Centre. Schemes are now coming forward for First Street Central and South and the Creative Ribbon.

The office accommodation has been designed to provide flexible and adaptable space. It could be occupied by a single end-user or multiple tenancies. Thus the building could respond positively to the operational needs of occupiers looking for innovative and inexpensive city centre office space. The existing office buildings have already established the area as a credible business location. Number One First Street and No.8 First Street are almost fully let following lettings to major national occupiers including Autotrader, Gazprom, Jacobs, Odeon, WSP and Ford Credit Europe. This demonstrates how the area has successfully addressed its target market of occupiers seeking accommodation with all the benefits of being within the City Centre with the offer of flexible accommodation at a price-point more akin to an out-of-centre development.

Significant demand exists and it is essential that First Street is able to deliver the development necessary to meet a predicted uplift in this demand. The proposed hotel accommodation would also support the office uses in the City Centre and the

residential communities, cultural and tourism uses. Hotel uses are also in demand and the proposed hotel use would provide diversity to the First Street hotel offer and complement the existing luxury hotel, the Melia INNSIDE.

The development would be fully compatible with existing and proposed surrounding land uses, and would be a key part of the delivery of the next phase of development at First Street.

As well as being consistent with the emerging FSDF, the development would be in keeping with the objectives of the City Centre Strategic Plan and would complement and build upon Manchester City Council's current and planned regeneration initiatives and as such would be consistent with the City Council's current and planned regeneration initiatives and, as such, would be consistent with Sections 6 and 7 of the NPPF and Core Strategy Policies SO1, SO2, SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1

Visual Amenity Including Tall Buildings Assessment and assessment of the Impact on the Historic Environment

One of the main issues to consider in assessing the scheme is whether this is an appropriate site for a building of this height. The proposal has been thoroughly assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in the Tall Buildings: Historic England Advice Note 4 published On 10 December 2015 and the Guidance on Tall Buildings Document published by English Heritage and CABI in July 2007.

Design Issues, Relationship to Context and Impact on Historic Context

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been addressed.

Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 192 identifies that in determining applications Local Planning Authorities should take into account the following considerations:

- 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 viability.
- The desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 194 states that 'any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a. Grade II listed buildings, or Grade II registered parks or gardens, should be exceptional;

- b. assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, Grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.'

Paragraph 197 states that 'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'

A Heritage Statement, Design and Access Statement and a Tall Building Evaluation and Townscape Assessment have been submitted. The assessment includes the cumulative impact of development proposed nearby.

The site is not within a conservation area and doesn't include any structures. The following listed buildings are within the vicinity of the site and would potentially be affected: The Grade II Listed Mackintosh Mill complex is approximately 70 metres to the east on Hulme Street. Other listed buildings close to the site include the Grade II Listed Cambridge Mill to the south east on Cambridge Street, Chorlton Mill to the east on Hulme Street and Chatham Mill on Chester Street to the south east and the Grade II Listed Altrincham Railway Viaduct to the north.

The impact of the development on the settings of these heritage assets from a townscape viewpoint has been assessed through the appraisal of four different viewpoints. It concludes that the development would have three instances of beneficial impact (Looking east from River Street towards the site, Looking north from Cambridge Street towards the site and Looking south from Medlock Street towards the site) and one instance of adverse impact (Looking west from Hulme Street towards the site).

The proposal would affect views of the nearby Grade II Listed Mackintosh Mill complex and Chorlton Mill, and this would be adverse as the proposals would fill the existing historic gap between the two listed buildings when looking west from Hulme Street towards the site.

The proposals would therefore cause less than substantial harm to the setting of these listed buildings. However, this is outweighed by the regeneration benefits of the proposal and the improvements to other viewpoints, including the provision of the new public realm and the opening up of a complete route from Hulme and the Universities into the City Centre.

The proposal would impact on the Castlefield Conservation Area as it would be seen in the distance along with numerous other taller buildings. It would not have an impact on the remaining above identified listed buildings due to the screening provided by existing buildings.

When looking east from River Street towards the site (viewpoint 1) the site is unattractive and hidden behind site hoardings and trees and makes no contribution to the street scene. The view terminates at One Cambridge Street in the distance and

these long range views take in modern and historic buildings, although they are largely obscured by the trees. The inclusion of the proposal at the corner of River Street and Medlock Street helps to articulate this view and frames developments in the distance.

The building would terminate the streetscape and create active frontages, encouraging activity along Medlock Street and River Street. The forthcoming Plot 11 First Street residential development (8 to 26 storeys) is visible as a cumulative scheme to the south on Wilmott Street.

It is not considered that their cumulative presence detracts from the streetscape or townscape. Overall, it is concluded that the proposals would improve the townscape from this view.



When looking west from Hulme Street towards the site (viewpoint 2), the site is substantially hidden by the buildings in the foreground. Long range views are dominated by the chimney stack of Chorlton Mill in the mid ground. The streetscape and townscape values from this view are high due to the historic buildings and historic street patterns. The Grade II Listed Chorlton Mill and Mackintosh Mill are clearly seen within this view.

The proposals would fill the existing historic gap between the two listed buildings and would therefore have a minor adverse impact on townscape. The future residential

scheme at Plot 11 First Street residential development is visible as a cumulative scheme to the south of the proposed development.

The River Street student residential scheme (5 to 32 storeys) has a prominent position within this view and is viewed cumulatively with the proposal to have a moderately adverse impact. Overall the proposals are concluded to have an adverse impact on the townscape from this view.



Looking north from Cambridge Street towards the site (viewpoint 3) the existing site is unattractive and hidden behind site hoardings and trees and makes no contribution to the street scene.

This view is dominated by the Deansgate Square residential scheme at Owen Street, which consist of four buildings ranging from 4 to 65 storeys, and the lower rise No. 8 First Street office scheme (7 storeys) on River Street. One Cambridge Street and the Grade II Listed Mackintosh Mills are also within the view, but sufficiently separated to be read separately.

It is apparent that Plot 11 First Street residential development will obscure views of the site from this location and it is not considered that its cumulative presence would

detract from the streetscape or townscape or detract from the setting of any heritage assets.

Although the proposal would add to the townscape value of this site by adding further modern development to the existing context, it would ultimately be obscured as a result of future developments. Overall the proposals are concluded to have a positive impact on the townscape from this view.



Looking south from Medlock Street towards the site (viewpoint 4) the site has limited visibility and the parts of the hoarding that can be seen do not contribute positively to the streetscape or townscape. The overall context of the view is modern, which the proposal would complement. The view down Medlock Street is a key gateway route from the City Centre to South Manchester.

The proposal would be an appropriate reference point to drivers in and out of the city. The forthcoming River Street student development (5 to 32 storeys) is visible as a cumulative scheme to the west. It is not considered that their cumulative presence detracts from the streetscape or townscape. Overall, it is concluded that the proposals would improve the townscape from this view.



The Townscape and Visual Impact Assessment has concluded that the overriding cumulative impact when considered alongside other consented schemes would be beneficial. Given the long running detrimental value of the site there is high capacity for replacing the lost form and grain of the site and an opportunity to enhance the architectural urban qualities surrounding the site.

The verified views demonstrate that the proposal would add a positive element to the skyline and would be complementary to the emerging character of the area. When viewed from the radial routes, the city centre skyline expresses the density of the City. Numerous tall buildings form important elements of the skyline and these are an essential part of the character of any dynamic city. The scheme, along with the nearby River Street, Deansgate Square and 1-5 New Wakefield Street and other consented schemes in the area contribute to a clear clustering of buildings which create a dynamic and varied skyline. The principle of taller buildings has previously been established in this area with the approval of the nearby Plot 11 site.

The proposal would be of an appropriate design quality, would be appropriately located at the edge of the City Centre and on a prominent gateway frontage of the First Street area, would contribute positively to sustainability and bring significant regeneration benefits. The proposal would also include public realm improvements. It

would have a moderate beneficial impact on any views of importance and would create a positive landmark. It would provide a positive architectural statement, enhance the City's skyline and have a positive effect on the townscape.

The site has archaeological interest relating to Manchester's residential and industrial heritage. Any archaeological interest would be fully investigated and recorded and this should be secured via a condition.

In view of the above, it is considered that the proposals would enhance the setting of the conservation area and the nearby listed buildings and would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.2, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Urban Design, Visual Impact and Architectural Quality

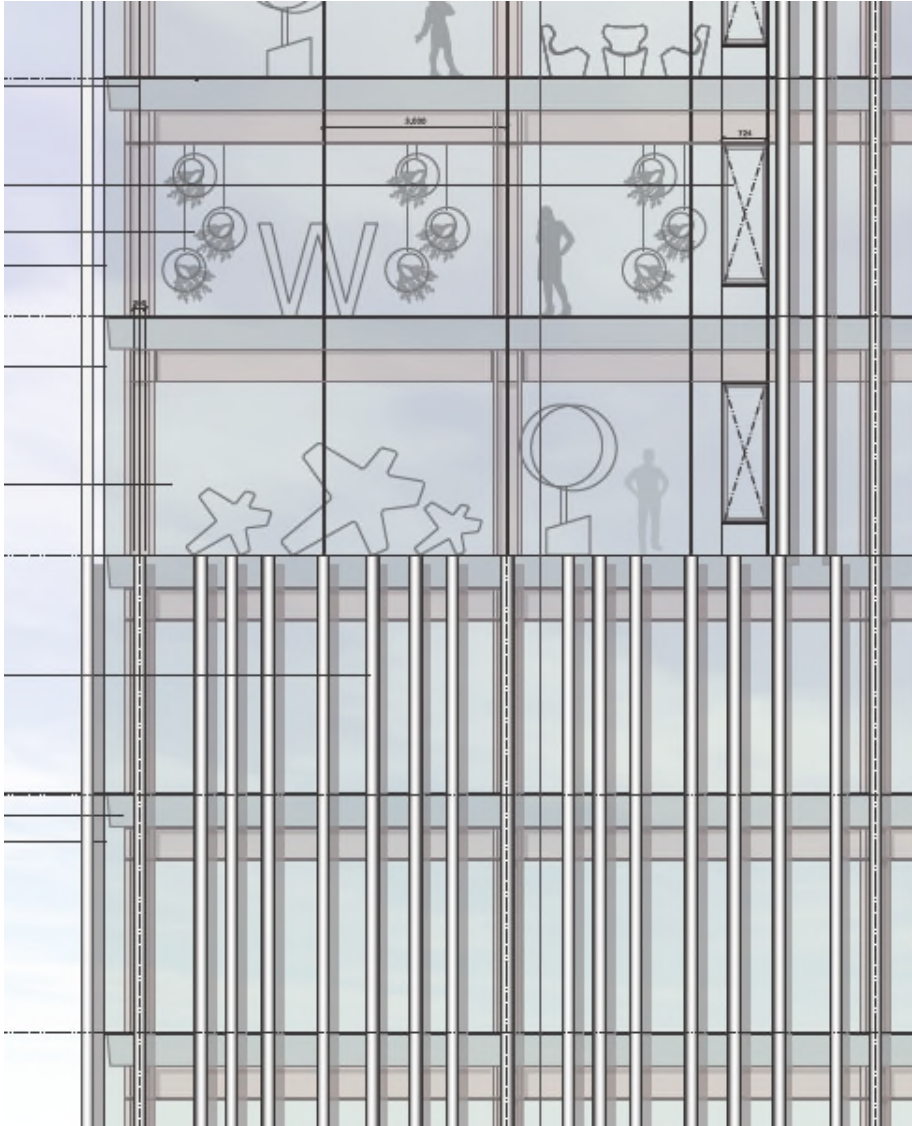
The key factors to evaluate are the building's scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy policy on tall buildings seeks to ensure that tall buildings complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City. It identifies sites within and immediately adjacent to the City Centre as being suitable for tall buildings.

The building would integrate well with the surrounding predominantly modern environment that includes heritage assets and would positively contribute to the group of tall buildings on this side of the City Centre, including towers at Cambridge Street, Owen Street, River Street and Plot 11 on Wilmott Street.

A veil comprised of Polyester Powder Coated fins would surround the building to provide a constant appearance. It would also create voids, terraces or openings behind without revealing the changes in the facade between the hotel use and the office use and the plant space.

The facade behind the screen would be constructed of a glazed curtain walling system and would be determined by the functions of the building, which differ for the office, hotel and plant space. The glazing would incorporate body tint glass and back painted glass. Additional back painted glass panels are required to the south elevation to meet the fire performance criteria of the building and to prevent overheating.

The elevation along River Street faces the City Centre. The change between hotel floors and office floors would be seen behind the fins, and by a horizontal break in the rhythm of the fins. There would be a break in the fins where the winter gardens would be located. The winter gardens have been located to demarcate the hotel and office entrances and provide a visual marker along Medlock Street and First Street. The fins at ground level would rise to a peak above the main office entrance to provide further demarcation.



On the Medlock Street elevation the break in the rhythm of the fins occurs on the same floors all the way around the building. At the 11th floor, they would break above the hotel entrance to help to indicate the entrance. The fins would rise leaving a significant amount of ground level glazing clear.

The external courtyard is located at 12th floor level of the South elevation with the fins continuing to roof level to maintain the unified composition of the building, but adding to the differing elements behind the screen. There would be back painted glass panels on this elevation to meet the requirements for fire spread and to prevent overheating. Louvres would be installed to the plant area at 11th floor level and at ground around the service area and ramp access to the basement.

The hotel Signage would be located on the south elevation.

The elevation along First Street continues the language of the other elevations and the fins rise at ground floor level to demarcate the main entrance.

Coloured internal elements would highlight the primary form of construction to create interest and soffits, services would be exposed and shared workspaces provided to create a modern work place.

The materials would respond to the surrounding new build developments and add positively to the setting of nearby listed buildings. The Grade II Listed Chorlton Mill and Mackintosh Mill are clearly seen in context with the site. The proposals would cause less than significant harm to the setting of these listed buildings. However this impact is justified by public benefits the regeneration of a detrimental site, the replacement of the lost form and grain of the site and an opportunity to enhance the surroundings. Further specific public benefits include:

- The proposed reuse of a brownfield site contributing to the ongoing regeneration of Manchester and the expansion of city centre uses into an underused area;
- The opportunity to attract large companies to the City Centre building on the success of the established First Street area;
- The provision of a hotel use to complement and support existing cultural uses, including HOME;
- The use of local labour;
- The provision of high quality public realm and vegetation and sustainable design standards;
- Enhancing pedestrian linkages through the site and the wider First Street area to communities in Hulme, Castlefield and the wider City Centre;
- Improving connectivity to Manchester's green and blue network including Hulme Park and the River Medlock;
- Providing a high quality and highly visible development in a gateway location from South Manchester; and
- The provision of facilities for local residents.

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

The development would include routes that would be closer to the original urban grain than existing and incorporate routes around all four sides of the building. It would help to form links from River Street to Hulme Street that would continue the First Street route.

Active frontages would be provided to River Street, Medlock Street, the new public realm and Hulme Street with external seating within the new public realm and shelter in place from tree canopies.

The above characteristics would produce interest and improve the visual amenity of the First Street area and the surrounding area, including the setting of the nearby listed buildings; and add positively to the blend of traditional and modern design in the wider area.

Given the above, it is considered that the proposed development would result in a high quality building that would be appropriate to its surroundings.

In view of the above, it is considered that the proposals would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.3, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Credibility of the Design

Tall buildings are expensive to build so the standard of architectural quality must be maintained through the process of procurement, detailed design and construction. The design has been subject to commercial review to ensure it remains commercially viable. The applicant has experience of delivering hotel and office development, such as the First Street Estate, Viadux and Rossetti Square in the City Centre, Knowsley Place in Bury and Leopold Square in Sheffield. The viability of the scheme has been costed on the quality of scheme shown in the submitted drawings. The applicant has appointed an experienced team capable of designing a development of height and scale.

The design team have previous experience of delivering tall buildings within the City (most notably Vita on Oxford Road, Axis and 10-12 Whitworth Street West) and have recognised the high profile nature of the application site and the requirement for design quality and architectural excellence. A significant amount of time has been spent developing the proposals and the scheme submitted for the planning application to ensure that it can be constructed and delivered.

In view of the above, it is considered that the proposals would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.2, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Provision of a Well-Designed Environment

The proposed office use could attract a range of occupants that would be beneficial to surrounding residents. The building is fully accessible for disabled people and the hotel would include 5% accessible bedrooms.

High quality materials are proposed and complementary colours would unify the site with its surroundings including the wider First Street area. The urban grain would be restored and high quality landscaped and tree lined pedestrian linkages would be provided through the site linking First Street with communities in Hulme, Castlefield and the wider City Centre. Connectivity would also be improved to Manchester's green and blue network including Hulme Park and the River Medlock.

In assessing the above criteria, it is considered that the applicant has thoroughly demonstrated that the proposals would satisfactorily meet the English Heritage and CABI guidance and that the proposals would provide a tall building of a quality acceptable to this site. In view of the above the proposals would also be consistent with sections 6, 7, 8, 9, 11, 12, and 16 of the NPPF, policies SP1, DM1, EN1, EN2,

EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC18, DC19, DC20 and DC26.

Relationship to Transport Infrastructure

A Transport Assessment concludes that the proposal would not have a material impact upon traffic and network capacity. Oxford Street and Deansgate are bus routes and the closest Metrolink Station is Deansgate/Castlefield. Oxford Road Train Station and Deansgate Train Station are nearby. There are good pedestrian and cycle links to the rest of the city centre. It is considered therefore that the site is in an optimum location for sustainable transport links.

A Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impact of the development, including the provision of public transport, walking and cycling information. The Plan is intended to encourage individuals to choose alternative modes over single occupancy car use and where possible reduce the need to travel at all.

The Transport Assessment demonstrates that there are sufficient public car parks within close proximity of the site and there would be 21 Car parking spaces and 164 cycle parking spaces on site within the basement. 24 cycle parking spaces would be allocated to the hotel use and 140 to the office use. 15 car parking spaces would be allocated to the hotel use and 6 to the office use. There would be three disabled parking bays.

A construction management plan would be required by condition.

The applicant is currently discussing the remaining issues with our Highway Services.

In light of the above, the development, it is considered that the proposal would not have a detrimental impact on transport infrastructure. It will be necessary to keep construction impacts to a minimum a condition would require the submission of a construction management. In view of the above, it is considered that the proposals are considered to be in accordance with Section 9 of the National Planning Policy Framework, policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

Sustainable Design and Construction

An Energy and Environmental Standards and Energy Statement, including a BREEAM Pre-Assessment sets out the sustainability measures proposed. These would:

- Reduce water demand and improve water efficiency, for example the use of flow restrictors to taps;
- Reduce the amount of non-recyclable waste generated during construction and operation through waste management processes that aim to maximise recycling;

- Include where feasible the use of locally sourced and include maximised recycled content.
- Increase the ecological value of the site through additions within the public realm,
- Utilise renewable energy measures such as photovoltaics.

The proposal would redevelop a brownfield site.

The proposal would achieve an approximate 32.1% improvement over the Part L 2010 Building Regulations benchmark. A preliminary BREEAM assessment has concluded that the development can achieve a 'Very Good' rating. The development would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy Policies EN4 and EN6 and the Manchester Guide to Development Supplementary Planning Document. The development would be designed and specified in accordance with the principles of the energy hierarchy in line with Policy EN4 of the Core Strategy. The building fabric would achieve high levels of insulation and there would be high specification energy efficiency measures.

Given the above, it is considered therefore that the design and construction would be sustainable, in accordance with Core Strategy Policies EN4 and EN6 the principles of the energy hierarchy have been applied to the development and it is considered therefore that the development would have sustainable design and construction.

Contribution to Public Spaces and Facilities

The proposal includes the creation of new streets to restore the urban grain and the upgrading of the materials of the existing streets and would provide permeability. A new section of public realm would also continue the pedestrian route that runs through First Street North to form a valuable link to the communities of South Manchester with trees, vegetation and benches. The high-quality landscaping and tree lined routes would unify the public realm with the wider First Street area.

There would be active frontages to all elevations, which would add activity and animation to surrounding streets. The uses proposed would enliven the area and provide natural surveillance to all frontages.

In view of the above, it is considered that the proposals would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved polices DC14.1 and 14.3 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Effect on 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 daylight, sunlight and overshadowing, wind, noise and vibration, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

(a) Daylight, Sunlight and Overlooking

The nature of high density developments in City Centre locations means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way.

A daylight and sunlight analysis has been undertaken, which makes reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is often inevitable.

The following residential properties and amenity areas have been considered due to their sensitivity and proximity to the site:

- Chorlton Mill on Hulme Street
- MacIntosh Mill on Hulme Street

Daylight

The assessment has used the following method to assess the impact of daylight on the surrounding properties: Vertical Sky Component (VSC) and No Sky Line (NSL). In order to achieve the daylight recommendations in the BRE guidance, a window should retain a vertical sky component (VSC) of at least 27%, or where it is lower, a ratio of after/before of 0.8 or more. If the direct skylight to a room is reduced to less than 0.8 times its former value, this would be noticeable to the occupants. The BRE Guide recognises that different targets may be appropriate, depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of high density city centre as this measure is based upon a suburban type environment (equivalent to the light available over two storey houses across a suburban street). It should be noted that the VSC level diminishes rapidly as building heights increase relative to the distance of separation. Within city centre locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this.

The NSL method can be used where room layouts are known and is a measure of the distribution of daylight at the 'working plane' within a room. The 'working plane' means a horizontal 'desktop' plane 0.85m in height for residential properties. If a significant area of the working plane lies beyond the NSL (i.e. it receives no direct sky light), then the distribution of daylight in the room will be poor and supplementary electric lighting may be required. The assessment has assumed layouts for rooms in surrounding properties where it was not been possible to obtain the room layouts.

The results should be interpreted in relation to the site's City Centre location where high density development is encouraged. A total of 276 windows serving 141 rooms within two nearby properties have been assessed for daylight:

- Chorlton Mill on Hulme Street
- MacIntosh Mill on Hulme Street

Overall the impacts can be summarised as follows:

Chorlton Mill - 144 windows serving 80 rooms were assessed. For VSC, 91 windows (63%) meet the 27% VSC target in the baseline condition and 53 windows (37%) do not meet the target in the baseline condition. Following development all 144 windows (100%) would either continue to achieve the 27% VSC target in the proposed condition or experience reductions in baseline VSC values of less than the 20% reduction that is accepted by the BRE. For NSL, all of the rooms assessed (100%) would meet the BRE criteria.

Overall, considering the city centre location and the characteristics of the surrounding architecture, the effect on daylight to this property is considered to be negligible in significance.

MacIntosh Mill - 132 windows serving 61 rooms were assessed. For VSC, 102 windows (77%) meet the 27% VSC target in the baseline condition and 30 windows (23%) do not meet the target in the baseline condition. Following development all 144 windows (100%) would either continue to achieve the 27% VSC target in the proposed condition or experience reductions in baseline VSC values of less than the 20% reduction that is accepted by the BRE. For NSL, all of the rooms assessed (100%) would meet the BRE criteria.

Overall, considering the city centre location and the characteristics of the surrounding architecture, the effect on daylight to this property is considered to be negligible in significance.

Sunlight

For sunlight impact assessment the BRE Guide sets the following criteria:

- a. Whether sunlight is enjoyed for at least 25% of the annual probable sunlight hours (APSH) throughout the year; and
- b. Whether 5% of the annual probable sunlight hours would be received during the winter months (21st September – 21st March).

A sunlight assessment has been prepared in respect of the 61 rooms in the properties which currently receive some direct sunlight. The impacts of the sunlight assessment on the buildings around the site can be summarised as follows:

Chorlton Mill – The 78 rooms (75%) assessed achieve the 5% winter and 25% annual APSH target in the existing condition. One room achieves the winter APSH target, but not the annual APSH target and one room achieves neither of the APSH targets as existing.

Following the development all rooms (100%) would continue to achieve the BRE's sunlight targets in the proposed condition or experience reductions in annual or winter APSH values of less than the 20% reduction that is accepted by the BRE.

MacIntosh Mill – The 46 rooms (75%) assessed achieve the 5% winter and 25% annual APSH target in the existing condition. 6 rooms (10%) achieve either the winter or annual APSH target and 9 rooms (15%) achieve neither of the APSH targets as existing.

Following the development all rooms (100%) would continue to achieve the BRE's sunlight targets in the proposed condition or experience reductions in annual or winter APSH values of less than the 20% reduction that is accepted by the BRE.

Overall it is concluded that the development would have a non-significant impact on either building for Sunlight and Daylight Amenity and would therefore have an acceptable impact.

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

Overlooking

The closest residential properties would be within MacIntosh Mill. The minimum window to window separation distance between the proposed development and these existing properties would be approximately 87 metres between the east facade of the proposed building and the west façade of Macintosh Mill. It is considered therefore that the proposed development would not have a detrimental impact in terms of overlooking on the existing residential properties or other buildings near the site.

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

(b) Wind

A Wind Comfort Computational Fluid Dynamics (CFD) study shows that wind conditions in and around the site would rate as suitable, in terms of pedestrian safety, for the general public. In terms of comfort, the conditions in and around the proposal would be suitable for the intended uses. Wind speeds on site are rated as safe and would meet standards for comfort for fast or business walking in winter and sort periods sitting or standing in summer. The study advises that no mitigation measures are required.

Given the above, it is considered that, acceptable conditions would be retained and it is considered that the proposals are in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester.

(c) Air Quality

An Air Quality Assessment has assessed the impact of the development on air quality at construction and operation stages. The development has the potential to cause air quality impacts during the construction phase and during the operational phase. Additionally, given that the site is located within an air quality management area there is the potential for the expose of future occupiers to elevated pollution levels.

The construction process is expected to produce dust creating a 'medium risk' and increased emissions. Any adverse impacts would be temporary and could be controlled using mitigation measures.

The road traffic exhaust emissions of the operational stage would be vehicles travelling to and from the site and are unlikely to have a significant effect on air quality. The proposed boilers are also considered to be unlikely to have a significant impact. The assessment confirms that throughout the design of the scheme, air quality affects have been considered and the proposal benefits from inherent air quality mitigation. There are therefore considered to be no adverse impacts of the operational phase of the development on air quality.

Given the above, it is considered that the proposal would have an acceptable impact on air quality and would be suitable for the proposed uses.

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

(d) Noise and Vibration

The impact of the use on amenity through noise generation and from plant and equipment has been considered. An acoustic report outlines how the premises can be acoustically insulated to prevent unacceptable levels of noise breakout and to ensure adequate levels of acoustic insulation between different uses. These and further measures relating to the restaurant, bar or gymnasium use could be controlled through a condition. The proposed commercial uses are not anticipated to generate unacceptable levels of noise and disturbance, subject to the acoustic condition mentioned above.

Therefore, subject to compliance with conditions in relation to the hours during which servicing can take place, hours of operation for the commercial uses, the acoustic insulation of the building and any associated plant and equipment, it is considered that the proposal would not have an adverse impact through noise and vibration.

In view of the above, it is considered that the proposals are considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

(e) TV reception

A baseline Television Reception Survey anticipates that the development is likely to have a neutral impact on television broadcast services for local residents as a result of the proposal. Any impact would most likely be in the shadow zone within 50m to the south east of the site, within which there are no viewers. The report concludes that significant interference to television reception is not expected at any residential locations as there are no Satellite dishes or Freeview antennas located in any theoretical signal shadow areas.

A condition requiring a post-construction survey and any mitigation measures should be attached to any permission to ensure that any mitigation measures are appropriately targeted. It is considered, therefore, that the proposal would not have an adverse impact on TV reception.

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

(f) Vehicle Movements

The impact of the proposals in terms of the highway network have been considered and it is considered that the proposed use would not have a significant impact on vehicle movements.

As discussed above, the site is well located close to alternative transport means.

In view of the above, it is considered that the proposals are considered to be in accordance with Sections 9 and 15 of the National Planning Policy Framework, policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

Contribution to Permeability

The contribution of the proposals to permeability, linkages on foot and, where appropriate, the opening up or closure of views to improve how a place can be easily understood and traversed, has been considered.

The proposal would include high quality public realm, which would provide amenity space and through-routes linking the wider First Street area to the communities of South Manchester. The ground floor layout would maximise the active frontages to surrounding streets, which would help to increase activity and vitality as well as increasing passive surveillance.

It is considered therefore that the proposals would contribute positively to permeability, linkages and the legibility of the City Centre and wider townscape.

In view of the above, it is considered that the proposals are considered to be in accordance with Sections 9 and 15 of the National Planning Policy Framework,

policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

Waste and Recycling

The bin store for the hotel would be located on the ground floor and the bin store for the offices would be located within the basement.

Hotel guest waste would be stored in small waste bins in the guest rooms before being removed into waste bags by Housekeeping staff, who would segregate waste where possible, before the waste is sent in the goods lift to the ground floor bin store ready for collection.

The waste from the hotel reception, food and drink and back of house areas would be stored in segregated containers and collected by staff and taken to the ground floor bin store via the goods lift. The waste stored in segregated containers within the offices on each floor would be regularly collected by cleaners and transferred to the basement storage facility via the goods lift.

The waste from the standalone unit and any other ancillary uses would be collected by cleaners and transferred via the goods lift to the basement storage facility.

Collections would take place from a loading bay on the proposed street adjacent the Southern elevation of the building at the south eastern corner at collection times. Office waste would be transported via the proposed ramp to the collection point via trailers and electric tow tractors. Bins would then be immediately returned to the waste stores in order to minimise the amount of time that they are situated outside the building. The building management will ensure that the refuse areas and waste transfer routes are kept clean and uncluttered.

The predicted requirements for storage are as follows:

Hotel: 10no. Eurobins (3no. for pulpable waste, 4no. for general waste and 3no. for co-mingled waste) and 6no. 240L bins for organic waste.

General waste would be collected 5 times per week, pulpable waste 4 times per week, and co-mingled waste and organic waste 4 times per week.

Office waste: 15no. Eurobins (7no. for pulpable waste, 5no. for general waste and 3no. for co-mingled waste) and 8no. 240L bins for organic waste.

General waste and pulpable waste would be collected 5 times per week, co-mingled waste 4 times per week and organic waste twice a week.

A condition requiring waste strategies for the commercial units should be attached to any permission.

Given the above, it is considered that the proposal is in accordance with policies DM1 and EN19 of the Core Strategy.

Full access and Inclusive Design

The building would be accessible to all and is designed to meet the accessible standards as set out in Approved Document Part M 2015 Edition and the 2010 Equality Act. All feasible and practicable measures described within Design for Access 2 (DFA2) have also been incorporated into the design.

5% of the hotel rooms would be accessible. This includes both left-hand and right-handed designed rooms. Some rooms would have showers and some would have baths to cater for different needs. All rooms would comply with DFA2 space standards. Pair inter-connected rooms are also provided to allow for guests who may be accompanied by a carer.

There would be two accessible rooms per floor, both located next door to one another in close proximity to the lift and 1800 x 1800 passing spaces would be provided at all key junctions.

The modular construction of the building creates maximum flexibility in terms of future adaptability, including provision of hoists within the accessible rooms.

All main entrances within the development comply fully with DFA2.

The office layouts would meet Building Regulations Part M and wherever feasible would meet DFA2 standards where these exceed the requirements of Part M as would the entry sequence.

Three DFA2 compliant accessible car parking spaces are proposed within the car park and one of these is suitable for van drivers.

The landscaping and public realm around the building has been designed to DFA2 standards.

The proposed development would not adversely impact on any relevant protected characteristics in accordance with S149 (Public Sector Equality Duty) of the Equality Act 2010.

The proposals would therefore be consistent with sections 8 and 12 of the National Planning Policy Framework and Policies SO1, SO5, SP1, CC4, CC5, CC10, T1, T2 and DM1 of the Core Strategy for the City of Manchester and saved UDP policy DC14.2.

Crime and Disorder

The proposed uses would bring additional vitality to the area. The development would overlook all frontages and would enliven the street scene and help to provide natural surveillance of the public realm. It is supported by a Crime Impact Statement carried out by Greater Manchester Police, which confirms support for the design approach and detailed design measures would be incorporated into the finished scheme. It is recommended a condition be attached to any approval requiring the

implementation of the crime impact statement and to require the development to achieve 'Secured by Design' accreditation.

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

Green and Blue Infrastructure

The proposals include high quality public realm spaces with appropriate tree planting and soft landscaping as well as a roof garden. Trees would be planted on three of the streets surrounding the development and would be planted along Medlock Street and the First Street link from River Street to Hulme Street.

The development would include the planting of three trees for each tree removed.

The proposal would improve access to the River Medlock via First Street and to Hulme Park via Hulme Street and Medlock Street. It is considered therefore that the proposal would increase the green infrastructure and improve access to the River Medlock and Hulme Park and is consistent with the Manchester Green and Blue Infrastructure Strategy 2015.

In view of the above the proposals are considered to be consistent with section 15 of the National Planning Policy Framework, and policies SO6, SP1, DM1, EN9 and EN15 of the Core Strategy.

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites. The submitted Ecological Survey and Assessment reasonably discounts the potential for any adverse effects on protected species, such as badgers, bats, water voles, great crested newts and reptiles. However, the proposal provides an opportunity to secure ecological enhancement for fauna such as breeding birds and roosting bats and conditions should be attached to any approval requiring such measures.

In view of the above the proposals are considered to be consistent with section 15 of the National Planning Policy Framework, and policies SO6, SP1, DM1, EN9 and EN15 of the Core Strategy.

Contaminated Land and Impact on Water Resources

There is the possibility that some contamination may exist on the site. A Contaminated Land Risk Assessment and Remediation Strategy have been submitted. A condition is recommended to ensure adequate measures are undertaken to prevent risks from contamination and requiring a verification report following completion of site works. Adjacent land within the First Street area has been successfully remediated as part of previous and ongoing developments.

In view of the above, the proposals would be consistent with section 15 of the National Planning Policy Framework and policy EN18 of the emerging Core Strategy.

Flood Risk

The site lies within Flood Zone 1, which has a low probability of flooding. A Drainage and Flood Risk Statement concludes that the use is appropriate and would comply with NPPF guidance. It considers how surface water would be managed and suggests a surface water management scheme. Conditions should therefore be attached requiring the agreement, implementation and maintenance of a sustainable drainage system.

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 be consistent with section 14 of the National Planning Policy Framework and Core Strategy policy EN14.

Conclusion

This hotel and office development would be consistent with national and local planning policy, and would promote a quality neighbourhood, economic development and sustainable travel patterns. The site is appropriate for a tall building and the development would be well designed and of a high quality. It would fulfil an important role in providing hotel and office accommodation within the City Centre.

Hotel and office development would be consistent with GM Strategy's key growth priorities to meet the demands of a growing economy and population, in a well-connected location within a major employment centre. There is an identified need for these uses within the City Centre Strategic Plan and the First Street SRF. It would therefore assist in the promotion of sustained economic growth within the City.

It is considered that the development would not have a significant detrimental impact on the settings of nearby listed buildings. The development would have an acceptable impact on residential amenity and would regenerate a site that is in need of investment and development, reinstating the urban grain, providing additional public realm and increasing permeability within the area.

It is considered that the Environmental Statement has given sufficient information to assess the environmental impacts of the development and that, with the mitigation measures proposed and those already designed into the development, those impacts would not be significant or would be balanced out by the public benefits that the scheme would bring.

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

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

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

Recommendation APPROVE

Article 35 Declaration

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 this instance this has included ongoing advice about the information required to be submitted to support the application and the conditions needed to allow the recommendation of approval.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

The location plan referenced 05662_MP_00_100 REV D received by the City Council as local planning authority on 5 October 2018

The drawings referenced:

05662_B1_02_2199 Rev F,
05662_B1_02_2200 Rev G,
05662_B1_02_2201 Rev I,

05662_B1_02_2202 Rev F,
 05662_B1_02_2203 Rev F,
 05662_B1_02_2207 Rev F,
 05662_B1_02_2211 Rev G,
 05662_B1_02_2212 Rev I,
 05662_B1_02_2213 Rev G,
 05662_B1_02_2217 REV F
 05662_B1_05_2200 REV D
 05662_B1_05_2201 REV E
 05662_B1_04_2203 REV E
 05662_B1_10_4200 REV E
 05662_B1_10_4201 REV E
 05662_B1_10_4202 REV E
 05662_MP_00_1001 REV F
 05662_MP_00_1200 REV E
 PL1471.1-GA-100
 PL1471.1-GA-101
 PL1471.1-GA-102

All received by the City Council as local planning authority on 5 October 2018

05662_B1_04_2200_SK002
 05662_B1_04_2201_SK002
 05662_B1_04_2202_SK002

All received by the City Council as local planning authority on 29 November 2018

The Landscape Management Plan and Maintenance Regime referenced PL1471.00.WO.01 received by the City Council as local planning authority on 29 November 2018

The following documents:

The Design and Access Statement prepared by 5 Plus Architects
 The Historic Environment Desk-Based Assessment prepared by Pre-Construct Archaeology
 The Local Labour Agreement signed by Neil Pickup of ASK Real Estate
 The Planning and Tall Building Statement prepared by Deloitte
 The Baseline Television Signal Survey and Television Reception Impact Assessment prepared by GTech Surveys Limited
 The Ventilation Strategy prepared by Cundall
 The Energy and Environmental Standards Statement prepared by Cundall
 The Daylight and Sunlight Amenity Impact Assessment Report prepared by Gray Scanlan Hill
 The Air Quality Assessment prepared by Cundall
 The Crime Impact Statement prepared by GMP
 The Noise Assessment Report prepared by Cundall
 The Arboricultural Impact Assessment (AIA) prepared by Urban Green
 The Extended Phase 1 Habitat Survey – Updated prepared by Penny Anderson Associates Ltd.

The Drainage Strategy prepared by Ramboll
 The Flood Risk Assessment prepared by Ramboll
 The Wind Assessment prepared by Ramboll
 The Contaminated Land Desk Study prepared by Ramboll
 The Heritage Statement prepared by Deloitte Real Estate
 The Waste and Servicing Strategy prepared by Vectos
 The Framework Travel Plan prepared by Vectos
 The Transport Assessment prepared by Vectos

The Schedule of Responses prepared by Deloitte LLP received by the City Council as local planning authority on 29 November 2018

The emails from Rachel Hopkins of Deloitte LLP dated 29 November 2018 and 30 November 2018 (excluding point 3 of the email timed 13:05)

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SO1, SO2, SO5, SO6, SP1, EC1, EC3, CC1, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN14, EN15, EN16, EN17, EN18, EN19 and DM1 of the Core Strategy and saved policies DC10.1, DC.14.1, DC14.2, DC19.1, DC20, DC26.1 and 26.5 and RC20.

3) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
2. archaeological evaluation
3. targeted archaeological excavation (informed by the above and subject to a new WSI);
4. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds
 - production of a final report on the significance of the archaeological and historical interest represented;
5. A scheme to commemorate the site's heritage;
6. Dissemination of the results commensurate with their significance;
7. Provision for archive deposition of the report and records of the site investigation;
8. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16, Paragraph 199 of the National Planning Policy Framework.

4) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- A Community Consultation Strategy;
- A method statement to protect the River Medlock from accidental pollution spillages, dust and debris during demolition and construction;
- Display of an emergency contact number;
- Details of Wheel Washing;
- Noise and vibration and dust emission suppression measures that shall base the assessment on British Standard 5228 and any other relevant standards;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles;
- A dilapidation survey, including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

The construction and demolition works shall be carried out in accordance with the approved construction management plan.

Reason: To ensure that the development is acceptable in the interests of the highway safety and the amenity of the locality, pursuant to policies 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).

5) 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. 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 before the development commences.

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 upon completion of the approved landscaping works.

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

6) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. The following additional information shall be submitted to and approved in writing by the Local Planning Authority before development commences:

- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building. Hydraulic calculation needs to be provided;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Construction details of flow control and Suds attenuation elements.

The works shall be implemented only in accordance with the approved information.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to national policies within the NPPF and NPPG and local policies EN8 and EN14.

7) Prior to development commencing a local labour agreement, relating to the construction phase of development, shall be submitted to and agreed in writing with

the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place thereafter.

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

8) Prior to the commencement of development, a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council, as local planning authority. Samples and specifications of all materials to be used on all external elevations of the development, which shall include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies EN1, EN3, CC9, SP1 and DM1 of the Core Strategy.

9) Prior to the commencement of development a programme for the submission of final details, including where relevant samples and jointing details of all public realm, landscaping and roof garden works shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- a. Details of the proposed hard landscape materials;
- b. Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building
- c. Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- d. Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting and soft landscaping;
- e. Details of the proposed street furniture including seating, bins and lighting;
- f. Details of any external steps and handrails;
- g. A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance;

The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted

or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

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

10) Prior to commencement of the development detailed mitigation measures to safeguard local air quality for the construction, design and operational phases 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 Core Strategy Policies EN16 and DM1.

11) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express 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 that the proposed piling activity is protective of controlled waters in line with paragraph 170 of the National Planning Policy Framework and pursuant to policies DM1, EN17 and EN18 of the Core Strategy.

12) No removal of or works to any trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to and agreed in writing by the City Council as local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act (1981) (as amended) and by the Conservation of Habitats and Species Regulations (2017) or as subsequently amended in order to comply with Policy EN15 of the adopted Core Strategy for the City of Manchester.

13) Before the C1, A1, A3, A4 or D2 uses hereby approved commence a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1 and DM1 of the Core Strategy and saved policies DC10.1 and DC26 of the Unitary Development Plan for the City of Manchester.

14) The hours of operation of the A1, A2, A3, A4 and D2 uses hereby approved shall be submitted to and approved in writing by the City Council as local planning authority prior to the commencement of the uses hereby approved. The approved uses shall not operate outside of the approved hours of operation.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1 and DM1 of the Core Strategy and saved policies DC10.1 and DC26 of the Unitary Development Plan for the City of Manchester.

15) The A1, A2, A3, A4 and D2 uses shall not commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal storage areas are required.

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

16) No part of the development shall be occupied until the space and facilities for the parking of 164 bicycles have been provided in accordance with the approved drawing referenced 05662 B1_02_2199. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

17) No part of the development shall be occupied until a strategy for safe access to the approved bicycle parking has been submitted to and agreed by the City Council as local planning authority. The bicycle parking shall then be accessed only in accordance with the approved strategy for the duration of the use hereby approved.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

18) No part of the development shall be occupied unless and until the 3no. car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

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

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to national policies within the NPPF and NPPG and local policies EN8 and EN14.

20) Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

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

21) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as

local planning authority. The scheme shall be implemented in full before the use commences.

Where entertainment noise is proposed the L_{Aeq} (entertainment noise) shall be controlled to 10dB below the L_{A90} (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

In relation to the Class A3, A4 and D2 uses hereby approved, these premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as Local Planning Authority before each of the Class A3, A4 and D2 uses hereby approved commence. The scheme proposed shall normally include measures such as acoustic lobbies at access and egress points of the premises, acoustic treatment of the building structure, sound limiters linked to sound amplification equipment and specified maximum internal noise levels. Any scheme approved in discharge of this condition shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as Local Planning Authority.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan.

22) Before first occupation of the development the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (L_{Aeq}) below the typical background (L_{A90}) level at the nearest noise sensitive location.

Upon completion of the development and within 6 months of the equipment becoming operational, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that above criteria is met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the noise criteria. This report shall be submitted to and approved in writing by the City Council as local planning authority within 6 months of the equipment becoming operational along with a timescale that confirms when any necessary changes will be implemented.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

23) Before first occupation of the development hereby approved a signage strategy shall be submitted to and agreed in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

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

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

Reason - The development does not provide sufficient car parking facilities and in order to provide alternative arrangements for the needs of guests whom may want to use a motorcar and Policies DM1 and T1

25) No external lighting shall be installed unless and until a lighting design strategy for the street lighting and all on site external lighting has been submitted to and approved in writing by the City Council as Local Planning Authority. The strategy shall:

- Show how and where external lighting will be installed;
- Specify frequency and duration of use.
- Provide full details of the designs and appearance of lighting units and the treatment of associated cabling and equipment,
- Confirm the luminance levels of the lighting and details regarding glare and light spill.
- Show how it has been designed and installed so as to control glare and overspill onto nearby residential properties and confirm the luminance levels

All external lighting shall be installed in accordance with agreed specifications and locations set out in the strategy.

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

Reason - To safeguard the amenities of the occupiers of nearby properties and in the interests of visual amenity in accordance with policies SP1 and DM1 of the Core Strategy and saved policies DC10.1 and DC26 of the Unitary Development Plan for the City of Manchester.

26) Full details of all external seating, including the locations, layouts, furniture details, operational details, security measures and disabled access measures shall be submitted to and approved in writing by the City Council before any external seating is installed and operated on site. The external seating shall be installed and operated only in accordance with the approved details.

The use of amplified music and/or sounds is not permitted in the external areas of the site at any time.

Reason - In order to protect the amenity of local occupiers and 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 EN1, EN3, CC9, SP1 and DM1 of the Core Strategy and saved policies DC18.1 and DC19.1 of the Unitary Development Plan.

27) Within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area: an assessment of the impact of the development on television signal reception within the potential impact area identified in the Baseline Television Signal Survey and Television Reception Impact Assessment by GTech Surveys Limited dated August 2018 shall be submitted to and approved in writing by the City Council as local planning authority. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey dated August 2018. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

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, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

28) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the building hereby approved is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

29) The approved scheme for the storage and disposal of refuse from the hotel use (C1) and the office use (B1) as detailed within the Waste and Servicing Strategy prepared by Vectos and dated September 2018 shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

30) No loading or unloading shall be carried out on the site outside the hours of:

- 07:30 to 20:00, Monday to Saturday,
- 10:00 to 18:00, Sunday/Bank Holiday.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

31) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

32) The development hereby approved shall comply with the recommendations contained within sections 4 and 5 of the submitted Crime Impact Statement prepared by Greater Manchester Police and referenced URN:2018/0533/CIS/01 received by the City Council as local planning authority on 3 August 2018. These measures shall be fully implemented within three months of the date of this decision and shall be maintained for the duration of the uses hereby approved. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of Secured by Design accreditation.

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

33) The access measures for disabled people to gain access into and throughout the premises as shown on the drawings referenced 05662_B1_02_2199 Rev F, 05662_B1_02_2200 Rev G, 05662_B1_02_2201 Rev I, 05662_B1_02_2202 Rev F, 05662_B1_02_2203 Rev F, 05662_B1_02_2207 Rev F, 05662_B1_02_2211 Rev G, 05662_B1_02_2212 Rev I and 05662_B1_02_2199 Rev F and described in the email from Rachel Hopkins of Deloitte LLP dated 30 November 2018 shall be fully implemented before the uses hereby approved commence and shall be maintained for the duration of the uses hereby approved.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of policies CC10, T2, SP1 and DM1 of the Adopted Core Strategy for the City of Manchester.

34) The winter gardens shall be limited to use by the office occupiers only and no amplified sound or any music shall be played within these areas at any time.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

35) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the rooves.

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

36) The windows at ground level, fronting onto River Street, Medlock Street and the currently named future development sites Plot 9B and 10A shall be retained as clear glazed window openings at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed windows are an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

37) The uses of the ground and basement floor commercial unit hereby approved shall be limited to the following:

- a. any purpose in Class A1, Class A2, Class A3, Class A4 and Class B1a and:
- b. gymnasium use only and for no other purpose within Class D2:

Of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any Statutory instrument revoking and re-enacting that Order.

Reason - For the avoidance of doubt and in the interests of the amenity of surrounding occupiers pursuant to policies DM1 and SP1 of the Unitary Development Plan for the City of Manchester and in accordance with the description detailed on the application form.1

Informatives

- 1) Please note that Construction/demolition works must be confined to the following hours:
 - Monday - Friday*: 7.30am - 6pm
 - Saturday*: 8.30am - 2pm

- Sunday / Bank holidays: No work

*Workforce may arrive on site 30 minutes prior but no working outside these times, unless changed by prior agreement via Environment on Call (0161 234 5004). Noise to be kept to a minimum in the first hour.

2) The applicant should refer to:

http://www.manchester.gov.uk/download/downloads/id/15267/controlling_pollution_from_construction_sites.pdf and IAQM/EPUK Construction Guidance at: <http://iaqm.co.uk/guidance/>.

3) The following works are required to be undertaken through S278 agreement between MCC's Capital Programmes and Property Team and the developer (Contact Manchester - 0161 234 5004):

- a. The proposed tree planting along Medlock Street;
- b. The proposed taxi drop-off bay on River Street;
- c. The proposed signalised pedestrian crossing providing access across Medlock Street;
- d. The proposed footway improvements to adopted highway; and
- e. The location of the proposed brass studs or similar to delineate the split between adopted and unadopted highway.

The following link can be used:

http://www.manchester.gov.uk/directory_record/270134/permission_to_do_work_on_the_highways_section_278_agreements/category/355/highways_and_pavements

4) The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

5) It is recommended that discussion is held with MCCs Structures Team. Should there be any excavations and former cellars adjacent to the highway then structural drawings and calculations for temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section to obtain Approval in Principle (AIP).

6) Reuse of material on site

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 we should be contacted for advice at an early stage to avoid any delays.

We recommend that developers should refer to:

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

Waste to be taken off site

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.

7) The applicant should refer to http://www.manchester.gov.uk/download/downloads/id/15267/controlling_pollution_from_construction_sites.pdf and IAQM/EPUK Construction Guidance at: <http://iaqm.co.uk/guidance/> for guidance on Air Quality.

8) Information for Developers guidance documents can be downloaded using the following link:
http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

9) A water main crosses the site. As we need unrestricted access for operating and maintaining it, we will not permit development over or in close proximity to the main. We require an access strip as detailed in our 'Standard Conditions for Works Adjacent to Pipelines', a copy of which is enclosed.

The applicant must comply with our 'Standard Conditions' document. This should be taken into account in the final site layout, or a diversion may be necessary. Unless there is specific provision within the title of the property or an associated easement, any necessary disconnection or diversion required as a result of any development

will be at the applicant's expense. If considering a water mains diversion, the applicant should contact United Utilities at their earliest opportunity as they may find that the cost of mains diversion is prohibitive in the context of their development scheme.

The Water Industry Act 1991 affords United Utilities specific rights in relation to the maintenance, repair, access and protection of our water infrastructure:

- Sections 158 & 159, outlines the right to inspect, maintain, adjust, repair or alter our mains. This includes carrying out any works incidental to any of those purposes. Service pipes are not our property and we have no record of them.
- Under Section 174 of the Act it is an offence to intentionally or negligently interfere with any resource main or water main that causes damage to or has an effect on its use or operation. It is in accordance with this statutory provision that we provide standard conditions to assist developers when working in close proximity to our water mains.

Both during and post construction, there should be no additional load bearing capacity on the main without prior agreement from United Utilities. This would include earth movement and the transport and position of construction equipment and vehicles. The applicant has not stated whether provision of a new water supply is required. Use of the existing metered supply may be considered if it meets United Utilities standards. If not, a separate metered supply will be required at the applicant's expense. Our water mains may need extending to serve any development on this site and the applicant may be required to pay a contribution. Although water supply in the area is compliant with current regulatory standards, we recommend the applicant provides water storage of 24 hours capacity to guarantee an adequate and constant supply.

The applicant should be instructed to lay their own private pipe, to United Utilities standards, back to the existing main. If this should involve passing through third party land United Utilities must receive a solicitor's letter confirming an easement, prior to connection.

Please note that for properties over two stories high and commercial properties we recommend the developer considers the installation of tanks and pumps.

The applicant must undertake a complete soil survey, as and when land proposals have progressed to a scheme design i.e. development, and results submitted along with an application for water. This will aid in our design of future pipework and materials to eliminate the risk of contamination to the local water supply.

We can readily supply water for domestic purposes, but for larger quantities for example, commercial/industrial we will need further information.

Any necessary disconnection or diversion of the private main(s) must have the approval of the pipeline owner and be carried out to our standards at the applicant's expense.

If the applicant intends to obtain a water supply from United Utilities for the proposed development, we strongly recommend they engage with us at the earliest opportunity. If reinforcement of the water network is required to meet the demand, this could be a significant project and the design and construction period should be accounted for.

To discuss a potential water supply or any of the water comments detailed above, the applicant can contact the team at DeveloperServicesWater@uuplc.co.uk. Please note, all internal pipework must comply with current Water Supply (water fittings) Regulations 1999.

10) Where United Utilities assets exist, the level of cover to the water mains and public sewers must not be compromised either during or after construction. It is the applicant's responsibility to demonstrate the exact relationship between any United Utilities' assets and the proposed development.

A number of providers offer a paid for mapping service including United Utilities. To find out how to purchase a sewer and water plan from United Utilities, please visit the Property Searches website; <https://www.unitedutilities.com/property-searches/>.

You can also view the plans for free. To make an appointment to view our sewer records at your local authority please contact them direct, alternatively if you wish to view the water and the sewer records at our Lingley Mere offices based in Warrington please ring 0370 751 0101 to book an appointment.

Due to the public sewer transfer in 2011, not all sewers are currently shown on the statutory sewer records and we do not always show private pipes on our plans. If a sewer is discovered during construction; please contact a Building Control Body to discuss the matter further.

11) If the applicant intends to offer wastewater assets forward for adoption by United Utilities, the proposed detailed design will be subject to a technical appraisal by an Adoptions Engineer as we need to be sure that the proposal meets the requirements of Sewers for Adoption and United Utilities' Asset Standards. The detailed layout should be prepared with consideration of what is necessary to secure a development to an adoptable standard. This is important as drainage design can be a key determining factor of site levels and layout. The proposed design should give consideration to long term operability and give United Utilities a cost effective proposal for the life of the assets. Therefore, should this application be approved and the applicant wishes to progress a Section 104 agreement, we strongly recommend that no construction commences until the detailed drainage design, submitted as part of the Section 104 agreement, has been assessed and accepted in writing by United Utilities. Any works carried out prior to the technical assessment being approved is done entirely at the developers own risk and could be subject to change.

12) The applicant should contact United Utilities regarding a potential water supply or connection to public sewers. Additional information is available on our website <http://www.unitedutilities.com/builders-developers.aspx>.

13) Cadent Gas does have Intermediate Pressure apparatus in the vicinity.

This was laid to the appropriate standards and in accordance with the relevant codes of practice. The pipeline is laid in a legally negotiated easement to which certain conditions apply.

The intended work is in the vicinity of our pipeline, which is laid in a legally negotiated easement to which certain conditions apply.

It is essential that access to the pipeline is not restricted, particularly in the event of an emergency. Therefore, there must be no obstructions within the pipeline's maintenance easement strip, which would limit or inhibit essential maintenance works on the pipeline.

The BPD (Building Proximity Distance) for the BRADFORD RD - GAYTHORN 7BAR Pipeline is 3.5 metres.

The BPD is taken from The Institution of Gas Engineers and Managers publication IGEM/TD/1 Edition 5 which is the standard applicable to steel pipelines and associated installations for high pressure gas transmission.

This is the standard adopted by Cadent Gas and endorsed by the Health and Safety Executive (HSE).

There are other restraints imposed on high pressure gas pipelines, these are land use planning distances. These are distances defined by the HSE to allow them to advise on the acceptability of new developments next to the pipeline and are controlled through the HSE's Planning Advice for Developments near Hazardous Installations (PADHI) process. Further guidance on how these are applied can be found on the HSE's website <http://www.hse.gov.uk/landuseplanning/padhi.pdf>

Under Land Use Planning the HSE may wish to apply more stringent criteria for Building Proximity. I recommend that you ensure that they are formally consulted.

When working in the vicinity of ANY Cadent Gas pipelines, the standards set out in the Cadent Gas specification SSW22 must be strictly adhered to. PLEASE ENSURE THAT THIS IS HANDED TO THE RESPONSIBLE PERSON ON SITE, TOGETHER WITH COPIES OF THE ENCLOSED PLANS.

It is the responsibility of the applicant to contact Cadent Gas prior to any works commencing on site. As you will appreciate we are unable to provide specific guidance based on the information provided. It is therefore essential that the applicant should contact Cadent Gas at the earliest convenience providing detailed site plans, method statements and risk assessments. Correspondence should be forwarded to the above address and marked for the attention of 'The Plant Protection Team'. This will enable us to provide the relevant documentation for safe working in the vicinity of our pipeline, and to arrange appropriate site supervision.

Early Contact at the planning stage is very important to allow full discussion of proposals and to ensure the safety of plant and operators.

Plant Protection Team, 3rd Party Enquiries, Cadent Gas Block 1 floor 2 Brick Kiln Street Hinckley Leicestershire LE10 ONA.

Please note that a minimum 7 days' notice, or shorter if agreed with Cadent Gas, is required before any work may commence within the easement.

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: 121462/FO/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.

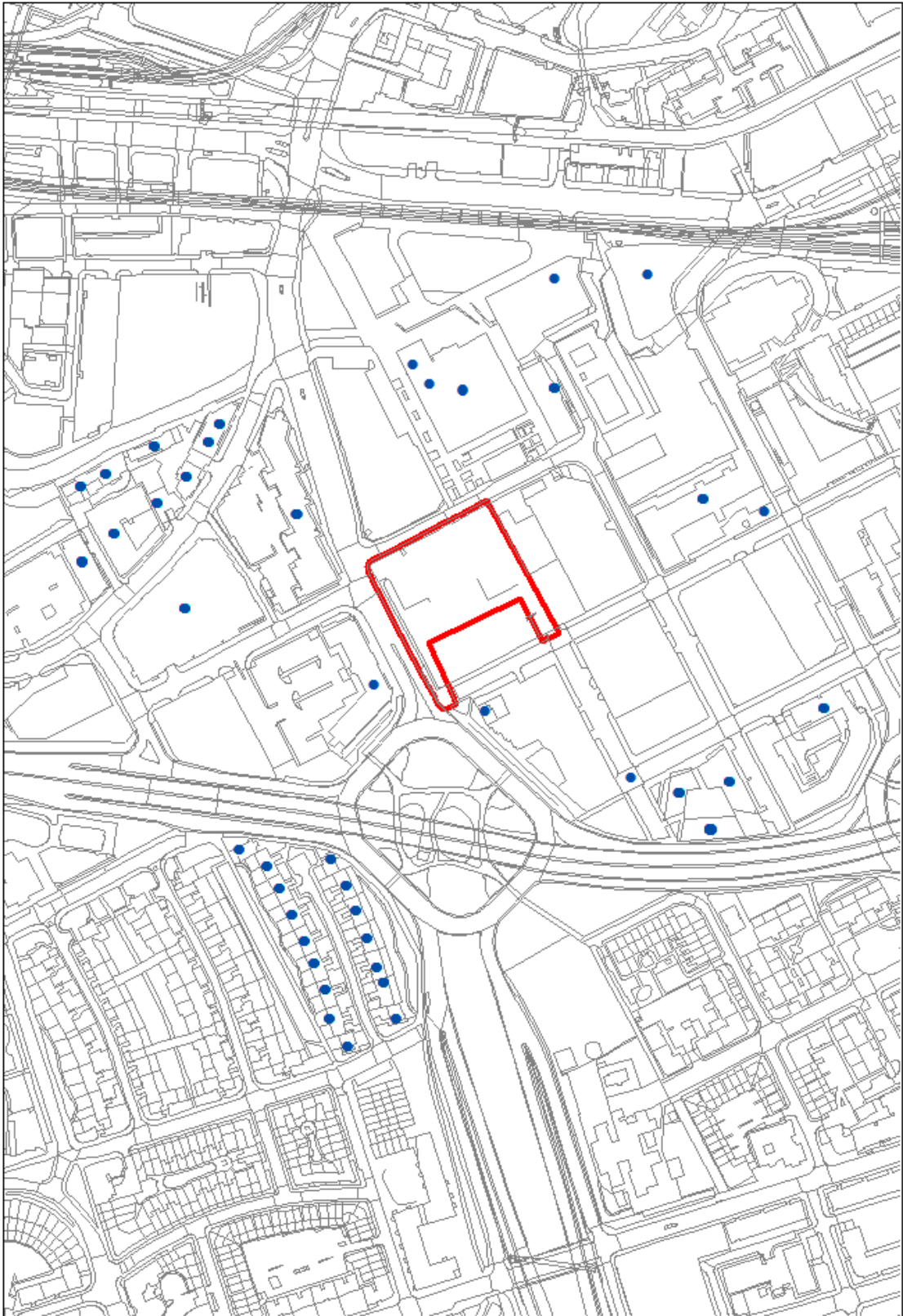
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
MCC Flood Risk Management
City Centre Regeneration
Oliver West (Sustainable Travel)
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society

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:

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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Application Number	Date of Appln	Committee Date	Ward
120635/FO/2018	19th Jul 2018		Deansgate Ward

Proposal Part demolition and redevelopment and part retention and refurbishment of the former Hotspur Press Complex (Medlock Mill) to deliver 171 residential units (10 no. 1 bed, 1 person apartments, 49 no. 1 bed, 2 person apartments, 2no. 2 bed, 3 person apartments and 110 no. 2 bed 4 person apartments) - Use Class C3, within refurbished mill space and 28 storey building (including two levels of basement), commercial floorspace (Use Classes A1 (shop), A2 (financial and professional services), A3 (restaurants and cafes), B1 (office), D1 (medical clinic, health centre, art gallery and museum only) and / or D2 (gymnasium or bowling alley only) together with servicing, access, landscaping including a new public space and pedestrian route between Gloucester Street and First Street, and other associated works

Location Hotspur Press, 2 Gloucester Street, Manchester, M1 5QR

Applicant Elmloch Ltd, C/o Agent

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

Description

The site comprises a vacant, former mill complex known as Hotspur Press that is bounded by the River Medlock, Gloucester Street and the Grade II Listed Altrincham Railway Viaduct. It contains Medlock Mill and comprises of the following buildings:

- An 1801 four storey mill with basement
- An 1880 four storey warehouse with basement
- An 1882 single storey shed
- An 1880 single storey shed
- A 1950 staircase extension

The buildings are constructed in red brick. The 1801 mill has a double pitched roof with gable ends and a parapet wall that is covered by modern corrugated sheeting. The 1880 warehouse and the 1880 shed have a series of narrow double pitched roofs with modern felt covering. The 1882 shed has a modern roof structure. The windows are timber framed and a mix of original and historic.

The complex was originally used for textile manufacturing and was purchased by Messers Wilson & Fairweather in 1821 and John Rylands and Sons in 1864. It was converted to a printing press by Percy Brothers Ltd. in 1903 and remained in use as such until 2011.

None of the buildings are listed or within or adjacent to a conservation area. However, some of the buildings on the site are non-designated heritage assets. The single storey shed adjoins the Grade II Listed Altrincham Railway Viaduct, however,

it is not within its curtilage and the only work involves the removal of the shed from the listed structure and the repair of the listed fabric which does not require listed building consent. However, the specification of repair works will need to be agreed with the local planning authority.

The Grade II listed Chorlton Mill and Mackintosh Mill are nearby. Other listed buildings close to the site include the Grade II* former Refuge Assurance Company on Oxford Street, and Lee House, Chatham Mill and Ritz Dance Hall on Whitworth Street West all Grade II. The Whitworth Street Conservation Area is approximately 230 metres to the east.

The surviving structures broadly retain the character and external appearance of an industrial textile mill complex. The mill is the oldest surviving non-fireproof cotton mill in Manchester and is the last remaining cotton mill on the River Medlock. The buildings are however deteriorating and the complex needs to be reused and refurbished to secure its future.

First Street, on the opposite of the River Medlock, includes offices, food and drink uses, car parking, hotel accommodation, conference space, high quality architecture and public realm. It also includes HOME, a cultural hub for film, theatre and exhibitions. Events take place within the area throughout the year.

There are offices, apartments, shops, cafes and bars in the immediate area and Oxford Road Train Station is nearby. The nearest residential property is on the opposite side of Gloucester Street at One Cambridge Street and Chorlton Mill. The Green Building and 1 to 17 River Street are nearby.

Planning permission is sought to refurbish and redevelop the complex to provide 171 apartments with 159 within the tower and 12 within the retained building. There would be 10 one bed one person, 49 one bed two person; 2 two bed, three person; 104 two bed, four person; and 6 two bed four person duplex apartments. All apartments would be consistent with the City Council's design guidance. Level access would be provided with lift access all floors.

There would be 832sqm of commercial within the ground floor and basement including A1 (shop), A2 (financial and professional services), A3 (restaurants and cafes), B1 (office), D1 (medical clinic, health centre, art gallery and museum only) and / or D2 (gymnasium or bowling alley only).

The front façade and north gable elevation of the 1801 building and the entire 1880 building would be retained and refurbished. Part of the roof of the 1880 sheds would also be retained to provide sheltered outside space. The retained facades would be cleared of vegetation and debris, cleaned and repointed.

Bricks reclaimed from the buildings to be demolished would be used to carry out any repairs. Where possible, windows would be repaired and retained but, where necessary, replaced with painted timber windows. Stone cills would be cleaned and repaired and/or repointed. Where the brick historically varies and has a significance, it would be retained to ensure that the building is historically legible.



A 28 storey building (including two basement levels) would be constructed to the rear of the retained facade. It would comprise of a 5 storey plinth and a 23 story tower and would be constructed in a brick that tonally matches the existing brick. The windows would be Polyester Powder Coated dark plum coloured metal framed. The plinth would have a regular grid of windows punched into thick brick walls. The tower would have a strong horizontal expression with vertical brick columns. There would be a roof garden for residents.



The design of the tower would have a grid formed by vertical brick columns that would rise up the facades and horizontal banding created by expressed floors. It would include a large amount of glazing to lighten its appearance, which would contrast with the original brick buildings and would have a distinctively modern

appearance. The tower has been located tight to the western side of the site to create the maximum space between it and the retained buildings.

The plinth would be more solid in terms of design, scale and materials to relate to the retained buildings and the listed viaduct. When viewed at street level the plinth and mills would be the dominant visual element.

The retained buildings would be repaired, restored and re-instated to make good damage caused by water ingress, vegetation damage, bomb damage and long term degradation. Some of the single storey shed structure would be retained in the public realm, with the asbestos roof replaced by glazing.

The materials of the new structures would be red brick in keeping with the existing warehousing vernacular and surrounding new build developments.

The development would retain the original urban grain and incorporate a series of routes that would guide pedestrians through covered walkways and glazed concourses from Gloucester Street to First Street.



A large public square would be constructed and would be enclosed and supported by historic site features. A connection would be provided to First Street and a public loggia would be provided adjacent the River Medlock, which would provide views of the river. Elements of the wall fronting Gloucester Street would be retained with openings created to provide access and open up views of the square. An opening in the Gloucester Street elevation would provide access to the Public Square and loggia.

The public realm would measure 1424 sq. m and cost around £920,000. It would link Oxford Road and First Street and there would be active frontages to the public square and loggia.

The public square would be adjacent to the Listed Railway Viaduct and would provide views and access to the existing archways. Network Rail propose to create a stair to Oxford Road Station as part of northern hub that would be attached to the viaduct and would be within the public realm.

Secure cycle storage would be provided within each apartment. The development would be car free, but there would be one parking bay for a disabled person on Cambridge Street. Internal waste storage and internal risers would be provided.

A bin storage area within the ground floor would have separate areas for commercial and residential waste. The waste collection point and servicing location for commercial units is located on Cambridge Street via a loading bay. A construction waste management plan would limit the quantity of construction waste arising during demolition and construction works.

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 conservation areas. A notice was displayed on site and letters were sent to surrounding occupiers.

Two objections have been received and are summarised as follows:

It is a truly hideous proposal and quality architecture is the lowest priority for the Council, after appeasing nimbies and securing investment.

Nearly half of Greater Manchester's Mills have been lost since the 1980s. The mills are to Manchester what the canals are to Venice. The Hotspur Press is one of the best left near the City Centre. It would be better to destroy it than butcher it. The right thing to do is to refurbish it at its existing height. If that requires public money then so be it. There must be a line.

No more city centre flats should be built without green space. People will only feel more suicidal and depressed in an area with no access to green space and clean air.

More parks and less car parks are required. A group of terraced social houses with gardens for families should be built, or a new park.

Residents who live around six abandoned lots of dirt and weeds would love to see more greenery, trees. Space should be used by everyone rather than greedy development companies who think of nothing but their own wallets and not what this city wants or needs.

Residents who live opposite the site are concerned about the hours of works, in particular noisy works.

1no. comment has been received and is summarised as follows:

I hope the planners will really maximise the commercial space within the development. The application does mention commercial floorspace but I hope that there will be several units available and that they will lean towards the class A1 and A3 uses, which as a resident of this side of the city I feel that it needs more of, particularly with the success of First Street which has become a really family friendly space.

There is a little bit of land across Gloucester Street, opposite this development. I doubt it would mention this in their plans but it attracts litter and fly posters and would be good if that was somehow brought up to the standard that this application proposes for the rest of the area.

Historic England (North West) - Confirmed that they were not required to be consulted.

Manchester Conservation Areas and Historic Buildings Panel – felt that the loss of the roof was visually disturbing and the whole of the mill should be retained without such a dramatic intervention. The floor to ceiling heights could be overcome and suggested that duplexes or triplexes could provide a solution that would retain more of the mill. Large sections of the buildings should not be demolished.

The tower relates poorly to the mill and would lose its dignity. The mill complex forms an important grouping with the Dunlop building and Cambridge Street Mill and the tower would not relate to this important context. The buildings have a significant group value and should be embraced 'as found'.

The tower would put the new space in shadow and would dominate the group and destroy its cohesiveness rather than tie into it. A lower rise solution would tie it into its surroundings. The proposal does not take the issue of the staircase to Oxford Road Station into account. Any original windows should remain and / or be reinstated back to their former design and detail. The River should be tidied up around the site.

Head of Regulatory and Enforcement Services (Environmental Health) - Have no objections but have recommended conditions relating to the following: servicing and construction hours; opening hours of the commercial properties; 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; a scheme for the acoustic insulation of the residential use, the commercial uses and the associated plant and equipment; implementation of the residential waste management strategy; a commercial waste management strategy; The submission and agreement of the findings of the contaminated land site investigation; and, a scheme for fume extraction.

Travel Change Team City Policy – The travel plan should be secured by condition.

Flood Risk Management Team - Have recommended conditions to require the implementation and management of the surface water drainage works detailed within

the flood risk assessment to ensure that attenuation through Green Suds is maximised.

Corporate Property - No comments received.

City Centre Regeneration - No comments received.

Strategic Development - No comments received.

Work and Skills Team – Recommend that a local labour condition is attached to the application.

Housing Strategy – No comments received.

Natural England – do not object and advise that consider that the proposal would not have a significant adverse impact on statutorily protected species or landscapes and provided advice on other natural environment issues to the applicant and LPA.

Neighbourhood Services (Trees) – No comments received.

Highway Services - the proposals are acceptable based on the submitted information.

Greater Manchester Ecology Unit – ecological constraints were identified in the ecological report relating to bats, nesting birds and proximity to the River Medlock. These can be resolved via conditions and further information on invasive species is required.

Moderate bat activity was identified along the River Medlock with evidence of bats accessing the building to forage and potentially rest. Conditions are required for the submission and agreement of detailed reasonable avoidance measures method statement for bats prior to any clearance, demolition or internal stripping of the buildings; and the submission and agreement of a lighting and design strategy for street lighting.

A condition is recommended to prevent demolition occurring until a detailed bird nest survey has been carried out by a suitably experienced ecologist immediately prior to demolition. No active bird nests are present. This should be submitted and agreed or the submission and agreement of a general license issued by Natural England authorising destruction of the feral pigeon nests.

Japanese knotweed and Himalayan balsam are not on site, but are likely to be present in the River Medlock, which may need to be accessed to carry out works to the exterior of the building. A condition is required to clarify whether the river Medlock has been assessed for invasive species and whether access will be required to enable the development.

A construction and environmental management plan should include a section on the protection of the River Medlock from accidental pollution spillages, dust and debris during demolition and construction. Detail of the improved drainage should also be

provided to demonstrate that there would be no negative impacts on the ecological status/potential of the River Medlock resulting from the disposal of foul water and surface water disposal post-development and evidence of a reduction in surface water from the site.

The developer has committed to best practice during construction and to open up access to the river through an elevated level. Section 109 NPPF states that the planning system should contribute to and enhance the natural and local environment. The site is currently of very low ecological value. The proposed roof garden and bat boxes are positive. I would also recommend the provision of bird boxes. The detail can be conditioned as part of the landscape proposals.

Greater Manchester Archaeological Advisory Service – Require a programme of archaeological recording to be undertaken, to record and advance understanding of any as yet unknown heritage assets in a manner that is proportionate to its 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.

The desk based assessment identifies archaeological interest related to a potential Roman road together with former engine houses of the early and later Medlock Mill. GMAAS agree that a scheme of evaluation trenching followed by more detailed excavation of significant remains, together with a targeted watching brief, represent appropriate mitigation. The methodology for the archaeological works can only be determined when more details are forthcoming on the nature and process of demolition and ground works.

The proposal requires removal of most of the mill's historic fabric so it is important that a record is created of the fittings, fixtures, fabric, layout and phasing for archive purposes and to inform our understanding of the historic development and significance of the mill complex.

A historic building survey should be undertaken during and following the soft strip process, and during demolition. This study will enhance the survey work undertaken for the Heritage Statement part of the EIA. A historic building survey and archaeological excavation is required to make a record of the archaeological interest impacted on by the scheme.

The scheme will preserve the east façade of the mill along with much of the original roadside wall and the southern block of the mill. The eastern wall of the spinning mill block in particular will be a striking feature in the townscape and it will be important to provide an understanding to the new occupants and users of the public space about the site's heritage.

GMAAS would like to see a scheme within the new square to commemorate the industrial heritage of the site. It is recommended that a planning condition is attached to any consent to secure this.

Transport for Greater Manchester – No comments received

Greater Manchester Police (Design for Security) – Recommend that a condition is put in place that reflects the recommendation (Section 4 & 5) within the Crime Impact Statement (URN: 2018/0397/CIS/01 Dated: 14/06/2018).

Greater Manchester Pedestrians Society – No comments received

Greater Manchester Geological Unit – No comments received

National Planning Casework Unit - No comments received

Environment Agency – Confirmed that they have no objection in principle but make the following comments:

Although the site is shown as flood zone 1, the basement level could be at risk of flooding. The flood resistance measures outlined in Section 7 of the Flood Risk Assessment should be implemented.

The proposal must strictly accord with FRA and the mitigation measures identified as it will form part of any subsequent planning approval. Any proposed changes to the FRA and/or the mitigation measures identified the submission of a revised FRA would be required as part of an amended planning application.

An informative is recommended regarding the need for a permit under the Environmental Permitting (England and Wales) Regulations 2016 from the Environment Agency.

United Utilities – Recommended conditions to:

- Require foul and surface water to be drained on separate systems.
- Require the submission and agreement of a surface water drainage scheme
- Require the submission and agreement of a sustainable drainage management and maintenance plan for the lifetime of the development

Provided advice on the procedure to gain water supply for the development, for the adoption of waste water assets by United Utilities and to maintain the level of cover to the water mains and public sewers.

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

The Wildlife Trust – No comments received

Network Rail – No objections in principle and are largely supportive of the proposal. The design and layout needs to ensure that there is no adverse impact on the operational viaduct or the arches (and their respective businesses) which are situated adjacent to this building. Consideration needs to be given to ensuring that the design, access, parking and servicing arrangements will not have an adverse impact on Network Rail's ability to inspect, maintain, renew and repair the viaduct structure. It should also not impact on the future aspirations of this company to refurbish the arches to create new commercial, retail and leisure space.

The proposal will also need Network Rail agreement to design and construction going forward.

Manchester Airport Safeguarding Officer – Advised that the proposed development has been examined against aerodrome safeguarding measures; it does not conflict with any safeguarding criteria. Accordingly, Manchester Airport has no safeguarding objections to the proposals. However, any cranes or other tall equipment required during construction may present a hazard to air safety and will need to be assessed separately to ensure that aircraft safety is protected. An informative is recommended regarding this.

NATS Safeguarding - Have no safeguarding objection to the proposal.

The Civil Aviation Authority – No comments received.

Issues

Local Policy

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), EC1 (Land for Employment and Economic Development), CC1 (Primary Economic Development Focus (City Centre and Fringe), CC3 (Housing), CC5 (Transport), CC6 (City Centre High Density Development), CC7 (Mixed Use Development), CC8 (Change and Renewal), CC9 (Design and Heritage), CC10 (A Place for Everyone), H1 (Overall Housing Provision), H8 (Affordable Housing), T1 (Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste), PA1 (Developer Contributions), DM1 (Development Management) and DM2 (Aerodrome Safeguarding).

The Core Strategy Development Plan Document 2012-2027 was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

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

S02. (Economy) – supports a significant improvement of the City’s economic performance to spread the benefits of growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The scheme would provide construction jobs along with permanent employment from the ground floor uses and ongoing management of the building in a highly accessible location.

S03 (Housing) – The scheme would provide 171 apartments in a highly accessible location and meet demand for housing near to employment, in a sustainable location. It would address demographic needs by providing a variety of accommodation sizes. Economic growth requires well located housing to provide attractive places for prospective workers to live and allow them to contribute positively to the economy.

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

S06. (Environment) – The development would protect and enhance the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP1 (Spatial Principles) – The development would be sustainable and be consistent with the aim of bringing forward high quality city living alongside economic and commercial development, within the Regional Centre. It would be consistent with the City Centre Strategic Plan. The development would be close to sustainable transport, maximise the potential of the City’s transport infrastructure and help to create a neighbourhoods where people choose to be and live by: enhancing the built and natural environment and providing a range of quality housing types; creating a well-designed place; creating character; reusing previously developed land; and, reducing the need to travel.

Policy EC1 (Land for Employment and Economic Development) - The proposal would support the City’s economic performance by developing a site in the City Centre. This would help to spread the benefits of growth across the City helping to reduce economic, environmental and social disparities and creating inclusive sustainable communities. The site is well connected to the City’s transport infrastructure and the development would maximise the promotion of walking, cycling and public transport use. The City Centre is a key location for major employment growth and the proposals would create jobs during the construction phase and within the commercial units which would in turn contribute to economic growth. The design would use the site efficiently and enhance the sense of place. The proposal would consider the needs of users and employees in terms of access to a range of transport modes and the reduction of opportunities for crime.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) - The proposals would deliver a product that would complement existing uses and schemes

in the pipeline. The development would be a high density, residential led, mixed use scheme that would provide active uses in addition to housing.

Policy CC3 (Housing) – It is expected that a minimum of 16,500 new homes will be provided in the City Centre up to 2027. The development would be located within an area identified for residential development and would contribute to meeting the overall Core Strategy housing targets for the City Centre though providing 171 new homes close to First Street. The accommodation would suit a range of occupants, in terms of both the number of rooms and their size.

Policy CC5 (Transport) - The proposal would improve pedestrian safety by providing secure accommodation and increasing natural surveillance. The development would help to improve air quality and reduce carbon emissions by being accessible by a variety of modes of transport.

Policy CC6 (City Centre High Density Development) - A high density development is proposed that would maximise the efficient use of land.

Policy CC7 (Mixed Use Development) - The proposals would include basement and ground floor commercial space. This would create activity and increase footfall and would provide services for residents within and adjoining the local area and for visitors. The uses proposed would complement the leisure and retail uses within First Street and along Oxford Road.

Policy CC8 (Change and Renewal) – The proposal is a large scheme that would support the employment and retail role of the City Centre and would improve the accessibility and legibility of the Centre. The development would create temporary employment during construction along with permanent employment from the ground floor uses and the ongoing management of the accommodation. It is consistent with the approved development framework for the area.

Policy CC9 (Design and Heritage) – The design would be appropriate to the City Centre context and character. The scale, height, massing, alignment, material and use are acceptable and would not adversely affect the setting of adjacent listed buildings. This would be a high density development which would repair the urban fabric by retaining significant elements of the existing fabric and developing a high quality building, within and around refurbished historic structures and a new high quality public realm.

Policy CC10 (A Place for Everyone) – The apartments would be a mix of one and two bedrooms in a range of sizes, which would appeal to a wide range of people from single professionals and young families to older singles and couples. Level access would be provided into the building and full access would be provided to all facilities on all levels via passenger lift. The site is in a highly accessible, sustainable location.

Policy H1 (Overall Housing Provision) - The development would provide new homes, of a type considered suitable for the City Centre within a high density mixed use development and is consistent with regeneration objectives. It would include a mix of accommodation that would help to create a mixed use community.

Policy H8 (Affordable Housing) – to be added (viability feedback needed) - The applicant has provided an appraisal which demonstrates that the scheme is viable and capable of being delivered. It is proposed that a financial contribution of £400,000 is made towards the off-site provision of affordable housing via a commuted sum with a reconciliation later in the process.

The proposal also includes the retention of deteriorating heritage assets, the creation of area of open space and public realm and the creation of access and space by the River Medlock. The costs of this would be substantial. This is also a constrained site that is likely to be heavily contaminated. Given this, the proposed level of contribution is considered to be acceptable. The issues are discussed further in this report.

Policy T1 (Sustainable Transport) – The proposal would encourage modal shift away from car travel to more sustainable alternatives through its location, the implementation of a travel plan and the provision of 1 cycle parking space per apartment. Pedestrian routes would be improved through the provision of high quality public realm and access to the River Medlock. A pedestrian link would be provided through the site from Gloucester to First Street, which would could give access from First Street to Oxford Road Station if the staircase planned by Network Rail is built.

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

Policy EN1 (Design Principles and Strategic Character Areas) - The proposal involves a high quality design which would enhance the character of the area and the overall image of Manchester. The design responds positively at street level with the provision of public space and active uses, which would improve permeability.

EN2 (Tall Buildings) – The proposed building would have a high standard of design quality, be appropriately located within the site, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits.

Policy EN3 (Heritage) - There is an opportunity to enhance the architectural and urban qualities of the site. The development would have an impact on the character and appearance of the site and the settings of a number of nearby listed buildings.

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

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

Policy EN8 (Adaptation to Climate Change) - This is a highly sustainable location and the development would achieve an approximate 6.5% improvement over the Part L 2010 Building Regulations benchmark although this could be improved when the commercial units are occupied. The site is in flood risk zone 1 and generally has

a low risk of flooding, but there is a potential residual risk of flooding from groundwater associated with the basement. The development has been designed with measures to avoid flooding. The application is supported by an energy statement and environmental statement.

Policy EN9 (Green Infrastructure) – The development includes tree planting within the proposed public realm and the incorporation of a rooftop garden.

Policy EN14 (Flood Risk) – A Flood Risk Assessment and drainage strategy has been submitted in support of the application. The site falls within Flood Zone 1 (low probability). The site would reduce surface water run off by up to 50% compared to the existing baseline and therefore reduce flood risk elsewhere.

EN15 (Biodiversity and Geological Conservation) – The redevelopment would provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats.

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

Policy EN17 Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and ground water contamination would be minimised.

Policy EN18 Contaminated Land and Ground Stability - A site investigation, which identifies possible risks arising from ground contamination has been prepared.

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

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

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

- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

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

Policy DM2 (Aerodrome Safeguarding) – The proposed development would not affect the operational integrity or safety of Manchester Airport or Manchester Radar subject to gaining the required crane / tall equipment permit. An informative would be applied to the application to require this.

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

Saved Unitary Development Plan Policies

Policy DC7 (New Housing Development) - The proposals would have level access throughout and into the site, ensuring that all future residents can gain access to the upper floors of development. Hallways would have widths to allow for wheelchair accessibility throughout the building. The structural strategy and adaptable floor plates allow for future flexibility so that internal walls within units and internal partitions can be moved without significant structural alteration, allowing apartments to be adaptable.

Policy DC10.1 (Food and Drink Use) - Space would be provided at the ground and basement floors that could accommodate A3 uses. These facilities are appropriate within this location.

Policy DC14.1 (Shop Fronts and Related Signs) - The proposed shop fronts would be in keeping with the character of the building, buildings within the local area and would comprise a glazed curtain walling system with body tint glass. Appropriate locations for signage have also been included on the elevations.

Policy DC14.2 (Shop Fronts and Related Signs) - Level access would be provided through all entrances.

DC19.1 (Listed Buildings) – It is considered that the proposal would not have a detrimental impact on the settings of the nearby listed buildings.

Policy DC20 (Archaeology) – The site has an archaeological interest from historical industry, and a scheme of investigation is proposed.

DC26.1 and DC26.5 (Development and Noise) – The application is supported by acoustic assessments.

RC20 - Area 20 (Small Area Proposals) confirms longstanding objectives for the area and encourages the general enhancement of this area. It specifically states that advantage will be taken of any opportunities to open up access to the River Medlock. The proposals comply with these objectives.

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

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

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 8 & 9). 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:

“The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.”

The proposed development is considered to be consistent with sections 5, 6, 7, 8, 11, 12, 14, 15 and 16 of the NPPF for the reasons outlined below.

Section 5 (Delivering a sufficient supply of homes) – The scheme would provide an efficient, high-density development that would deliver 171 homes in the City Centre. It would provide a range of accommodation sizes, types and tenures and help to create a sustainable, inclusive and mixed community. Significant investment in housing is required in appropriate locations within Manchester as the City grows. The City Centre is the biggest source of jobs in the region and the apartments would help to support the growing economy and help to create a vibrant, thriving and active community. The development would restore and retain non-designated heritage assets that are vacant, improve access to the River Medlock and include a large amount of public open space.

The applicant has provided an appraisal which demonstrates that the scheme is viable and capable of being delivered. It is proposed that a financial contribution of £400,000 is made towards the off-site provision of affordable housing via a commuted sum with a reconciliation later in the process.

The proposal also includes the retention of deteriorating heritage assets, the creation of area of open space and public realm and the creation of access and space by the River Medlock. The costs of this would be substantial. This is also a constrained site that is likely to be heavily contaminated.

Section 6 - Building a strong and competitive economy – supports economic growth in order to create jobs and prosperity, building on an area’s inherent strengths. The proposal would support economic growth and help to create jobs and prosperity through construction and through the operation of the commercial uses.

Section 7 Ensuring the Vitality of Town Centres - promotes competitive town centres and recognises that residential development can ensure the vitality of centres. A high quality development on a site containing vacant buildings and in need of investment would improve the area and the commercial uses would support the housing and tourism sectors.

Section 8 Promoting healthy and safe communities – This recognises that the planning system can facilitate social interaction and create healthy, inclusive communities. The development would incorporate a mix of uses and active street frontages, and would be safe and accessible. It would be fully integrated into the wider area and would relate well to and complement the nearby commercial developments at First Street, Great Jackson Street and within Knott Mill.

Section 9 Promoting Sustainable Transport – Focussing development in sustainable locations that limit the need to travel and offer a choice of transport modes contributes to sustainability and health objectives. This site is close to Oxford Road and Deansgate railway stations, Deansgate/Castlefield and St Peter’s Square Metrolink Stations, Metroshuttle Services 2 and 3 and bus routes on Oxford Road and Deansgate. This would be sustainable development and contribute to wider sustainability and health objectives and would give people a choice about how they travel.

Section 11 Making Effective Use of Land – Planning should promote the effective use of land, safeguard and improve the environment and ensure safe and healthy living conditions. The reuse of vacant buildings would use the site effectively.

Section 12 Achieving Well-Designed Places – promotes the high quality and inclusive design of individual buildings, public and private spaces and wider development schemes. The design has been reviewed through consultation and evolution. The alterations and the tower would respect the historic site and the character of the existing buildings. The proposals would also include high quality and inclusive public space.

Section 14 Meeting the challenge of climate change, flooding and coastal change – Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is a highly sustainable location and the development would achieve an approximate 6.5% improvement over the Part L 2010 Building Regulations benchmark although this could be improved when the commercial units are occupied. The site is in flood risk zone 1 and generally has a low risk of flooding, but there is a potential residual risk of flooding from groundwater associated with the basement. The development has been designed with measures to avoid flooding.

Section 15 Conserving and enhancing the natural environment – advises that the planning system should contribute to and enhance the natural and local environment, and that local planning authorities should aim to conserve and enhance biodiversity. The application has considered the potential risks of various forms of pollution, including ground condition and noise. It is considered that the proposals, with appropriate mitigation measures, would not have any significant adverse impacts on the natural environment. The application also includes measures to protect and enhance the natural environment.

Section 16 Conserving and Enhancing the Historic Environment - sets out the criteria that should be taken into account when assessing the impact of development on heritage assets when determining planning applications. Heritage assets include areas or landscapes with a heritage interest. The site is not within a conservation area but does affect the settings of nearby Grade II and II* listed buildings. Two of the buildings on the site are also considered to be non-designated heritage assets. The applicant has submitted a heritage statement that assesses the impact on the site and the surrounding heritage assets. An archaeological desk-based assessment that shows that the site may contain archaeological features, which would not be of more than regional or local interest. A condition on any approval would secure a programme of archaeological work to record any features of interest.

Other Relevant City Council Policy Documents

Strategic Plan for Manchester City Centre 2015-2018

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

The application site falls within the area designated as First Street. This area has been transformed into a vibrant mixed use neighbourhood, building on the opportunities provided by its adjacency to the city centre. The key priorities for this area are:

- Delivering the new residential led development at First Street South.
- Development of the Little Peter Street Site for residential development with a mix of occupancy type.
- Investigating the feasibility and appropriate designs for potential creative hubs within and adjacent the Hotspur Press and the railway arches along Whitworth Street West,
- Continuing the branding, animation and marketing of the area to start to create a sense of place that will establish the area as a place to visit and do business in.
- Developing the commercial phase for First Street Central.

- Working with Network Rail to minimise the impact of the Northern Hub work at Oxford Road Station on the First Street development.

The proposed development would be consistent with achieving these priorities through opening up access to the Whitworth Street railways arches from First Street for possible future creative uses and providing residential accommodation and commercial uses in support of the above priorities.

The First Street Development Framework (FSDF)

This was endorsed by Manchester City Council in March 2011, published in 2012 and updated in 2015. The SRF places a strong focus on creating a “sense of place”. It recognises that First Street must become embedded within its wider neighbourhood, and become a provider of facilities, services and accommodation for that wider neighbourhood, if it is to unlock its own potential and provide the stimulus for much wider physical regeneration activity in the years to come. It is considered that the proposal would provide accommodation that would support the regeneration of First Street and would better integrate the First Street Estate with River Street and Oxford Road via the provision of a valuable pedestrian route linking Gloucester Street and First Street.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

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

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development.

The proposal includes a landscape scheme with tree planting and a rooftop garden. It would create pedestrian linkages through the proposed public realm to the River Medlock.

Legislative requirements

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

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

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

S149 (Public Sector Equality Duty) of the 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 among the protected characteristics.

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

Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 (The 'EIA Regulations'). During the EIA process the applicant has considered an extensive range of potential environmental effects and it is considered that the issues that could give rise to significant impact are:

Townscape and Visual Impact;
Heritage;
Flood Risk and Water Resources;
Noise and Vibration;
Sunlight and Daylight;
Wind Microclimate;

These issues are dealt with in detail further on in the report below.

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

Principle of the Proposed Uses and the Scheme's Contribution to Regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and the provision of new homes and, as the next phase of economic growth progresses, more homes are required to fuel and complement the growth. The proposal would develop a strategic site in one of the City's key regeneration areas and would help to redefine a key entry point into the City.

The proposal would be consistent with the approved First Street SRF and could act as a catalyst for further development and regeneration. It would building on the work that is being carried out within First Street and would help to establish a new residential area within the City Centre.

The proposal incorporates homes, residential amenities, commercial uses (which could include a shop, medical centre or doctor's surgery) and public realm, and would create a critical mass of activity and attract people to the area. The public realm would provide a pedestrian route from Gloucester Street to First Street and open up access to the Whitworth Street arches which could provide more pedestrian connections or commercial or creative uses. It represents an opportunity to expand the active core of the City Centre towards the south and is a significant component of the continued social and economic development of the city.

Manchester's population is expected to increase by 100,000 by 2030, and this, along with trends and changes in household formation, requires more homes. Sixty thousand new homes are required over the next 20 years (3,000 per annum) and the scheme would contribute to this need within a part of the City Centre that has been identified as a suitable location for further residential development. Residential development would be consistent with a number of the Greater Manchester Strategy's key growth priorities. It would deliver homes to meet the demands of a growing economy and population, in a well-connected location, adjacent to a major employment centre and would promote sustained economic growth.

The proposal would deliver good quality homes and would complement an existing residential community. The quality and mix of the product and the size of the apartments have been designed to appeal to several sectors of the market, including owner occupiers and renters.

In view of the above, the development would be in keeping with the objectives of the City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon Manchester City Council's current and planned regeneration initiatives. As such, it would be consistent with sections 5, 6 and 7 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1.

Viability and Affordable Housing Provision

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

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

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

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

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

Core Strategy Policy PA1 regarding developer obligations states that where a need arises as a result of development, the Council will seek planning obligations and this should be assessed on a site by site basis. Of relevance in this instance could be provision of affordable housing, community facilities and the provision of green infrastructure including open space, public realm improvements, protection or enhancement of environmental value and climate change mitigation / adaptation. In the past, City Centre residential developments have in some instances, contributed towards environmental and residential infrastructure improvements. However in determining the nature and scale of a planning obligation, it is necessary to take into account specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination.

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

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

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

The recently endorsed 'Housing Affordability in Manchester' report acknowledged the importance of delivering new homes through the planning process, providing the fundamental and underlying platform for growth and ensuring that the supply of

housing increases thereby helping to counter price rises created by shortage. An assessment of scheme viability was noted as an essential part of this process.

The applicant has provided an appraisal which demonstrates that the scheme is viable and capable of being delivered. It is proposed that a financial contribution of £400,000 is made towards the off-site provision of affordable housing via a commuted sum with a reconciliation later in the process.

This scheme is on the edge of First Street. The buildings are not listed or within a conservation area but are heritage assets. They have been vacant for a number of years and are deteriorating and if a new use is not found, they may well be lost. The scheme involves the sensitive restoration of one of the heritage assets and the retention and integration of two of the facades of another. The proposal also includes the creation of an area of open space and public realm and the creation of access and space by the River Medlock. This would provide better connectivity and legibility though the area and improve access and linkages to First Street. The costs of this would be substantial. This is also a constrained site, close to the River and a heavily trafficked railway viaduct that is likely to be heavily contaminated. Given the significant cost involved in bringing the heritage assets back into full use and the provision of new public realm as proposed, it is considered that the contribution to affordable housing proposed is acceptable in this instance.

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

Visual Amenity Including Tall Buildings Assessment and assessment of the Impact on the Historic Environment

One of the main issues to consider in assessing the scheme is whether this is an appropriate site for tall buildings. The proposal has been thoroughly assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in the Tall Buildings: Historic England Advice Note 4 published On 10 December 2015 and the Guidance on Tall Buildings Document published by English Heritage and CABI in July 2007.

Design Issues, Relationship to Context and Impact on Historic Context

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been addressed.

Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 192 identifies that in determining applications Local Planning Authorities should take into account the following considerations:

- 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 viability.

- The desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 194 states that 'any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a. Grade II listed buildings, or Grade II registered parks or gardens, should be exceptional;
- b. assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, Grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.'

Paragraph 197 states that 'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'

Chapters in the Environmental Statement assess the historic environment and the visual impact of the proposal upon identified heritage assets and a Heritage Statement and a Townscape and Visual Assessment have been submitted. The assessment includes the cumulative impact of development proposed nearby. The main higher grade heritage assets, (including the Manchester Central (Grade II*), The former Refuge Assurance Building (Grade II*) and Central Library (Grade II*) are some distance away so the main impact on them would be experienced in long views and upon the city skyline, with many views screened by other developments such as One Cambridge Street and 1 Great Marlborough Street.

The site is not within a conservation area and is not listed. The following listed buildings are within the vicinity of the site and would potentially be affected: the Altrincham Railway Viaduct (Grade II Listed) directly to the north, the Ritz Dance Hall (Grade II Listed) to the north, Mackintosh Mill (Grade II Listed) to the south, Oxford Road Station (Grade II Listed) to the east and Chorlton Mill (Grade II Listed) and Chatham Mill (Grade II Listed) to the south east Ritz Dance Hall. The 1801 and 1880 buildings on the site itself are considered to be highly significant non-designated heritage assets.

The impact of the development on the settings of these heritage assets from a townscape viewpoint has been assessed through the appraisal of twelve different viewpoints. It concludes that the development would have seven instances of negligible impact and five instances of moderate beneficial impact (Gloucester Street at Whitworth Street West, Manchester Central, Whitworth Street West at the Hacienda, Jack Rosenthal Street and Cambridge Street at River Street).

The proposal would affect views of these listed buildings and would have the most impact on the setting of the adjacent viaduct, but this would be a moderate beneficial impact as the development would open up views of and access to part of the south

facing elevation of the viaduct including the arches. It would not cause harm to any of the identified heritage assets.

From Jack Rosenthal Street (viewpoint 2) the rear of the Hotspur Press complex would be clearly seen with its industrial form well represented where it makes a contribution to the setting of the adjacent viaduct. The combination of heritage assets and the contemporary development makes a positive but relatively-minor contribution to the appreciation of the city's historic environment and industrial legacy. The retention of the surviving gable of the c1801 mill and the curved 1882 facade, connected via a complementary four storey, 'mill-like' extension, ensures that the fundamental, industrial-character of the building-group is retained. The new tower component would be read as emerging above this clearly defined, former mill group. The tower would be read as a complementary building with the C19th building group being the main feature of this local view. The opening of the river edge would enhance the focus on the retained and refurbished historic fabric and the setting of the railway viaduct.



The development of the Hotspur Press would be highly visible from Gloucester Street at Whitworth Street West viewpoint (viewpoint 3). The refurbished façade would extend to the river boundary which is enclosed by the retained 1882 warehouse component. The tower would be partially obscured by the listed bridge and the focus would be on the restored brick elevations of the boundary wall. The dominant impact of the railway infrastructure reduces the impact of the tower on the streetscape and ensures that the visual impact on the listed viaduct would be minimised and the c1801 mill façade continues to dominate the view. The pedestrian environment would be enhanced by the openings that would be created in the wall at street-edge, creating views into the public square. The proposal works to the Hotspur Press would improve its character and appearance by refurbishing and retaining key components.



The Grade II Listed viaduct would continue to dominate the streetscape and define the historic environment. It cuts a line through the City and acts as a wall cutting views vertically and horizontally. It can also be perceived as a plinth for the series of taller buildings that are located on either side of it. In this instance, the historic mill buildings are seen through the open arches, with the tower truncated above.

Looking north along Cambridge Street (viewpoint 5), the development would be viewed in the background to the retained 1882 warehouse section. The development would continue to express the external envelope of the of the former-mill complex and despite the scale of the proposed tower in the background, the Hotspur Press would continue to be read as a former industrial site.

The retained façade would ensure that the non-designated heritage assets continue to be read as a cohesive group and the main focus of the streetscape. The development would therefore improve the character and appearance of the Hotspur Press complex through the refurbishment of the non-designated heritage assets and the retention of key character-defining components. The proposal would have a negligible impact on the listed viaduct from this perspective.

The partial demolition of the original 1801 mill building is regrettable given its significance and historical importance. However, the building is not listed and the floor to ceiling levels are too shallow to provide living accommodation. After measures had been introduced, the floor to ceiling height would only be 2040mm. It is understood that the conversion of the mill is further unviable as the conservation deficit is so significant that complementary development is necessary to conserve, refurbish and retain the fabric that would be retained.



The building has been altered significantly and its condition is poor and deteriorating. It has lost some of the interest that it would have had in its original state. A new structure, working to the new levels would be inserted behind the retained façade and duplexes are proposed to preserve existing window openings on the Eastern facade. It would be preferable to retain the roof but its original covering has been lost and it adds little to the building when viewed from street level. Its removal is required to implement the proposal.

The entire original structure of the 1880's warehouse would be retained and refurbished as the floor to ceiling heights make this viable.

The proposal would retain as much of the original fabric as is feasible and would remain architecturally honest. Part of the original single-storey shed structure would be retained, with asbestos panels replaced with glazing to create a covered open space within the square. Attempts would be made to reuse the cast-iron elements of the internal accommodation within a different part of the site.

The Townscape and Visual Impact Assessment has considered a range of views of the site across a wide area of the city. It has found that the overriding cumulative impact when considered alongside other consented schemes would be negligible or moderate beneficial. Views of visitors, travelling public, workers and residents have been assessed and the impact would range from negligible to major beneficial. The major beneficial impacts would be from Jack Rosenthal Street, from Whitworth Street West at the Hacienda and from the junction of River Street and Cambridge Street.

Overall, the verified views demonstrate that the proposal would add a positive element to the skyline and would be complementary to the emerging character of the area. When viewed from the radial routes, the city centre skyline expresses the

density of the City. Numerous tall buildings form important elements of the skyline and these are an essential part of the character of any dynamic city. The scheme, along with the nearby One Cambridge Street and 1 Great Marlborough Street developments and other consented schemes in the area contribute to a clear clustering of buildings which create a dynamic and varied skyline. The principle of taller buildings has previously been established in this area with the approval of the nearby One Cambridge Street site.

The visual assessment has demonstrated that this proposal would have a moderate beneficial impact on any views of importance and would create a positive landmark. It would provide a positive architectural statement, enhance the City's skyline and have a positive effect on the townscape. The tower is on the historic boundary between the township of Manchester and the township of Chorlton upon Medlock and acts as a marker of the historic border of the township of Manchester.

The proposal would have a low beneficial impact on the affected heritage assets as it would retain the character of the former mill complex and facilitate sensitive redevelopment. The proposals would also improve the relationship with the adjacent Grade II Listed viaduct and open up views and access to the River Medlock and would allow a conservation led refurbishment of the retained historic buildings and structures

The site has archaeological interest relating to Manchester's industrial heritage. Any archaeological interest would be fully investigated and recorded and this should be secured via a condition.

In view of the above, it is considered that the proposals would enhance the setting of the conservation area and the nearby listed buildings and would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.2, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Urban Design, Visual Impact and Architectural Quality

The key factors to evaluate are the building's scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy policy on tall buildings seeks to ensure that tall buildings complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City. It identifies sites within and immediately adjacent to the City Centre as being suitable for tall buildings.

The proposal is for a tall building as an extension to non-designated heritage assets. It would be a brick building that would integrate well with surrounding brick built historic buildings and structures. The proposal would positively contribute to the group of tall buildings on this side of the City Centre, including towers at 1 Cambridge Street and 1 Great Marlborough Street.

The design of the tower would have a grid formed by vertical brick columns that would rise up the facades and horizontal banding created by expressed floors. It

would include a large amount of glazing to lighten its appearance and to contrast with the original brick buildings. It would have a distinctively modern appearance that would not compete with the historic mill structures. The tower has been located tight to the western side of the site to create the maximum space between it and the retained buildings to maximise their impact and appearance.

The plinth would be more solid in terms of design, scale and materials to relate to the retained buildings and the listed viaduct and would provide a streetscape that would complement them. When viewed at street level the plinth and mills would be the dominant visual element and would make a positive contribution to the character of the street scene and the setting of the nearby listed buildings.

The retained buildings would be repaired, restored and re-instated to make good damage caused by water ingress, vegetation damage, bomb damage and long term degradation. Some of the single storey shed structure would be retained in the public realm, with the asbestos roof replaced by glazing.

The materials would respond to the surrounding red brick warehousing vernacular and surrounding new build developments. A condition requiring samples of materials and details of jointing and fixing, and a strategy for quality control should be attached to any permission granted.

The development would retain the original urban grain and incorporate a series of routes that would guide pedestrians through covered walkways and glazed concourses from Gloucester Street to First Street.

Active frontages and external seating would provide animation to the edges of the public square and would create a variety of spaces to pass through and sit with shelter in place from the retained roof section and tree canopies. The retention of the single storey warehouse retaining wall adjacent to Cambridge Street would define the square and add interest. The public space would incorporate a loggia improving access to the River Medlock and opening up views of the river.

The above characteristics would produce interest and improve the visual amenity of Gloucester Street and First Street and the surrounding area, including the setting of the nearby listed buildings and the River Medlock; and add positively to the blend of traditional and modern design in the wider area.

Given the above, it is considered that the proposed development would result in high quality buildings that would be appropriate to their surroundings.

In view of the above, it is considered that the proposals would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.3, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Credibility of the Design

Tall buildings are expensive to build so the standard of architectural quality must be maintained through the process of procurement, detailed design and construction. The design has been subject to commercial review to ensure it remains commercially viable. The applicant has experience of delivering residential development, including the conversion of listed buildings, such as The Shot Tower in Chester and Constable Court in Baguley. They also have experience of delivering commercial development including Universal Square, 9 Portland Street and 2 Harter Street. The viability of the scheme has been costed on the quality of scheme shown in the submitted drawings. The applicant has appointed an experienced team capable of designing a development of height and scale.

The design team have previous experience of delivering tall buildings within the City (most notably St Michael's, Motel One, One Cambridge Street and Liberty Heights) and have recognised the high profile nature of the application site and the requirement for design quality and architectural excellence. A significant amount of time has been spent developing the proposals and the scheme submitted for the planning application to ensure that it can be constructed and delivered.

In view of the above, it is considered that the proposals would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.3, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Provision of a Well-Designed Environment

The proposal would include a mix of apartment sizes that could attract a range of occupants and help to foster a mixed community. A roof garden would be provided above the tower along with the public realm area. High quality materials are proposed for the buildings and public realm and complementary colours would unify the different areas of the site and its surroundings. In addition, residential amenity facilities are proposed, which would help to foster a sense of community.

In assessing the above criteria, it is considered that the applicant has thoroughly demonstrated that the proposals would satisfactorily meet the English Heritage and CABI guidance and that the proposals would provide a tall building of a quality acceptable to this site. In view of the above the proposals would also be consistent with sections 5, 6, 7, 8, 10, 9, 11, 12 and 16 of the NPPF, policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC18, DC19, DC20 and DC26.

Relationship to Transport Infrastructure

A Transport Assessment concludes that the proposal would not have a material impact upon traffic and network capacity. Oxford Street and Deansgate are bus routes and the closest Metrolink Station is Deansgate/Castlefield. Oxford Road Train Station and Deansgate Train Station are nearby. The opportunity for sustainable travel is enhanced further by the site's location with good pedestrian and cycle links to the wider city centre. It is considered therefore that the site is in an optimum location for sustainable transport links.

A Framework Travel Plan (TP) sets out a package of practical measures aimed at reducing the transportation and traffic impact of the development, including the provision of public transport, walking and cycling information and a car club scheme. The Plan is intended to encourage individuals to choose alternative modes over single occupancy car use and where possible reduce the need to travel at all.

The submitted Transport Assessment demonstrates that there are sufficient other public car parks within close proximity of the site and Highway Services are in agreement with the parking proposals.

1 secure cycle parking space would be provided within each apartment and additional cycle parking would be provided within the public realm for the commercial uses. Highway Services do not object to the proposal given the measures included in the application.

Given the measures put forward and the highly sustainable location of the development, it is considered that the proposal would not have a detrimental impact on transport infrastructure.

The applicant acknowledges the need to implement measures to keep construction impacts to a minimum and have submitted a construction management plan. In view of the above, it is considered that the proposals are considered to be in accordance with Section 9 of the National Planning Policy Framework, policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

Sustainable Design and Construction

An Environmental Standards and Energy Statement sets out the sustainability measures proposed. These would:

- Reduce the demand for main water through the use of low flow taps and dual flush toilets and the use of water monitoring and leak detection;
- Limit the quantity of waste arising during demolition and construction works and maximise that diverted from landfill and a site waste management plan would be prepared;
- Encourage the recycling of waste through the provision of segregated waste facilities;
- Include where feasible the use of locally sourced and include maximised recycled content. Materials would be reviewed using the BRE 'Green Guide to Specification' with an aim to maximise the use of A rated materials,
- Increase the ecological value of the site through additions within the public realm,
- promote measures to reduce the reliance on the use of private cars including a travel plan and the provision of secure cycle storage and facilities,
- Provide comfortable accommodation, minimise the risk of pollution and source labour locally.

The proposal would achieve an approximate 6.5% improvement over the Part L 2010 Building Regulations benchmark which could be improved when the commercial units are occupied. It would where possible, taking site constraints into account, accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy Policies EN4 and EN6 and the Manchester Guide to Development Supplementary Planning Document.

The development would be designed and specified in accordance with the principles of the energy hierarchy in line with Policy EN4 of the Core Strategy and would be required to achieve a BREEAM rating of 'Very Good'. In accordance with Core Strategy Policies EN4 and EN6 the principles of the energy hierarchy have been applied to the development, and it would achieve high levels of insulation in the building fabric and high specification energy efficiency measures.

Given the above, it is considered therefore that the design and construction would be sustainable, in accordance with Core Strategy Policies EN4 and EN6 the principles of the energy hierarchy have been applied to the development and it is considered therefore that the development would have sustainable design and construction.

Contribution to Public Spaces and Facilities

The proposal includes a mixture of external and covered public realm areas including a square, pathways and a Loggia adjacent the River Medlock, with trees planting beds and benches. The square would be to the south of the buildings and would be shaped to form a series of interlinked spaces with areas of respite and animation. Planting beds would offer seasonal interest, colour and texture whilst acting as rain gardens to form a sustainable draining system. The glazed Loggia would open up views of the River Medlock

The commercial uses would add activity and animation to the square. The existing single storey boundary wall would enclose the space at the Gloucester Street side, but would incorporate a series of openings.

The apartments and commercial units would enliven the area and provide natural surveillance to the Gloucester Street frontage and the river. The proposal would provide permeability and form a valuable link connecting First Street to River Street and Oxford Road.

In view of the above, it is considered that the proposals would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.3, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Effect on 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 daylight, sunlight and overshadowing, wind, noise and vibration, night-time

appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

(a) Daylight, Sunlight and Overlooking

The nature of high density developments in City Centre locations means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way.

A daylight and sunlight analysis has been undertaken, which makes reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011), British Standard BS8206 Part 2:2008 - Code of Practice for Daylighting and CIBSE 1999 Lighting Guide LG10 - Daylighting and Window Design.

The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is often inevitable.

The following residential properties and amenity areas have been considered due to their sensitivity and proximity to the site:

- 21-35 Whitworth Street West;
- 84-88 Great Bridgewater Street; and
- One Cambridge Street.

Daylight

The assessment has used the following methods to assess the impact of daylight on the surrounding properties: Vertical Sky Component (VSC) and No Sky Line (NSL). In order to achieve the daylight recommendations in the BRE guidance, a window should retain a vertical sky component (VSC) of at least 27%, or where it is lower, a ratio of after/before of 0.8 or more. If the direct skylight to a room is reduced to less than 0.8 times its former value, this would be noticeable to the occupants. The BRE Guide recognises that different targets may be appropriate, depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of high density city centre as this measure is based upon a suburban type environment (equivalent to the light available over two storey houses across a suburban street). It should be noted that the VSC level diminishes rapidly as building heights increase relative to the distance of separation. Within city centre locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this.

The NSL method can be used where room layouts are known and is a measure of the distribution of daylight at the 'working plane' within a room. The 'working plane' means a horizontal 'desktop' plane 0.85m in height for residential properties. If a significant area of the working plane lies beyond the NSL (i.e. it receives no direct

sky light), then the distribution of daylight in the room will be poor and supplementary electric lighting may be required. The assessment has assumed layouts for rooms in surrounding properties where it was not been possible to obtain the room layouts.

The results should be interpreted in relation to the site's City Centre location where high density development is encouraged. A total of 682 windows serving 504 rooms within three surrounding properties have been assessed for daylight:

- 21-35 Whitworth Street West;
- 84-88 Great Bridgewater Street; and
- One Cambridge Street

Overall the impacts can be summarised as follows:

21-35 Whitworth Street West - 147 windows serving 87 rooms were assessed. For VSC, 145 (99%) would meet the BRE criteria, the remaining two windows would experience an alteration of between 20 and 30%. For NSL, all of the rooms assessed would meet the BRE criteria. Overall, considering the city centre location and the characteristics of the surrounding architecture, the effect on daylight to this property is considered to be negligible in significance.

84-88 Great Bridgewater Street - 108 windows serving 62 rooms were assessed for daylight within this building. For VSC, 106 (98%) windows would meet the BRE criteria. Of the two windows that would not meet the criteria, one would experience an alteration of between 20 and 30% and the other would experience an alteration in excess of 40%. For NSL, all rooms assessed would meet the BRE criteria. Considering the urban context of the development, this is considered a high level of compliance. Overall, considering the city centre location and the characteristics of the surrounding architecture, the effect on daylight to this property is considered to be negligible in significance.

One Cambridge Street - 427 windows serving 355 rooms were assessed for daylight. For VSC, 382 (90%) would meet the BRE criteria. Of the windows that would not meet the criteria, 20 (approx. 5%) would experience an alteration of between 20 and 30%, 14 (approx. 3%) an alteration of between 30 and 40%, and the remaining 11 (approx. 2%) alterations in excess of 40%. None of the windows that fall short of the BRE criteria will meet the VSC targets in the existing scenario as they are overhung by balconies, which restrict the opportunity for daylight to the windows and place an unreasonable burden on the proposed development as the existing VSC values for these windows are very low. All windows that will meet the VSC targets as existing will continue to meet these targets if the proposed development were in place.

For NSL, 226 (96%) of the 355 rooms assessed would meet the BRE criteria. Four of the affected rooms would experience an alteration between 20-30% 10 of the affected rooms would experience an alteration between 30-40% and the remaining five rooms would alterations in excess of 40%. None of the rooms that fall short of the BRE targets will meet the NSL target in the baseline scenario due to the presence of overhanging balconies.

Overall, considering the city centre location and the characteristics of the architecture of the building, the effect on daylight to this property is considered to be minor adverse in significance.

Sunlight

For sunlight impact assessment the BRE Guide sets the following criteria:

- a. Whether sunlight is enjoyed for at least 25% of the annual probable sunlight hours (APSH) throughout the year; and
- b. Whether 5% of the annual probable sunlight hours would be received during the winter months (21st September – 21st March).

A sunlight assessment has been prepared in respect of the 382 rooms in the properties which currently receive some direct sunlight. The impacts of the sunlight assessment on the buildings around the site can be summarised as follows:

21-35 Whitworth Street West – All 87 rooms assessed would meet the BRE criteria for both winter and annual PSH. The effect to sunlight on this building is therefore considered to be negligible in significance.

84-88 Great Bridgewater Street - All of the 78 rooms assessed would meet the BRE criteria for both winter and annual APSH. The effect to sunlight on this building is therefore considered to be negligible in significance.

One Cambridge Street - 234 rooms assessed and 209 (89%) would meet the BRE criteria for both winter and annual APSH. Five of the affected rooms would experience alterations of between 20 to 30%, three would experience alterations of between 30 to 40% and 17 (approx. 7%) rooms would experience alterations in Annual PSH in excess of 40%. The reductions are again attributed to the deep window reveals and overhanging balconies, which restrict the availability of sunlight to these windows as existing. None of the rooms that fall short of the BRE targets will meet the NSL target in the baseline scenario due to the presence of the existing deep reveals and overhanging balconies. The actual reductions in Annual PSH are therefore modest. However due to the low baseline figures, proportionally the losses are large, and so the BRE criteria is not met. Overall, the effect to sunlight on this building is therefore considered to be minor adverse in significance.

The BRE guide recognises that in an urban area, with modern high rise buildings, a higher degree of obstruction may be unavoidable. As well as the fact that the guidelines are designed to be applied to suburban locations, the above results should also be considered in the context that the application site has been a site with relatively low rise buildings on it for many years. As such, the buildings that overlook the site have benefitted from conditions that are relatively unusual in a city centre context.

Therefore, the existing baseline situation against which the sunlight, daylight and overshadowing impacts of any proposal would be measured are not representative of the usual baseline situation that would be encountered within a city centre environment. These factors mean that it is inevitable that there would be a degree of

obstruction to the existing levels of daylight and sunlight to the surrounding residential buildings.

There would be some impact from the proposal on daylight and sunlight levels to residential properties around the site. However, given the city centre location and the mitigating circumstances outlined above, it is considered that the impact of the proposed development would be acceptable.

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

Overlooking

The closest residential properties would be within One Cambridge Street. The minimum window to window separation distance between the proposed development and these existing properties would be approximately 30 metres between a short section of the existing retained mill façade and a short distance of the West Façade of One Cambridge Street, which is considered to be an acceptable distance within this City Centre context.

Other window to window separation distance would be far in excess of this distance. It is considered therefore that the proposed development would not have a detrimental impact in terms of overlooking on the existing residential properties or other buildings near the site.

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

(b) Wind

A wind microclimate study shows that wind conditions in and around the site would rate as suitable, in terms of pedestrian safety, for the general public. In terms of comfort, the conditions in and around the proposal would be suitable for the intended uses. Wind speeds on site are rated as safe and would meet standards for comfort in seating areas and at proposed entrances to the building. The study advises that no mitigation measures are required.

Given the above, it is considered that, acceptable conditions would be retained and it is considered that the proposals are in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester.

(c) Air Quality

An Air Quality Assessment has assessed the impact of the development on air quality at construction and operation stages. The development has the potential to cause air quality impacts during the construction phase and during the operational phase. Additionally, given that the site is located within an air quality management

area there is the potential for the expose of future occupiers to elevated pollution levels.

The construction process is expected to produce dust and increased emissions. Any adverse impacts would be temporary and could be controlled using mitigation measures included within best practice guidance. The proposed development is a car free scheme and road traffic exhaust emissions associated with vehicles travelling to and from the site would be negligible due to the low anticipated trip generation associated with the proposed uses.

The assessment confirms that throughout the design of the scheme, air quality affects have been considered and the proposal benefits from inherent air quality mitigation. There are therefore considered to be no adverse impacts of the operational phase of the development on air quality.

Given the above, it is considered that the proposal would have an acceptable impact on air quality and would be suitable for residential use.

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

(d) Noise and Vibration

The impact of the use on amenity through noise generation and from plant and equipment has been considered. An acoustic report outlines how the premises can be acoustically insulated to prevent unacceptable levels of noise breakout and to ensure adequate levels of acoustic insulation between different uses. These and further measures relating to the restaurant, gymnasium or bowling alley use could be controlled through a condition.

The proposed commercial uses are not anticipated to generate unacceptable levels of noise and disturbance, subject to the acoustic condition mentioned above.

Therefore, subject to compliance with conditions in relation to the hours during which servicing can take place, hours of operation for the commercial uses, the acoustic insulation of the building and any associated plant and equipment, it is considered that the proposal would not have an adverse impact through noise and vibration.

In view of the above, it is considered that the proposals are considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

(e) TV reception

A baseline Television Reception Survey does not anticipate any significant impacts on telecommunications as a result of the proposal. Any impact would most likely be in the shadow zone to the north west of the site. The report concludes that

significant interference to television reception is not expected at residential locations within 500 metres of the proposal.

Television signals from satellite systems would not be adversely affected. A condition requiring a post-construction survey and any mitigation measures should be attached to any permission to ensure that any mitigation measures are appropriately targeted. It is considered, therefore, that the proposal would not have an adverse impact on TV reception.

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

(f) Vehicle Movements

The impact of the proposals in terms of the highway network have been considered and there are no highway objections. It is considered therefore that the proposed use would not have a significant impact on vehicle movements.

As discussed above, the site is well located close to alternative transport means.

In view of the above, it is considered that the proposals are considered to be in accordance with Section 9 of the National Planning Policy Framework, policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

Contribution to Permeability

The contribution of the proposals to permeability, linkages on foot and, where appropriate, the opening up or closure of views to improve how a place can be easily understood and traversed, has been considered.

The proposal would include high quality public realm, which would provide amenity space and through-routes linking Gloucester Street to First Street, including a river side loggia. The ground floor layout would maximise the active frontage surrounding the proposed public square, which would help to increase activity and vitality on surrounding streets, as well as increasing passive surveillance.

It is considered therefore that the proposals would contribute positively to permeability, linkages and the legibility of the City Centre and wider townscape.

In view of the above, it is considered that the proposals are considered to be in accordance with Section 9 of the National Planning Policy Framework, policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

Waste and Recycling

The bin stores for the apartments would be located on each floor with a centralised facility located on the ground floor. Residents would have waste storage facilities

within their apartments and would transfer waste from these to the waste storage facility on their floor.

The dedicated waste storage rooms on each floor would be clearly labelled to ensure that they are retained for waste storage purposes. Each room would include appropriate signage about the requirements for segregating waste.

The waste stored within the facilities on each floor would be collected by building management and transferred to the centralised facility located on the ground floor. The collections would be managed by the building management company and would take place from a loading bay on Gloucester Street at the eastern end of the development.

Bin provision would include:

Residential Apartments: 39no. 1100L Eurobins.

The floorspace provided would be 113m²

A communal waste storage area would also be provided on the ground floor of the building for commercial waste storage. The transfer from this area to the loading bay for collection would be carried out either by the building management company or the commercial tenant depending on the agreements made. The predicted requirements for storage are as follows:

Commercial waste: 8no. 1100L Eurobins for general refuse; 10no. 1100L Eurobins for co-mingled recyclables.

The floorspace provided would be 71.5m²

The management company would manage and routinely clean all waste storage areas.

A condition requiring waste strategies for the commercial units should be attached to any permission.

Given the above, it is considered that the proposal is in accordance with policies DM1 and EN19 of the Core Strategy.

Full access and Inclusive Design

The proposal would provide level access into and throughout the buildings and across the site and would ensure that all future residents can gain access to all areas of the development. Hallways would have widths to allow for wheelchair accessibility throughout the building.

The structural strategy and adaptable floor plates allow for future flexibility so that internal walls within units and internal partitions can be moved without significant structural alteration, allowing apartments to be adaptable.

The proposed development would not adversely impact on any relevant protected characteristics in accordance with S149 (Public Sector Equality Duty) of the Equality Act 2010.

The proposals would therefore be consistent with sections 8 and 12 of the National Planning Policy Framework and Policies H1, SO1, SO5, SP1, CC3, CC4, CC5, CC10, T1, T2 and DM1 of the Core Strategy for the City of Manchester and saved UDP policy DC14.2.

Crime and Disorder

The apartments and commercial unit would bring additional vitality to the area. The development would overlook all frontages and would enliven the street scene and help to provide natural surveillance of the public realm. It is supported by a Crime Impact Statement carried out by Greater Manchester Police, which confirms support for the design approach and detailed design measures would be incorporated into the finished scheme. It is recommended a condition be attached to any approval requiring the development to achieve 'Secured by Design' accreditation.

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

Green and Blue Infrastructure

The proposals include high quality public realm spaces with appropriate planting, as well a roof garden to provide amenity space for residents. Trees would be planted throughout the public realm. The proposal would open up views of the River Medlock and via the proposed public loggia. A direct pedestrian link would be provided to First Street. It is considered therefore that the proposal would increase the green infrastructure and improve access to the River Medlock and is consistent with the Manchester Green and Blue Infrastructure Strategy 2015.

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

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites. The submitted Ecological Survey and Assessment reasonably discounts the potential for any adverse effects on protected species, such as badgers, bats, water voles, great crested newts and reptiles. However, the proposal provides an opportunity to secure ecological enhancement for fauna such as breeding birds and roosting bats and conditions should be attached to any approval requiring such measures.

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

Contaminated Land and Impact on Water Resources

There is the possibility that some contamination may exist on the site. A Contaminated Land Risk Assessment and Remediation Strategy recommends a condition to ensure adequate measures are undertaken to prevent risks from contamination and requiring a verification report following completion of site works. In view of the above, the proposals would be consistent with section 11 of the National Planning Policy Framework and policy EN18 of the emerging Core Strategy.

Flood Risk

The site lies within Flood Zone 1, which has a low probability of flooding. A Drainage and Flood Risk Statement concludes that the use is appropriate and would comply with NPPF guidance. It considers how surface water would be managed and suggests a surface water management scheme and the waterproofing of existing walls that are below the anticipated flood level where found above basement slab level. Flows would be managed to ensure that there is no increase in run off from the site in a 1in100 year storm event. Conditions should therefore be attached requiring the implementation and maintenance of a sustainable drainage system.

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 be consistent with section 10 of the National Planning Policy Framework and Core Strategy policy EN14.

Conclusion

It is considered that a residential led mixed use development incorporating a tall building would be consistent with national and local planning policy, and would promote a quality neighbourhood, economic development and sustainable travel patterns. The site is appropriate for a tall building and the development would be well designed and of a high quality. It would fulfil an important role in providing residential accommodation within the City Centre.

Residential development would be consistent with a number of the GM Strategy's key growth priorities delivering housing to meet the demands of a growing economy and population, in a well-connected location within a major employment centre. It would therefore assist in the promotion of sustained economic growth within the City.

It is considered that the development would not have a significant detrimental impact on the settings of nearby listed buildings or on the character and appearance of the nearby listed buildings. The development would have an acceptable impact on residential amenity and would regenerate a site that is in need of investment, including retaining and refurbishing significant elements of the non-designated heritage asset, providing additional public realm and increasing permeability within the area.

The proposals would also make a contribution towards the off-site provision of affordable housing via a commuted sum with a reconciliation later in the process.

It is considered that the Environmental Statement has given sufficient information to assess the environmental impacts of the development and that, with the mitigation measures proposed and those already designed into the development, those impacts would not be significant or would be balanced out by the public benefits that the scheme would bring.

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

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

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

Recommendation **MINDED TO APPROVE** subject to the finalising of the Section 106 agreement

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 this instance this has included ongoing advice about the information required to be submitted to support the application and the conditions needed to allow the recommendation of approval.

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:

The location plan referenced (--) 050 received by the City Council as local planning authority on 6 July 2018.

The following drawings received by the City Council as local planning authority on 6 July 2018:

L(--)000
L(--)001
L(--)003
L(--)004
L(--)006
L(--)016
L(--)025
L(--)026
L(--)027
L(--)000R
L(--)000B
L(--)050
L(--)051
L(--)201
L(--)202
L(--)203
L(--)204
L(--)c201
L(--)c202
L(--)c203
L(--)c204
L(--)301
L(--)800
L(--)800U
L(--)801
L(--)802
L(--)803
L(--)800B
L(--)851
L(--)821
L(--)825
L(--)826
L(--)827
L(--)828
L(--)831
L(--)900
L(--)900U
L(--)901
L(--)902
L(--)903
L(--)90B

The following drawings received by the City Council as local planning authority on 16 July 2018:

1824-EXA-XX-GF-DR-L-500
 1824-EXA-XX-GF-DR-L-101
 1824-EXA-XX-GF-DR-L-100
 1824-EXA-XX-GF-DR-L-600

The following drawings received by the City Council as local planning authority on 19 July 2018:

L(--)-250
 L(--)-400
 L(--)-401
 L(--)-402
 L(--)-403

The following drawings received by the City Council as local planning authority on 31 July 2018:

L(--)-921 Rev A
 L(--)-925
 L(--)-926
 L(--)-927
 L(--)-928
 Part M4(2) Two-bed four-person apartment

The following drawings received by the City Council as local planning authority on 27 November 2018:

0609 (--)-00B
 0609 (--)-000
 0609 (--)-204
 0609 (--)-201

The following documents received by the City Council as local planning authority on 6 July 2018:

The Planning and Tall Building Statement prepared by Deloitte Real Estate;
 The Statement of Consultation prepared by Deloitte Real Estate;
 The Environmental Standards Statement prepared by Hoare Lea;
 The Energy Statement prepared by Hoare Lea;
 The Ventilation Strategy prepared by Hoare Lea;
 The Structural Survey prepared by Civic Engineers;
 The Archaeological Assessment prepared by Salford Archaeology;
 The Air Quality Assessment prepared by WYG;
 The Crime Impact Statement prepared by Greater Manchester Police;
 The TV Reception Survey prepared by Pager Power;
 The Residential Management Strategy prepared by Zenith Property Management;

The Preliminary Ecological Assessment prepared by Estrada Ecology;
 The Transport Statement prepared by Curtins;
 The Travel Plan prepared by Curtins;
 The Waste Management Strategy prepared by WYG
 The Environmental Impact Assessment - Volume 1 (Environmental Statement Chapters) and Volume 2 (Technical Appendices)
 The Environmental Statement Non-Technical Summary prepared by Deloitte LLP

The following documents received by the City Council as local planning authority on 16 July 2018:

The Blue and Green Infrastructure Statement prepared by Exterior Architecture
 The Local Labour Agreement prepared by Emloch Ltd.

The following documents received by the City Council as local planning authority on 31 July 2018:

The Accessibility Statement prepared by Hodder and Partners
 The Design and Access Statement Rev B prepared by Hodder and Partners and Exterior Architecture

The following documents received by the City Council as local planning authority on 31 July 2018:

The response to the Manchester Conservation Panel's Comments prepared by Hodder and Partners.

The emails from Michael Percival of Deloitte dated 9 August 2018, 20 August 2018, 1 October 2018, 2 October 2018, 4 October 2018, 27 November and 30 November 2018

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SO1, SO2, SO3, SO5, SO6, EC1, CC1, CC3, CC5, CC6, CC7, CC8, CC9, CC10, H1, H8, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN14, EN15, EN16, EN17, EN18, EN19, PA1, SP1 and DM1 of the Core Strategy and saved policies DC7, DC10.1, DC19.1, DC20, DC26.1 and 26.5 and RC20.

3) a) The measures for investigating the site as identified in the Phase 1 Preliminary Risk Assessment prepared by LK Consult Ltd. and referenced LKC 18 1196 R1 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) shall be submitted to and approved in writing by the City Council as local planning authority before the development commences.

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

4) Prior to any site clearance or demolition or internal stripping of buildings a detailed method statement detailing reasonable avoidance measures for bats shall be submitted to and approved in writing by the City Council as local planning authority in line with Section 11 of the Bat Activity Report prepared by Estrada Ecology and referenced: MCR.HH.ACT.11.5.2018 as received by the City Council as local planning authority on 10 July 2018. All site clearance or demolition or internal stripping of buildings shall then be carried out only in accordance with the approved method.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act (1981) (as amended) and by the Conservation of Habitats and Species Regulations (2017) or as subsequently amended in order to comply with Policy EN15 of the adopted Core Strategy for the City of Manchester.

5) Before any site clearance or demolition works commence a detailed survey of the areas of the River Medlock that would be accessed in order to carry out the development in relation to invasive species including Japanese Knotweed and Himalayan Balsam shall be submitted to and approved in writing by the City Council as local planning authority. If invasive species are found a strategy for the development works and for dealing with the invasive species shall be submitted to and approved in writing by the City Council as local planning authority before any site clearance or demolition works commence. All measures identified within the approved strategy shall be implemented and where relevant maintained for the duration of all works.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act (1981) (as amended) and by the Conservation of Habitats and Species Regulations (2017) or as subsequently amended in order to comply with Policy EN15 of the adopted Core Strategy for the City of Manchester.

6) No demolition shall commence unless and until a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to demolition and written confirmation provided that no active bird nests are present which has been submitted to and approved in writing by the City Council as local planning authority or a general license issued by Natural England authorising destruction of

the feral pigeon nests has been obtained and submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act (1981) (as amended) and by the Conservation of Habitats and Species Regulations (2017) or as subsequently amended in order to comply with Policy EN15 of the adopted Core Strategy for the City of Manchester.

7) No development shall commence unless and until it can be demonstrated that there will be no negative impacts on the ecological status/potential of the River Medlock resulting from the disposal of foul water and surface water disposal post-development and evidence of a reduction in surface water from the site submitted to and approved in writing by the Local Planning Authority. The details, as approved, shall be implemented in full in accordance with a timetable which has first been agreed in writing by the City Council as local planning authority.

Reason - To ensure the protection of the River Medlock and all species within in order to comply with Policies EN15 and EN17 of the adopted Core Strategy for the City of Manchester.

8) No development shall commence unless and until a lighting design strategy for the street lighting and all on site external lighting has been submitted to and approved in writing by the City Council as Local Planning Authority. The strategy shall:

- Show how and where external lighting will be installed and through appropriate lighting contour plans demonstrate clearly that any impacts on bats and the River Medlock is negligible;
- Specify frequency and duration of use.
- Provide full details of the designs and appearance of lighting units and the treatment of associated cabling and equipment,
- Confirm the luminance levels of the lighting and details regarding glare and light spill.
- Show how it has been designed and installed so as to control glare and overspill onto nearby residential properties and confirm the luminance levels

All external lighting shall be installed in accordance with agreed specifications and locations set out in the strategy.

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

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act (1981) (as amended) and by the Conservation of Habitats and Species Regulations (2017) or as subsequently amended in order to

comply with Policy EN15 of the adopted Core Strategy for the City of Manchester and to safeguard the amenities of the occupiers of nearby properties and in the interests of visual amenity in accordance with policies SP1 and DM1 of the Core Strategy and saved policies DC10.1 and DC26 of the Unitary Development Plan for the City of Manchester.

9) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
2. archaeological evaluation
3. targeted archaeological excavation (informed by the above and subject to a new WSI);
4. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds
 - production of a final report on the significance of the archaeological and historical interest represented;
5. A scheme to commemorate the site's heritage;
6. Dissemination of the results commensurate with their significance;
7. Provision for archive deposition of the report and records of the site investigation;
8. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16, Paragraph 199 of the National Planning Policy Framework.

10) Prior to the commencement of the development, including demolition works a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- A Community Consultation Strategy;
- A method statement to protect the River Medlock from accidental pollution spillages, dust and debris during demolition and construction;
- Display of an emergency contact number;
- Details of Wheel Washing;
- Noise and vibration and dust emission suppression measures that shall base the assessment on British Standard 5228 and any other relevant standards;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Parking of construction vehicles and staff;

- Sheeting over of construction vehicles;
- A dilapidation survey, including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

The construction and demolition works shall be carried out in accordance with the approved construction management plan.

Reason: To ensure that the development is acceptable in the interests of the highway safety and the amenity of the locality, pursuant to policies 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).

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

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

12) Prior to commencement of the development detailed mitigation measures to safeguard local air quality 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 Core Strategy Policies EN16 and DM1.

13) Before development commences, a comprehensive photographic record of the building (internally and externally) including all areas where physical changes are proposed, prior to and following any remaining strip out works and demolition works shall be submitted to and approved in writing by the City Council as local planning authority. The completed survey shall then be deposited with the relevant historic record (HER) within a timescale to be agreed in writing with the City Council as local planning authority.

Reason - To provide a record of the appearance and condition of the non-designated heritage assets before development commence, in accordance with Policies CC9, EN3, SP1 and saved policy DC20.1 of the Unitary Development Plan.

14) Prior to the commencement of development, a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council, as local planning authority. Samples and specifications of all materials to be used on all external elevations of the development, which shall include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council

as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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

15) Prior to the commencement of development a programme for the submission of final details, including where relevant samples and jointing details of all public realm, landscaping and roof garden works shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- a. Details of the proposed hard landscape materials;
- b. Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building
- c. Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- d. Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting and soft landscaping;
- e. Details of the proposed street furniture including seating, bins and lighting;
- f. Details of any external steps and handrails;
- g. A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance;
- h. details of the number, design and location of the secure cycle parking spaces;
- i. details of the reuse of internal features from the non-designated heritage assets to be demolished on the site, for example, to help define a space within the new square, or as an artwork, to reflect the site's history.

The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

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

16) Before the A1, A3, D1 or D2 uses hereby approved commence a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1 and DM1 of the Core Strategy and saved policies DC10.1 and DC26 of the Unitary Development Plan for the City of Manchester.

17) The hours of operation of the A1, A2, A3, D1 and D2 uses hereby approved shall be submitted to and approved in writing by the City Council as local planning authority prior to the commencement of the uses hereby approved. The approved uses shall not operate outside of the approved hours of operation.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1 and DM1 of the Core Strategy and saved policies DC10.1 and DC26 of the Unitary Development Plan for the City of Manchester.

18) Before the development hereby approved commences a scheme for acoustically insulating the proposed residential accommodation against noise from Gloucester Street and Whitworth Street West shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The scheme must take into account the retained building fabric in addition to the new building fabric. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data must include measurements taken during a rush-hour period and night time and to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
Gardens and terraces (daytime)	55 dB LAeq

Due to the proximity of the development to the railway line it will be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "*Guide to evaluation of human exposure to vibration in buildings*". Groundborne noise/re-radiated noise should also be factored into the assessment and design.

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

Upon completion of the development and before the residential use becomes operational, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that above criteria is met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the noise criteria. This shall include monitoring in the completed flats to confirm the internal levels are being achieved (including the 63 and 125 Hz octave bands). This report shall be submitted to and approved in writing by the City Council as local planning authority before the use becomes operational along with a timescale that confirms when any necessary changes will be implemented.

Reason - To ensure an acceptable development in the interests of residential amenity, pursuant to policies DM1 and SP1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan.

19) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

20) No part of the development shall be occupied unless and until the car parking space suitable for use by disabled persons has been provided in accordance with the approved drawings and documents. This parking space shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

21) Prior to the first occupation of the development hereby approved, a scheme to commemorate the site's heritage within the new public realm shall be submitted to, and approved in writing by, Manchester Planning Authority. The approved scheme shall be implemented prior to the first occupation of the development and retained thereafter.

Reason - In accordance with saved policy DC20.1 of the Unitary Development Plan and Section 12, Paragraph 199 of the NPPF to make information about the archaeological heritage interest publicly accessible.

22) The ground floor and basement premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the L_{Aeq} (entertainment noise) shall be controlled to 10dB below the L_{A90} (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

In relation to the Class A3, D1 and D2 uses hereby approved, the basement and ground floor premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as Local Planning Authority before each of the Class A3, D1 and D2 uses hereby approved commence. The scheme proposed shall normally include measures such as acoustic lobbies at access and egress points of the premises, acoustic treatment of the building structure, sound limiters linked to sound amplification equipment and specified maximum internal noise levels. Any scheme approved in discharge of this condition shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as Local Planning Authority.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan.

23) The A1, A2, A3, B1, D1 and D2 uses shall not commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal storage areas are required.

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

24) Full and final details of the following shall be submitted to and approved in writing by the City Council as local planning authority prior to any works to those elements commencing on site:

- a. a highly detailed structural design and method statement for the facade retention works;

- b. a full version of the outline Conservation Implementation Strategy (CIS) and a detailed Specification and Schedule of Works for the works to the historic fabric on site; and
- c. an inventory of features for possible reuse within the scheme including external signs.

The works shall then be carried out in accordance with the approved details.

Reason - In the interests of visual amenity and because the proposed works affect a building which is considered to be a non-designated heritage asset and careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, EN3 and DM1 of the Core Strategy.

25) No works to windows, including works to repair to existing windows shall commence until details of the work has been submitted to and approved in writing by the City Council as local planning authority. Such works should not include for the removal or replacement of any existing windows unless otherwise approved in writing by the City Council as local planning authority and any such proposal shall be accompanied by a full justification for such works, including a structural survey, details of why repair and refurbishment of such windows is not viable and fully detailed scaled drawings, including materials and cross sections, of any proposed replacement windows.

Reason - In the interests of visual amenity and because the proposed works affect a building which is considered to be a non-designated heritage asset and careful attention to building work is required to protect the character and appearance of this building in accordance with policies SP1, EN3 and DM1 of the Core Strategy.

26) Full details of all external seating, including the locations, layouts, furniture details, operational details, security measures, disabled access measures and hours and days of operation shall be submitted to and approved in writing by the City Council before any external seating is installed and operated on site. The external seating shall be installed and operated only in accordance with the approved details.

The use of amplified music and/or sounds is not permitted in the external areas of the site at any time.

Reason - In order to protect the amenity of local occupiers and 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 EN1, EN3, CC9, SP1 and DM1 of the Core Strategy and saved policies DC18.1 and DC19.1 of the Unitary Development Plan.

27) Within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area: an assessment of the impact of the development on television signal reception within the potential impact area identified in the Television Desk Study Assessment and Baseline Reception Survey Report by Pager Power

dated January 2018 shall be submitted to and approved in writing by the City Council as local planning authority. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey dated January 2018. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

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, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

28) No occupation of the development shall take place until surface water drainage works have been implemented in accordance with the Flood Risk Assessment (FRA) prepared by Civic Engineers dated 15 June 2018 received by the City Council as local planning authority on 10 July 2018 ensuring that attenuation through Green Suds is maximised, e.g. raingardens as part of the development. Full details of the implemented scheme including the maximisation of the use of green suds shall be submitted to and approved in writing by the City Council as local planning authority before the use is occupied. The approved scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

29) Prior to first occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

- a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
- b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason - To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the

lifetime of the development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN8 and EN14.

30) Before first occupation of the development the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

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

Upon completion of the development and within 6 months of the equipment becoming operational, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that above criteria is met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the noise criteria. This report shall be submitted to and approved in writing by the City Council as local planning authority within 6 months of the equipment becoming operational along with a timescale that confirms when any necessary changes will be implemented.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

31) Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

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

32) Before first occupation of any of the ground floor commercial uses a shop front and signage strategy shall be submitted to and agreed in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

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

33) The development hereby approved shall comply with the recommendations contained within sections 4 and 5 of the submitted Crime Impact Statement prepared by Greater Manchester Police and referenced URN:2018/0397/CIS/01 received by the City Council as local planning authority on 10 July 2018. These measures shall be fully implemented within three months of the date of this decision and shall be maintained for the duration of the uses hereby approved. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

34) The access measures for disabled people to gain access into and throughout the premises as shown on the drawings referenced L(--))000, L(--))001, L(--))003, (--))004, L(--))006, L(--))016, L(--))025, L(--))026, L(--))027, L(--))000R and L(--))000B and described in the Accessibility Statement prepared by Hodder and Partners shall be fully implemented before the use hereby approved commences and shall be maintained for the duration of the use hereby approved.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of policies CC10, T2, SP1 and DM1 of the Adopted Core Strategy for the City of Manchester.

35) No loading or unloading shall be carried out on the site outside the hours of:

- 07:30 to 20:00, Monday to Saturday,
- 10:00 to 18:00, Sunday/Bank Holiday.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

35) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the building hereby approved is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

36) The approved scheme for the storage and disposal of refuse from the residential use as detailed within the Waste Management Strategy prepared by WYG and dated June 2018 shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

37) The flood resistance measures outlined in section 7 of the Flood Risk Assessment (FRA) prepared by Civic Engineers dated 15 June 2018 received by the City Council as local planning authority on 10 July 2018 shall be implemented in full as part of the development. The proposed development shall proceed in strict accordance with this FRA and the mitigation measures identified. Any proposed changes to the approved FRA and/or the mitigation measures identified will require the submission of a revised FRA as part of an amended planning application.

Reason - To promote sustainable development, and manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN8 and EN14.

38) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

39) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the rooves.

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

40) The windows at ground level, fronting onto the public routes within the site, the River Medlock and Gloucester Street shall be retained as a clear glazed window openings at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed windows are an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

41) The apartments (C3) hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in

Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1995, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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

42) The ground and basement floor commercial uses hereby approved shall be limited to the following:

- a. any purpose in Class A1, Class A2, Class A3 and Class B1 and:
- b. medical clinic, health centre, art gallery and museum use only and for no other purpose within Class D1 and:
- c. gymnasium and bowling alley use only and for no other purpose within Class D2

Of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any Statutory instrument revoking and re-enacting that Order.

Reason - For the avoidance of doubt and in the interests of the amenity of surrounding occupiers pursuant to policies DM1 and SP1 of the Unitary Development Plan for the City of Manchester and in accordance with the description detailed on the application form.1

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: 120635/FO/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:

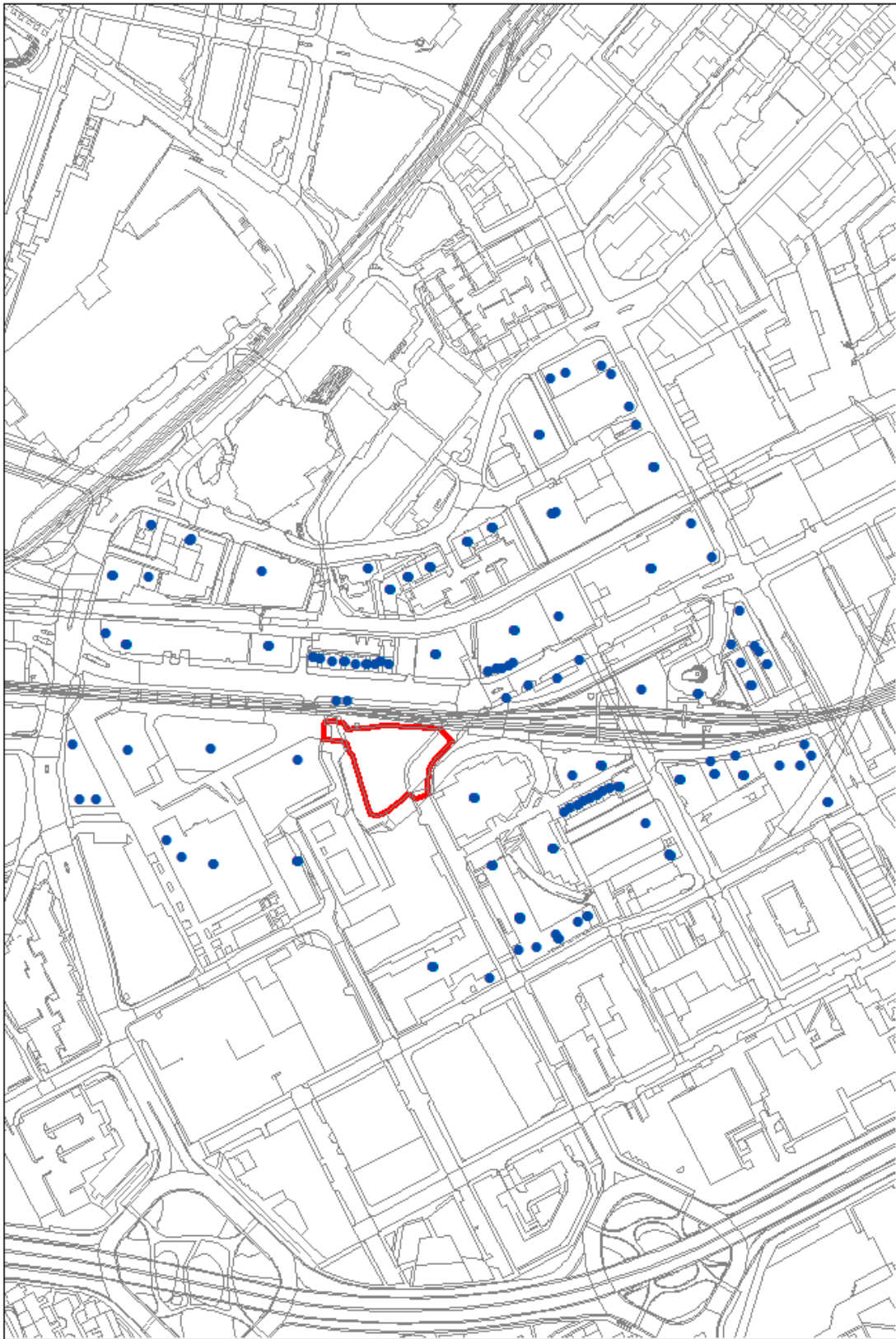
Work & Skills Team
 Oliver West (Sustainable Travel)
 Strategic Development Team
 Housing Strategy Division
 Greater Manchester Police
 Historic England (North West)
 Environment Agency
 Transport For Greater Manchester
 Greater Manchester Archaeological Advisory Service
 United Utilities Water PLC
 Canal & River Trust

Greater Manchester Geological Unit
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Wildlife Trust
Natural England
Network Rail
National Planning Casework Unit
Neighbourhood Team Leader (Arboriculture)
Highway Services
Environmental Health
Corporate Property
MCC Flood Risk Management
City Centre Renegeration

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:

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



 Application site boundary  Neighbour notification
© Crown copyright and database rights 2018. Ordnance Survey 100019568

Application Number	Date of Appln	Committee Date	Ward
121511/FO/2018	25th Oct 2018	13th Dec 2018	Deansgate Ward

Proposal Erection of two buildings comprising: 11 storey mixed use building (including ground and mezzanine) comprising workspace (Use Class B1), with retail uses at ground and mezzanine levels (Use Class A1/A2/A3/A4 and / or D2) and rooftop amenity spaces known as Manchester Goods Yard; and, a further 10 storey mixed use building (including ground) comprising workspace (Use Class B1), with retail uses at ground level (Use Class A1/A2/A3/A4 and / or D2) known as No.1 Grape Street, above two levels of basement parking for 391 cars and cycle storage, together with new public realm, landscaping, provision of external seating areas, access and other associated works.

Location Land Bounded By Water Street And The Victoria And Albert Marriott Hotel To The West, The Grade II Listed Bonded Warehouse & Railway Viaducts To The, South, Atherton Street & Old Granada Studios To The East And Quay Street To The North

Applicant Manchester Quays Limited, C/o Agent,

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

THE SITE AND ITS SURROUNDINGS

The site relates to land previously occupied by ITV at Quay Street and is within St. Johns area, which has been identified as a regeneration priority by the City Council. It is bounded by Quay Street, Granada House and Studios, the Bonded Warehouse, the Grade II Listed Colonnaded Railway Viaduct and Water Street. It includes ITV buildings and workshops which would be demolished to allow the conversion and extension of the Old Granada Studios (OGS) to progress. It also provides surface parking which would be used on a temporary basis for OGS in advance of the other proposals coming forward

The site is within the Castlefield Conservation Area and which contains the Grade II listed Bonded Warehouse, and there are a number of other listed structures and buildings within the immediate vicinity. MoSI contains is the former train / goods station, Grade I listed, and 5 Grade II listed buildings, including the Colonnaded Railway Viaduct and warehouse buildings. Other Grade II listed buildings in the immediate area are the Manchester and Salford Junction Canal Tunnel, the Great John Street Hotel, which is opposite the site on Atherton Street and the Albert Warehouse Quay, which is occupied by the Marriot Hotel, on Water Street. Non-designated heritage assets include the former Granada HQ Building and Studios.

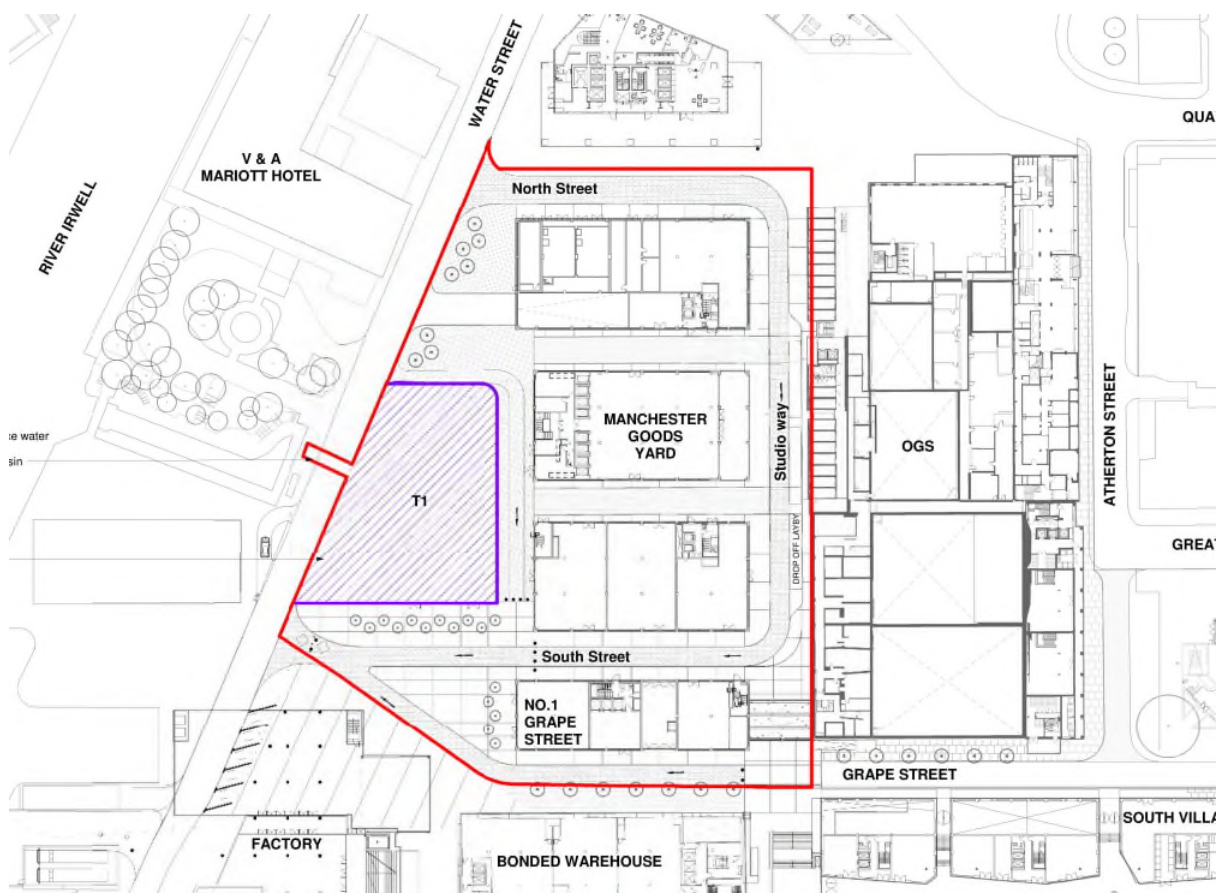
The St. John Street Conservation Area is to the east. Spinningfields is immediately to the north, and the River Irwell is to the west.

Salford Central and Deansgate railway stations are within 500m and their capacity has been enhanced and service frequency improved resulting in shorter journey times. Metrolink stops at St Peter's Square and Deansgate-Castlefield are within walking distance and the Metroshuttle service operates from Lower Byrom Street and Deansgate.

Planning Permission (Ref. 114385/FO/2016) was granted in March 2017 to demolish the buildings and structures on the site and the construction of a 36 storey residential building (Class C3) with retail uses at ground floor (Classes A1/A2/A3/A4), an 8 storey mixed use building comprising workspace (B1), with retail uses (Classes A1/A2/A3/A4) and residential live/work uses, and two levels of basement parking for 465 cars and cycle hub storage, together with new public realm, landscaping, provision of external seating areas, access and other associated works."

The PROPOSAL

This current application proposes to increase the height of the 8 storey component of the scheme by two floors in order to increase the amount of office space and to accommodate the requirements of a major, confirmed occupier, Booking.Inc. It would not amend the 36 storey tower and the revised office building could be implemented in conjunction with the approved tower.





The office component is now known as Manchester Goods Yard (MGY) and the residential tower as No.1 Grape Street and the development would form an early phase of the regeneration of St John's.

The proposal maintains the approved concept with the same general building footprint with four interconnected components. However, it has been modified in response to the end users needs. The number of cores have been reduced and internal bridge links have been replaced with usable floorspace which has created a more efficient building. The atria has been replaced by external terraces to improve amenity.

The two storey Live/Work element that was proposed above the office space would be replaced by studio workspaces. This would be above the MGY workspace creating an 11 storey building. This would increase the height of both MGY and No.1 Grape Street by 2-3 storeys or 9m.

An additional 12190 sq m of office, retail and workspace floorspace would be created compared to the extant planning permission. It would have retail and commercial units at ground and mezzanine floor levels,

A substation is required at ground floor level to facilitate power connections across the St. John's site.

The 36 storey residential tower would remain as approved. All other consented proposals within the St. John's area that form part of the supporting Environmental Impact Assessment are unaffected by this application.

The revised design and massing would create 4 distinctive building blocks and the architectural style would complement the historic warehouse buildings in the area. The new external streets would introduce routes which would emphasise the retail and commercial frontages. The revised proposal would comprise of solidly connected elements as opposed to linked elements.

The building would provide floorspace for an identified end user and flexible floorspace that would provide opportunities for small and medium sized enterprises.

Streets would be introduced between the different elements which would increase permeability and pedestrian access at ground level. There would be a prominent reception area for the anchor tenant and a dedicated entrance/reception for the co-working space. The office studios would be accessed via Block 01.



A Waste and Servicing Strategy provides a details of the procedures associated with collections that would take place from the basement. It provides details of the storage areas, segregation and waste transfer from the basement to the collection areas.

The external appearance is largely consistent with the approved scheme apart from the increase in height. The use of deep grit-blasted, dark grey, pre-cast concrete cladding panels, richly patinated metal infill cladding and crittal-style window frames would relate to the areas industrial heritage. The facade treatment would be consistent across all elements with repetitive facade bays which express the structural grid. .

The consented scheme contained 465 parking spaces (including 28 accessible bays) that would serve the proposal and the wider St. John's Masterplan. City Car Club parking spaces were proposed within the public realm. 340 cycle parking spaces were provided in the basement with 60 cycle parking spaces within the public realm. The revised proposals would provide 391 parking spaces and 495 cycle parking spaces, plus a further 60 spaces in the public realm creating 555 in total. The cycle spaces for office users would have shower, locker and changing facilities to encourage cycling.

A Framework Travel Plan would encourage workers and visitors to travel by sustainable transport modes. The Travel Plan would promote, cycling, walking, public transport and car sharing to reduce the demand for parking.

The waste storage areas have been modified but the overall quantum is consistent with the consented scheme. Two refuse stores in the basement would each contain sixteen 1100L Eurobins representing three days of storage. The ground floor commercial units would store their refuse bins within the main bin store. Refuse would be brought up to the ground floor via goods lifts adjacent to the bin stores. Service access to MGY is primarily made from a service route that runs between Tower 1 and MGY. This route is one way and includes space where vehicles can pull over to drop off goods or collect refuse.

Surface water would runoff into the River Irwell, in line with the original recommendations of the drainage strategy as a preferred option.

All entrances would be level; ramps are incorporated where necessary; entrance widths comply with or exceed statutory guidance; main reception areas are located on the ground floor of all buildings; and, all buildings would have fully accessible lifts.

In accordance with the EIA Regulations (Part 2 (Regulation 7) and Part 4 (Regulation 15)), a Screening and Scoping Opinion Request to Manchester City Council as Local Planning Authority was submitted to agree the revised scope of the Environmental Statement (on 02 October 2018). The EIA Screening Report concluded that the proposed amendments would not result in any significant effects on the environment beyond the extent identified in the conclusions of the 2016 EIA.

The EIA Regulations' (Part 3, Regulation 9) requires that subsequent applications where environmental information was previously submitted should be supported by environmental information that is adequate to allow the Planning Authority to assess the environmental impacts of development.

The application is supported by an Environmental Statement which considered the potentially significant environmental effects of the proposals, together with their cumulative effects, taking into account committed development and the wider endorsed St John's Strategic Regeneration Framework and masterplan proposals.

Planning application, certificates and notices

Accommodation schedule (part of the Design and Access Statement)

Red line boundary plan, existing and proposed plans, sections and elevations
CGIs

Statement of Community Consultation

Design and Access Statement Addendum

Archaeological Desktop Report

Environmental Standards Statement and BREEAM Pre-Assessment

Energy Statement

Ecological Assessment

Crime Impact Assessment

Waste and Servicing Strategy

TV Reception Survey

Ventilation Strategy

Explosive Ordnance Threat Assessment

Environmental Statement (This is part of an EIA that covers St John's Place, Central Village (now known as Manchester Goods Yard and No.1 Grape Street), Tower 1 and Tower 2 (formerly Riverside)):

Environmental Statement

Land Interest

The City Council has a land interest in the site as the land edged red includes areas of highway and footway. 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

Local Residents/Businesses have been notified and the application has been advertised as:- a major development; affecting the setting of listed buildings; affecting a conservation area; - affecting a Right of Way Environmental Improvement Assessment and a development in the public interest. Site notices have been displayed and businesses and residents in the area notified of the application.

Head of Regulatory and Enforcement Services (Environmental Health) - Conditions to be included in accordance with those included on previous planning permission (Ref: 114385/FO/2016), as appropriate.

The Head of Neighbourhood Services (Highway Services) - No comments have been received.

Flood Risk - Recommended conditions relating to sustainable drainage

Neighbourhood Services (Trees) - No comments have been received.

Corporate Property - No comments have been received.

Strategic Development - No comments have been received.

Refuse / Sustainability - No comments have been received

Travel Change Team - No comments have been received

Greater Manchester Ecology Unit - No objections

Environment Agency - No comments have been received

Greater Manchester Archaeological Advisory Service - Recommended condition relating to investigation works

Greater Manchester Police (Design for Security) -

Transport for Greater Manchester - Recommended Travel Plan condition.

Historic England - No comments

United Utilities - No comments have been received

Canal and River Trust - No comments

Network Rail - No objections

Greater Manchester Pedestrian Society No comments have been received

POLICIES

Local Planning Policies relevant to the proposal have not changed since the approval of the original application in April 2017 (Ref:114385/FO/2016) and the key Development Plan documents in Manchester including the Manchester Core Strategy (2012) and Saved Policies of the Manchester Unitary Development Plan (1995) remain intact.

An update to the National Planning Policy Framework ('NPPF') was adopted on 28 July 2018. The relevant paragraphs of the revised NPPF are set out below.
National Planning Policy Framework (2018)

National Planning Policy Framework (2018)

The revised NPPF sets out the Government's planning policies for England and how these are to be applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.

The presumption in favour of sustainable development - the golden thread running through plan-making and decision taking (para. 11) - remains at the heart of the revised NPPF (2018). Sustainable development is about positive growth making which supports economic, environmental and social progress for existing and future generations.

The Government emphasise that Planning should help create the condition in which businesses can invest, expand and adapt. Planning policies and decisions should take into account local business needs and wider opportunities for development and places significant weight on the need to support economic growth.

Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life by supporting existing and future generations' health, social and cultural wellbeing.

The NPPF also places emphasis on the importance of pre-application engagement with the Local Planning Authority and local community, which will help to resolve any issues and deliver more positive outcomes.

The proposal would comply with the following policies or parts thereof:

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 7 & 8).

Paragraphs 10, 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. Paragraphs 11 and 12 state that:

"For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposal would be consistent with sections 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons outlined below.

Section 6 - Building a strong and competitive economy - is a commitment to secure economic growth to create jobs and prosperity, building on an area's inherent strengths. It places significant weight on sustainable economic growth and recognises that planning policies should be flexible enough to allow for new and flexible working practices. The proposal is for a significant amount of commercial space which would create jobs and prosperity through construction and through the vibrancy and vitality that the development would deliver.

Section 7 - Ensuring the Vitality of Town Centres - promotes competitive town centres. The proposal would develop a large commercial building in St Johns. St Johns will be a neighbourhood that attracts and retains a diverse labour market. This would support Greater Manchester's growth objectives and help meet the demands of a growing economy and population. St Johns is well connected and the proposal would to promote sustained economic growth.

Section 8 - Promoting healthy and safe communities - the planning system can facilitate social interaction and create healthy, inclusive communities. The development would create jobs and provide amenities and facilities with active street frontages. The area would be safe and accessible and fully integrated into the wider area. It would relate well to and complement activity in the surrounding area.

Section 9 - Promoting Sustainable Transport - The development would be in a sustainable location that would the need for workers, residents and visitors to travel. A choice of sustainable transport modes would all be available and this would contribute to sustainability and health objectives.

Section 11 - Making Effective Use of Land - Planning should promote the effective use of land, safeguard and improve the environment and ensure safe and healthy living conditions. The development of this brownfield site in a major regeneration priority area within the City Centre would use the site effectively. .

Section 12 - Achieving Well-Designed Places - seeks the high quality and inclusive design of individual buildings, public and private spaces and wider development schemes. The design would be contemporary and high quality and would enhance the St Johns area and the City Centre.

Section 14 - Meeting the challenge of climate change, flooding and coastal change - planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. St Johns is a highly sustainable City Centre location and would aim to secure a BREEAM very good accreditation.

Section 15 - Conserving and enhancing the natural environment - advises that the planning system should contribute to and enhance the natural and local environment, and that local planning authorities should aim to conserve and enhance biodiversity. The application has considered the potential risks of various forms of pollution, including ground condition and noise. It is considered that the proposals, with appropriate mitigation measures, would not have any significant adverse impacts on the natural environment.

Section 16 Conserving and Enhancing the Historic Environment - sets out the criteria that should be taken into account when assessing the impact of development on heritage assets when determining planning applications. Heritage assets include areas or landscapes with a heritage interest. The site is within the Castlefield Conservation area and there are listed buildings nearby along with a non-designated heritage asset and the impact on the heritage assets is clearly set out below.. The applicant has submitted an archaeological desk-based assessment that shows that the application site may contain archaeological features, which would not be of more than regional or local interest. A condition on any approval would secure a programme of archaeological work to record any features of interest.

Relevant Local Policies

Core Strategy

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

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

SO1. Spatial Principles St Johns is highly accessible and development here would reduce the need to travel by car and would support the sustainable development of the City and help to halt climate change.

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

S05. Transport St Johns is highly accessible and the proposal would reduce the need to travel by car and make the most effective use of public transport facilities. This would help to improve physical connectivity through the use of sustainable transport networks and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

S06. Environment The development would seek to protect and enhance the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and, ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 - Spatial Principles - This sets out the key special principles which will guide the strategy. Development in all parts of the City should:

"Make a positive contribution to neighbourhoods of choice including: creating well designed places that enhance or create character; making a positive contribution to the health, safety and wellbeing of residents; considering the needs of all members of the community regardless of disability; and, protect and enhance the built and natural environment"

Development at St Johns would be highly sustainable and would deliver economic and commercial development within the Regional Centre. It would be close to sustainable transport provision, maximise the potential of the City's transport infrastructure and make a positive contribution to the City Centre by: enhancing the built and natural environment; creating a well designed place that would enhance and

create character; re-using previously developed land; and, reducing the need to travel.

Policy CC5 - Transport - Development in St Johns would be accessible by a variety of modes of sustainable transport and would contribute to improving air quality.

Policy CC8 Change and Renewal - The City Council has identified the types of development and approach to development which is considered most likely to deliver the vision for the City Centre and development which reflects elements of this will generally be supported. The approach to development, and redevelopment, in the City Centre will welcome large-scale schemes.

Developments which make significant contributions to the City Centre's role in terms of employment and retail growth or which improve the accessibility and legibility of the Centre will be supported, subject to the proposal's impact on key aspects of the City's heritage and character. The Council will also provide appropriate support, including site assembly, for schemes which are likely to contribute to the promotion or improvement of the social, economic or environmental well-being of Manchester.

Within areas identified for large-scale redevelopment proposals will be expected to be prepared within an approved development framework. New development should fully exploit opportunities to contribute to the improvement of the City Centre in terms of character and function, taking account of other policies in the Core Strategy.

Policy CC9 - Design and Heritage - The proposal would have a high standard of design and materials appropriate to its context and the character of the area. It would affect the setting of nearby listed buildings but would enhance the character of the Castlefield Conservation Area, within which it is located.

Policy T1- Sustainable Transport - The proposal would encourage modal shift away from car travel to more sustainable alternatives and by redeveloping this redundant site this would improve key pedestrian routes.

Policy T2. Accessible Areas of Opportunity and Need - A Transport Assessment and Travel Plan Framework, conclude that the development will not adversely affect the operation of the highway. The site is extremely accessible by a range of sustainable public transport modes, including the free City Centre Metroshuttle bus service whose three routes all pass the site, which connects it to major rail stations. The site is also close to Metrolink which has a stop at Deansgate Castlefield.

Policy EN1- Design Principles and Strategic Character Areas - The proposal involves a good quality design, and would result in development which would enhance the character of this area and the overall image of Manchester. The design responds positively at street level and would create a significant landmark building.

Policy EN3 Heritage - This policy states that throughout the city, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the city centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character,

setting and accessibility of areas of acknowledged importance. The submitted Heritage Statement identifies that there is much capacity for change within the site, and that the proposals will maximise the opportunity to enhance the architectural and urban qualities around the site.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - All development must follow the principle of the Energy Hierarchy, being designed:

- to reduce the need for energy through design features that provide passive heating, natural lighting and cooling
- to reduce the need for energy through energy efficient features such as improved insulation and glazing
- to meet residual energy requirements through the use of low or zero carbon energy generating technologies

An Energy Statement and Environmental Standards Statement have been submitted in support of the application which sets out the planned energy reduction measures for the proposed development and addresses the requirements of Policy EN4.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies - Applications for all development over 1,000 sq. m. will be expected as a minimum to meet the targets set out in this policy, unless this can be shown to be not viable. An Energy Statement has been submitted in support of the application which sets out the planned energy reduction measures for the proposed development and addresses the requirements of Policy EN6.

Policy EN8 Adaptation to Climate Change - All new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces. An Environmental Standards Statement sets out how the proposal will be adaptable to climate change in terms of its sustainable design and construction.

Policy EN14 Flood Risk - In line with the required risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).

The site falls primarily within Flood Zone 1 and partly in flood Zone 2 and is approximately 1.5 hectares in size. A Flood Risk and Drainage Statement therefore accompanies the application and sets out the strategy for drainage, including incorporation of SUDs, and which SUDS might be appropriate for the site.

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

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

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

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

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

Appropriate siting, layout, scale, form, massing, materials and detail;

Design for health;

Adequacy of internal accommodation and amenity space.

Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;

That development should have regard to the character of the surrounding area;

Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;

Accessibility to buildings, neighbourhoods and sustainable transport modes;

Impact on safety, crime prevention and health; adequacy of internal accommodation , external amenity space, refuse storage and collection, vehicular access and car parking; and

Impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

These issues are considered full, later in this report.

Saved UDP Policies

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

Policy DC10.1 Food and Drink Use - The mix of uses proposed would promote activity throughout the day and evening, helping to create a vibrant and active new neighbourhood within the City Centre.

Policy 17.1. Telecommunications - This places restrictions on telecommunications equipment

Policy DC18.1. Conservation Areas. - The development is within the Castlefield Conservation Area, and this policy states that the Council will seek to preserve and enhance the character of its conservation areas.

Policy DC19.1 Listed Buildings - In determining applications for listed building consent, or development involving buildings of special architectural or historic merit, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings. Whilst there are no listed buildings within the application site, the development is also close to, and would affect the setting of, a number of listed buildings.

DC20.1 Archaeology - An archaeological desk based assessment has been carried out for the site and it is considered that the development would not have an impact on any potentially significant remains on the site.

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

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

DC26.4 Development and Noise - Where existing noise sources might result in an adverse impact upon a proposed new development, the Council will require the applicant to provide an assessment of the likely impact and the measures proposed to satisfactorily deal with it.

DC26.5 Development and Noise - This states that the Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development, as well as noise barriers where this is appropriate.

Policy DC19.1 Listed Buildings - In determining applications for listed building consent, or development involving buildings of special architectural or historic merit, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings. Whilst there are no listed buildings within the application site, the development is also close to and would affect the setting of a number of listed buildings.

Other Relevant Guidance

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.

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

It goes on to state that developments that remain flexible and allow for new users and functions to take over will be supported. Internal space within buildings should be designed such that it retains a long-term flexibility for adaptation for use by future users.

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

The proposed uses, and the design of the proposed development, would ensure flexibility in providing differing activities and would be fully compatible with The Guide to development.

City Centre Strategic Plan 2015-2018 (Draft, 2015)

The draft City Centre Strategic Plan was presented to Manchester City Council's Executive Committee on 29 July 2015 and was recommended for a final round of consultation before being brought back to the Executive Committee to endorse the final version. The report provides an update to the earlier City Centre Strategic Plan 2009-2012.

Within the draft report, St John's is recognised as an area that has the potential to deliver a neighbourhood that epitomises Manchester's character, culture and heritage. It outlines how St John's will be a new unique city centre neighbourhood, a community of creativity, culture and innovation where people can live, work and experience the best of the city.

It is highlighted that St John's will also be the catalyst for significant redevelopment of Manchester's cultural infrastructure. The area will be the home of Factory Manchester, a nationally unique flexible arts space and arena.

Within the document, Manchester City Council have outlined their key priorities for St. John's to 2019:

- Begin delivery of the early phases of the St. John's development, including the refurbishment of the historic Bonded Warehouse, Manchester Grande 'event hotel', Village Phase 1 and initial residential schemes.

- Enhancing and creating new linkages to Spinningfields and Castlefield neighbourhoods.
- Design and start on site with The Factory Manchester.
- Manage the impact of the Ordsall Chord works.

St John's Place represents the delivery of a significant proportion of residential development in the context of the wider St John's neighbourhood area and is therefore key to ensuring that the regeneration initiatives, as outlined in the City Centre Strategic Plan, are met.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The Sustainable Community Strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to growth and development objectives. The overall St Johns scheme involves the transformation of a significant area and would involve the creation of significant areas of public open and new routes including new tree planting. The River Irwell is identified as a major asset of St Johns and new development would open up access to it as a major resource.

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

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

Legislative requirements

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

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

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

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

Environmental Impact Assessment

In accordance with the EIA Regulations (Part 2 (Regulation 7) and Part 4 (Regulation 15)), a Screening and Scoping Opinion Request to Manchester City Council as Local Planning Authority was submitted to agree the revised scope of the ES on 02 October 2018. The EIA Screening Report concluded that the proposed amendments would not result in any significant effects on the environment beyond the extent identified in the conclusions of the 2016 EIA.

'The EIA Regulations' (Part 3, Regulation 9) requires that subsequent applications where environmental information was previously submitted should be supported by environmental information that is adequate to allow the Planning Authority to assess the environmental impacts of development.

The Environmental Statement Re-Submission therefore constitutes a resubmission of the 2016 Environmental Statement submitted in relation to Tower 2 within St. John's. It is important to note that the 2016 Environmental Statement assessed the environmental impacts of four separate applications for planning permission. The Environmental Statement is resubmitted in order to allow assessment of the difference in environmental impacts brought about by the changes proposed in the current Manchester Goods Yard and No. 1 Grape Street proposals (formerly referred to as Central Village) to that which was previously submitted.

The 2017 EIA Regulations introduced changes to the EIA Screening process, as well as the wording of Schedule 4, which sets out the mandatory information for inclusion in Environmental Statements. The full details of the information provided is set out within the supporting Environmental Statement .

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

CONSERVATION AREA DECLARATION

Castlefield Conservation Area Declaration

Designated on 13 October 1979, the conservation area's boundary follows that of the city along the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. On 26 June 1985 the area was extended by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved bit by bit over a very long period of time and is a multi-level environment which is unique in the world. It has a mixture of buildings from small scale houses to large warehouses, with multi-level historical transport infrastructure. There are a variety of building materials, which tend to be rugged and industrial in character.

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

ISSUES

Principle of the Proposed Use and the Scheme' Contribution to Regeneration

Regeneration is an important planning consideration. Over the past fifteen years the City Council has successfully regenerated areas such as Piccadilly, Spinningfields, the commercial core, around Manchester Central, the Northern Quarter, the Civic Quarter and Castlefield. This is an ongoing process and much remains to be done if the City Centre is to remain competitive. Manchester City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. It is essential therefore that the City Centre continues to grow and provide new commercial accommodation in order to deliver regeneration.

There is an acknowledged shortage of good quality office accommodation within the regional centre and, as occupational demand continues to grow, it is essential to ensure that good quality product is brought forward in sustainable locations such as St Johns. The proposal would transform this area and improve the perception and image of St Johns and act as a catalyst for further regeneration. A high quality development would deliver significant benefits and would continue the regeneration process.

The proposal would help to create an attractive urban environment for those who choose to live, work in and visit it; and help to ensure that the City Centre is competitive. It would strengthen the business sector, be accessible to all users and promote investment opportunities. It would enhance the City's architectural and historic fabric and create jobs and, therefore, help to continue the successful regeneration of the city centre and its economy.

In view of the above, the development would be in keeping with the relevant planning policies referred to above.

Design Issues / Impact on Townscape

The development of St Johns should transform the character of the area in a major and beneficial way. The area would become more open and permeable and public space would increase significantly. Castlefield is of historic significance and is of high townscape quality, containing many listed buildings and structures of historic significance. Castlefield is also a popular residential area and attracts many visitors. .

The proposal would develop a site that has a negative impact on its surrounding and establish a strong sense of place, enhancing the quality and permeability of the area and its architectural fabric. It would be a contemporary design which reflects the local context and would positively respond to Castlefield and heritage assets.

It would develop a large prominent, underused site which would improve the perception and image of St Johns and should promote further regeneration. The proposal would enhance connections to the city centre as well as to new developments and regeneration initiatives nearby and therefore create a sustainable pattern of development.

When assessing the impact of development within the setting of a Listed Building a key consideration is whether or not the impact seriously affects an important element of its "special architectural or historic interest". This impact could include its setting.

It is the degree of harm to the asset's significance rather than the scale of the development that has to be assessed. As the proposal does not physically impact on the identified heritage assets or detract entirely from key views of them, the level of harm would be less than substantial.

There can be no doubt that new development is required in this part of the conservation area and this part of the city centre. The proposal is consistent with agreed regeneration priorities and would make a positive contribution to local character and distinctiveness.

The proposal would support the aims of the Core Strategy as it would: bring an underused City Centre site at a key gateway location back into active use; be located in a highly sustainable location with excellent access to public transport and employment, leisure and retail opportunities in the city centre; deliver much needed office accommodation; be of a high quality; improve public realm; and, provide active ground floor uses.

The Architectural Quality of the Building

The architectural quality of the buildings including scale, form, massing, proportion and silhouette, facing materials and relationship to other structures is an important consideration.

The proposed scheme has been the subject of significant design consideration, consultation and evolution. The buildings and associated public realm would be of a high quality in terms of design, materials, appearance and its internal environment. It would be a high quality addition to the area and the city centre.

The design of the proposed development also takes account of its relationship with surrounding development in terms of height and will combine sensitively with the existing fabric of the Regional Centre whilst emphasising the unique gateway location.





Historic Environment

A detailed Heritage Assessment has been submitted in support of the application that sets out the impact of the scheme on a wide range of heritage assets. Section 66 of the Listed Buildings Act requires members to give special consideration to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it.

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

The MoSI site contains the former train / goods station (Grade I), and 5 Grade II listed buildings, including the Colonnaded Railway Viaduct and warehouse buildings. Other Grade II listed buildings in the immediate area are the Bonded Warehouse, which is within the St Johns Masterplan Area, the Manchester and Salford Junction Canal Tunnel, the Great John Street Hotel, which is opposite the site on Atherton Street and the Albert Warehouse Quay, which is occupied by the Marriot Hotel, on Water Street.

Any harm that is caused to heritage assets or their setting has to be considered against the public benefits that would be delivered as set out in the NPPF. The proposal would be an early phase of the regeneration of the St Johns area. It would fully utilise a previously developed site, delivering a high quality building within a priority regeneration area. It would add to the economic growth of the City in a key target growth sector identified in the Greater Manchester Strategy 2013-2020. The

development would support economic growth in the City and create employment in a strategic employment location. The proposal includes investment in the public realm which would enhance the quality of the environment of the area.

The proposed scheme is considered to preserve the setting of the conservation areas and the setting of the nearby listed buildings, and thus complies with Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. In addition, the proposals form part of the high quality regeneration of the city centre.

Manchester is a constantly evolving city and the relationship of old and new buildings across the city recognises this. Part of the City's historical evolution has been its regeneration and re-invention and this forms part of its modern day incarnation. The scale and materiality of the proposal has been carefully considered to ensure that whilst the setting of a number of heritage assets is changed, it is not harmed.

In addition for the reasons set out above it is considered that the proposed development has been designed with regard to the sustaining and enhancing the significance adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of the NPPF.

Credibility of the Design

The design has developed in consultation with the developer and a contractor from the outset. The scheme presented is agreed, viable and deliverable. It is understood that funding has been secured and there is a real commitment to deliver the development.

The proposals have been prepared by a client and design team that has experience of delivering high quality buildings in city centre locations and with a track record and capability to deliver a project of the highest quality.

Relationship to Transport Infrastructure

The site has excellent transport infrastructure including roads, footways, cycle routes, bus, Metroshuttle, rail and tram. The site is close to Salford Central and Deansgate stations. Metrolink stops are at St Peter's Square and Deansgate-Castlefield and a Metroshuttle service operates from Lower Byrom Street and Deansgate.

There are good pedestrian links to the wider City Centre with a wide range of amenities within a 10 minute walk. The Transport Assessment also demonstrates that nearly the entire City Centre is accessible within a 20 minute walk of the sites.

Sustainability

The development would result in reduced surface water run off than that which is existing. It includes measures to minimisation, recover and recycle waste. Sustainable building materials are proposed and existing materials on-site would be used where possible. The site benefits from excellent public transport links thereby

reducing reliance of private cars, and the level of proposed cycle provision within the development contributes to the sustainability of the proposed scheme.

Archaeology

An Archaeology Desk-Based Assessment has established the nature and significance of the archaeology within the area and assess the impact of the development. There are no sites of potential archaeological interest that have statutory designation, and are not therefore considered to necessarily merit preservation in-situ.

A condition is recommended requiring the submission of a written scheme of investigation to be submitted to and approved in writing by the City Council.

Contribution to Public Space and Facilities

The proposal would deliver real improvements within the area which is currently dominated by surface car parking with very little activity. A new and improved public realm would be complemented by active ground floor uses which would help to create a sense of place for residents, workers and visitors. A number of key routes would be provided through and around the site that would be reinforced through tree planting, and high quality public realm.

The public spaces would include large feature trees and the soft landscaping has been designed to respond effectively to the known wind microclimate in this location. The public realm, along with the active ground floor uses, would provide pedestrian connections and assist in developing the St Johns area. It would generate activity and natural surveillance throughout the day and night, leading to a more user-friendly environment.

Environmental Issues

Wind

An assessment has been provided of the potential impact of the proposals on the pedestrian level wind environment in and around the sites and surrounding area. The proposal introduces a number of significant structures and wind tunnel testing of a physical scale model has been combined with long-term wind statistics from Manchester Airport to provide a detailed assessment of pedestrian level wind conditions in and around the site, in order to ensure pedestrian safety and comfort.

The main influences of the wind speed (e.g. landscaping in the public realm and the presence of tall buildings across the masterplan) remain the same as the previously consented scheme and it is proposed that the final wind mitigation scheme for the proposals be developed through a further iteration of testing and agreed via a planning condition.

Daylight and Sunlight

A Sunlight, Daylight and Overshadowing Assessment considers the impact of the proposals on the levels of daylight and sunlight to the surrounding windows of sensitive receptors, including residential apartments and hotel buildings. The assessment considers the T1 Tower as well as the T2 tower and St. John's Place towers, approved in other parts of the St John's Masterplan area.

The baseline condition demonstrates that very few of the adjacent properties are able to meet with the BRE guidance for all the windows analysed; unsurprising given the City Centre locality. In the context of the City Centre setting it is considered that the overall impact of the proposed development is comparable to other high rise developments in the City. In consideration of the scale of the proposed development it is considered that the overall impact on daylight and sunlight is less than would be expected in a typical City Centre high rise development.

Within the confines of the sites, consideration has been given to the design of the proposals in relation to the daylight to the surrounding properties. The layout of the proposals is set out so that the towers with the most significant height are away from the perimeters of the sites, where adjacent properties are in closer proximity. It is not considered that there are additional realistic and economically viable methods to mitigate the impact on the surrounding properties whilst ensuring that the proposed development remains commercially viable.

Air Quality

The Air Quality assessment considers the impact of the proposed development, both during construction and operation, on local air quality and its subsequent effect on sensitive locations, such as residential properties and educational facilities. The Environmental Statement concludes that, based on the overall changes in air quality, the impact on air quality was identified as giving rise to minor adverse effects in 2017 and negligible effects in 2032.

It is considered that, provided recommended mitigation measures are implemented into the proposed development, the significance of the predicted impacts will be reduced.

Noise and Vibration

An updated Environmental Noise Survey has been undertaken which includes a noise and vibration technical chapter. It is considered that the impact of noise will be negligible in the long-term and that, with appropriate mitigation measures in place, the operation of the proposed development would not have an adverse impact on surrounding uses.

TV Reception

An updated TV Reception Survey has been prepared, taking into account both desk-based research and field surveys, to determine if the potential impact upon the television reception and if so, where.

The survey identifies some areas in which reception may be affected and proposes the following mitigation measures:

- Change of aerial type to one most suited to the type of interference being received.
- Re-siting of the television aerial to a position on the property where interference is reduced or not present.
- Increase or decrease of aerial height.
- Installation of masthead amplification to improve television signal strengths being received.

Flood Risk and Drainage

The previously consented scheme offered two drainage strategies, which involved:

- Option 1 - Drain to Existing Sewer Networks: The development plot would drain back to the existing adopted sewer network within Grape Street. The flows would be restricted to in excess of 50% of the current flows and attenuation within the footprint of the development site would be required.
- Option 2 - Drain to the River Irwell: A separate surface water drainage network will need to be installed to serve St John's development within its entirety. Into which this development plot would connect. The discharge into the River Irwell would be unrestricted; as such no attenuation is required within the plot boundary.

At that time, there was a preference to deliver a scheme in line with option 2 set out above.

Further design work has now been undertaken and it has been determined that the chosen option is now Option 2, in line with the original recommendation. This option is set out in detail within the updated Environmental Statement and supporting updated technical appendices.

Ground Conditions / Contaminated Land

As part of the previous extant planning application, A Phase 1 Desktop Study determined that the site was located within a relatively low risk environmental setting that is unlikely to be impacted or affected by nearby current or historical industrial activities and no potentially contaminative uses were noted at the time of inspection. The report recommends that a Phase 2 Site Investigation is completed to further assess items identified by the Phase 1 Desktop Study, prior to commencement of demolition and construction of the proposed development.

It concludes that the site's development process, and the completed developments, will have a minor beneficial impact; owing to the fact sources of contamination beneath the site will be investigated and treated during the construction process. Furthermore, the development is also considered to have a minor beneficial impact when viewed cumulatively with other developments proposed or completed within the local area for similar reasons.

Ecology

The Ecological Report and Bat Surveys have been compiled in support of the application. The reports consider that the proposal is feasible and acceptable in accordance with ecological considerations and relevant planning policy.

Crime and Security

A Crime Impact Statement has been prepared by Greater Manchester Police has confirmed that GMP is fully supportive of the scheme; it provides a number of recommendations which will be considered during the detailed design stage through on-going dialogue with Greater Manchester Police. GMP have confirmed that the recommendations of the original Crime Impact Statement still stand.

Retail Uses

Flexibility is sought for the units across a mix of use classes (A1 retail, A2 financial and professional services; A3 restaurant and café units; A4 bar; and / or D2 on the MGY mezzanine only). Occupiers would be actively managed to ensure a complementary mix of tenants and uses and it is proposed that there would be a balance of uses across the use classes. Restaurant and café units would be located on prominent corners to draw activity into the site.

Due to the nature of the operators, trading hours will need to remain flexible. However, retailers should be encouraged to stay open and maximise day trade. Opening hours should allow for appropriate retailers to potentially capitalise of evening trade from the nearby residential population.

The proposals include a series of external seating areas, which will add to the vitality and vibrancy of the area and help to draw people in. Given the tight-knit nature of the public realm within the development, it is proposed that these external seating areas will be relatively small. The definitive boundaries (and approach to demarcation) for all external seating areas are proposed to be agreed via a planning condition.

Smoking arrangements.

The proposals would need to accommodate for smokers in external areas. This is likely to be of relevance to daytime office workers and visitors to eating and drinking establishments. This issue needs to be carefully controlled, and it is recommended that a strategy for the control of smokers be imposed as a condition.

CONCLUSION

The application is to modify an extant Planning Permission, which will allow it to come forward in a manner consistent with regeneration priorities for St. John's. The proposal would bring the site back into a long-term, viable and active use. It would bring jobs to the area and support the construction sector. It is estimated that the scheme would provide approximately 1,730 permanent FTE jobs.

The proposal is in accordance with, and positively contributes to, the aims of planning policy at national and local levels, including the National Planning Policy Framework and the adopted Manchester Core Strategy.

The impact of the development proposals at St Johns, of which the current application forms a part, would be experienced throughout the City Centre. Investment, visitors, activity (both pedestrian and vehicular), environmental change, economic growth, perceptions of Manchester and the provision of an iconic development would, it is expected, provide a start to the longer term regeneration objectives of the area.

As such, the application which is the subject of this report is therefore recommended for approval, subject to the imposition of appropriate conditions, as included, where appropriate, on the previous planning permission for the site (Ref:114385/FO/2016).

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

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to issues arising in relation to dealing with the planning application. Officers held extensive pre-application discussions with the applicant to establish the in-principle acceptability of the proposed development. Also, officers worked with the applicant during the planning application process, and the proposal is considered satisfactory.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Plans: SJQ-600-CTA-XX-L01-DR-A-07104 Rev 04 GENERAL ARRANGEMENT PLAN - LEVEL 01 FLOOR PLAN GENERAL;
 SJQ-600-CTA-XX-L02-DR-A-07105 Rev 04 GENERAL ARRANGEMENT PLAN - LEVEL 02 FLOOR PLAN;
 SJQ-600-CTA-XX-L02-DR-A-07105 Rev 04 GENERAL ARRANGEMENT PLAN - LEVEL 02 FLOOR PLAN;
 SJQ-600-CTA-XX-L04-DR-A-07107 Rev 04 GENERAL ARRANGEMENT PLAN - LEVEL 04 FLOOR PLAN;
 SJQ-600-CTA-XX-L05-DR-A-07108 Rev 04 GENERAL ARRANGEMENT PLAN - LEVEL 05 FLOOR PLAN;
 SJQ-600-CTA-XX-L06-DR-A-07109 Rev 04 GENERAL ARRANGEMENT PLAN - LEVEL 06 FLOOR PLAN;
 SJQ-600-CTA-XX-L07-DR-A-07110 Rev 04 GENERAL ARRANGEMENT PLAN - LEVEL 07 FLOOR PLAN;
 SJQ-600-CTA-XX-B02-DR-A-07100 Rev 05 GENERAL ARRANGEMENT PLAN - BASEMENT B02 FLOOR PLAN;
 SJQ-600-CTA-XX-B01-DR-A-07101 Rev 06 GENERAL ARRANGEMENT PLAN - BASEMENT B01 FLOOR PLAN;
 SJQ-600-CTA-XX-L00-DR-A-07102 Rev 04 GENERAL ARRANGEMENT PLAN - GROUND FLOOR PLAN;
 SJQ-600-CTA-XX-L08-DR-A-07111 Rev 04 GENERAL ARRANGEMENT PLAN - LEVEL 08 FLOOR PLAN;
 SJQ-600-CTA-XX-XX-DR-A-07200 Rev 04 PROPOSED EAST ELEVATION; SJQ-600-CTA-XX-XX-DR-A-07202 Rev 04 PROPOSED WEST ELEVATION;
 SJQ-600-CTA-XX-XX-DR-A-07201 Rev 04 PROPOSED SOUTH ELEVATION and SJQ-600-CTA-XX-XX-DR-A-07203 Rev 04 PROPOSED NORTH ELEVATION;
 SJQ-600-CTA-XX-XX-DR-A-07204 Rev 03 PROPOSED SOUTH SECTION / ELEVATION, BLOCK 03;
 SJQ-600-CTA-XX-XX-DR-A-07205 Rev 03 PROPOSED NORTH SECTION / ELEVATION, BLOCK 03;
 SJQ-600-CTA-XX-XX-DR-A-07206 Rev 03 PROPOSED SOUTH SECTION / ELEVATION, BLOCK 02;
 SJQ-600-CTA-XX-XX-DR-A-07207 Rev 03 PROPOSED NORTH SECTION / ELEVATION, BLOCK 02;
 SJQ-600-CTA-XX-XX-DR-A-07208 Rev 03 PROPOSED SOUTH SECTION / ELEVATION, BLOCK 01;
 SJQ-600-CTA-XX-XX-DR-A-07209 Rev 03 PROPOSED NORTH ELEVATION No.1 Grape Street;
 SJQ-600-CTA-XX-XX-DR-A-07300 Rev 04 PROPOSED SECTION A-A;
 SJQ-600-CTA-XX-XX-DR-A-07301 Rev 04 PROPOSED SECTION B-B;
 SJQ-600-CTA-XX-XX-DR-A-07400 Rev 02 DETAILED ELEVATION STUDY;

SJQ-600-CTA-XX-XX-DR-A-07502 Rev 03 NEW RED LINE APPLICATION BOUNDARY OPTION 2 SJQ-600-CTA-XX-XX-DR-A-07503 Rev 02 EXISTING SITE PLAN WITH NEW RED LINE APPLICATION BOUNDARY;
 SJQ-600-CTA-XX-L00M-DR-A-07103 Rev 04 GENERAL ARRANGEMENT PLAN - MEZZANINE LEVEL FLOOR PLAN;
 SJQ-600-CTA-XX-L09-DR-A-07112 Rev 04 GENERAL ARRANGEMENT PLAN - LEVEL 09 FLOOR PLAN;
 SJQ-600-CTA-XX-LRF-DR-A-07113 Rev 04 GENERAL ARRANGEMENT PLAN - LEVEL 10 (ROOF) FLOOR PLAN

Documents: Design and Access Statement Addendum, appended by the original Design and Access Statement and Public Realm Strategy, prepared by Chapman Taylor;

Planning and Tall Building Statement Addendum, appended by the original Planning and Tall Building Statement, prepared by Deloitte dated October 2018;

Statement of Community Involvement, including a summary of further consultation that has been carried out contained within the Planning and Tall Building Statement Addendum, prepared by Deloitte;

Original Archaeological Desk-Based Assessment, prepared by Salford Archaeology; Updated Environmental Standards Statement, prepared by CWC dated November 2018;

Updated BREEAM Pre-Assessment, prepared by CWC dated November 2018;

Updated Energy Statement, prepared by CWC dated November 2018;

Original Ecological Assessment prepared by ERAP; Crime Impact Statement with covering note confirming that the recommendations of the statement will not change, prepared by GMP;

Updated Travel Plan Framework, prepared by Vectos;

Updated Waste Management and Servicing Strategy, prepared by Vectos;

New TV Reception Survey, prepared by GTech Surveys;

Updated Ventilation Strategy, prepared by SAL;

Original Explosive Ordnance Threat Assessment, prepared by Planit; Environmental Statement (Volumes 1 - Technical Chapters and Volume 2 - Technical Appendices), dated October 2018, compiled by Deloitte.

Reason - To ensure that the development is carried out in accordance

3) Prior to the commencement of each building within the development, other than enabling works comprising demolition, piling and construction of the sub structure, a programme for the issue of samples and specifications of all material to be used on all external elevations of each building shall be submitted to and approved in writing by the City Council, as local planning authority. Samples and specifications of all materials to be used on all external elevations of each building within the development to include jointing and fixing details and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area

within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

4) No development shall commence, other than enabling works comprising demolition, piling and construction of the sub structure, unless and until samples and specifications of all hard landscape materials, together with a layout plan identifying the location of the materials have been submitted to and approved in writing by the City Council as local planning authority.

The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the building is first occupied

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policy DM1 of the Core Strategy and the Guide to Development.

5) No part of the development, other than enabling works comprising demolition, piling and construction of the sub structure, shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date any of the buildings within the development are first occupied. The scheme shall include details of all seating, planters and other items of street furniture, together with full details of all planting arrangements, including trees. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1 and DM1 of the Core Strategy.

6) Full details of all external seating areas within the development shall be submitted to, and approved in writing by the City Council, as local planning authority, prior to the first occupation of ground floor use to which the external seating areas relate. The details shall include areas to be used for the consumption of food and drink, means of demarcation, furniture, lighting, signage and a schedule of days and hours of operation.

Reason - In the interests of visual amenity, and to safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

7) Before the development hereby approved is completed, a paving and surfacing strategy for the public footpaths, vehicular crossings, and vehicular carriageways within and around the site shall be submitted to and approved in writing by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

Reason: In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant to the Guide to Development and policy DM1 of the Core Strategy.

8) No development shall take place, other than enabling works comprising demolition, piling and construction of the sub structure, unless and until full details of the design of the car park entrance, together with access management arrangements, has been submitted to, and approved in writing by the City Council, as local planning authority

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 and to ensure satisfactory arrangements for the use of the car park is acceptable, as specified in policies SP1 and DM1 of the Core Strategy.

9) Prior to the commencement of each Class A3 restaurant and cafe use or Class A4 Drinking Establishment use, full details showing provision of toilets, including those for disabled people, shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development, prior to commencement of use, and shall remain in situ whilst the use or development is in operation.

Reason: In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

10) Before the development commences, other than enabling works comprising demolition, piling and construction of the sub structure, or within a timescale as otherwise agreed in writing by the City Council, details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy.

11) Before first occupation of any part of the development, a signage design strategy for all parts of the development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason: To protect the visual amenity of the area and to ensure the development is carried out in a satisfactory manner pursuant to policy DM1 of the Core Strategy.

12) The Retail (Class A1), Restaurant and Cafes (Class A3) and Drinking Establishments (Class A4) hereby approved shall not be occupied unless and until the opening hours of such uses have been agreed in writing by the City Council as

local planning authority. Those uses shall thereafter not open outside the approved hours.

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area in accordance with saved UDP policy DC 26.1 and policies SP1 and DM1 of the Core Strategy.

13) Prior to the first occupation of any premises within each building, a schedule of days and hours of operation of all external areas associated with that building shall be submitted to and approved in writing by the City Council as local planning authority. All external areas shall thereafter not open outside the approved hours.

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area in accordance with saved UDP policy DC 26.1 and policies SP1 and DM1 of the Core Strategy.

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

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26.1 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

15) Before first occupation of each building within the development, full details of a Management and Maintenance Strategy for the external areas, including planting arrangements, boundary treatments, furniture and lighting, shall be submitted to, and approved in writing by, the City Council as local planning authority.

Reason: In the interests of visual amenity, and to ensure the details of the development are acceptable, pursuant to Core Strategy Policy DM1.

16) The development hereby approved shall include a lighting scheme for the development, including the illumination of any part of buildings and all areas of public realm during the period between dusk and dawn. Full details of such a scheme, including lighting columns and fittings, level and type of illumination, and how the impact on occupiers of nearby properties will be mitigated, shall be submitted to and approved in writing by the City Council as local planning authority before the development is occupied, other than enabling works comprising demolition, piling and construction of the sub structure. External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. The approved scheme shall be implemented in full before any part of the development is first occupied

Reason: In the interests of amenity, crime reduction and the personal safety of those using the proposed development, pursuant to policy E3.3 of the Unitary Development Plan for the City of Manchester DM1 of the Core Strategy.

17) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences; any works approved shall be implemented before the use commences.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to Core Strategy Policy DM1.

18) A Construction Management Plan shall be submitted to and approved by the Council. This will contain a Noise & Vibration section (in addition to a dust emission section) that shall base the assessment on British Standard 5228, with reference to other relevant standards. It shall also contain a community consultation strategy which includes how and when local businesses and residents will be consulted on matters such out of hours works. Any proposal for out of hours works (as determined by planning condition 19) will be submitted to and approved by this section, the details of which shall be submitted at least 4 weeks in advance of such works commencing.

Reason: In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

19) 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: 7.30am - 6pm
- Saturday: 8.30am - 2pm
- Sunday / Bank holidays: No work

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

20) Before any A3 or A4 use hereby approved commences, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the development and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) should be controlled to 10dB below the LA90 (without entertainment noise) at the facade of the

nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands should be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

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

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

The scheme shall be submitted to and approved in writing by the City Council as local planning authority prior to occupation in order to secure a reduction in the level of noise emanating from the site.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

22) No construction shall commence, other than enabling works comprising demolition, piling and construction of the sub structure, unless and until an air quality impact assessment for the development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect future residents from air pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

23) No construction shall commence, other than enabling works comprising demolition, piling and construction of the sub structure, unless and until full details of all wind mitigation measures, if required, have been submitted to, and approved in writing by the City Council, as local planning authority. All such measures shall be fully wind tested, and accompanied by a detailed report confirming that wind conditions related to the development are satisfactory and acceptable.

Reason - To ensure that the details of the development are satisfactory, pursuant to policy DM 1 of the Core Strategy.

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

Reason: To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant to section 10 of the National Planning Policy Framework and Core Strategy policies EN14, EN17 and DM1.

25) Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

26) Prior to the commencement of any development, other than enabling works comprising demolition, piling and construction of the sub structure, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

The development shall be completed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

27) No development shall take place, other than enabling works comprising demolition, piling and construction of the sub structure, until surface water drainage works have been implemented in accordance with SuDS National Standards and details that have been submitted to and approved in writing by the local planning authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

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

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

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

29) No infiltration of surface water drainage into the ground on land affected by contamination is 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 controlled waters. The development shall be carried out in accordance with the approval details.

Reason. To ensure a safe form of development which poses no unacceptable risk of pollution, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

30) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

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

31) No development shall commence, other than enabling works comprising demolition, piling and construction of the sub structure, until a scheme for the storage (including segregated waste recycling) and disposal of refuse, in association with all uses, has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason: In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

32) The development hereby approved shall not commence, other than enabling works comprising demolition, piling and construction of the sub structure, unless and until a servicing strategy, including a schedule of loading and unloading locations and times, has been submitted to and agreed in writing by the City Council as local planning authority.

Reason: In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM1 of the Core Strategy

33) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with the approved plans. These facilities shall then be retained and permanently reserved for bicycle parking.

Reason: To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 and policy DM1 of the City of Manchester Core Strategy.

34) Before first occupation of any part of the development, a Framework Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the

developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented

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

35) Prior to the first occupation of the development, a detailed strategy for visitor pick-up and drop-off locations, ad-hoc drop-off residential deliveries and the design and locations of all taxi areas, shall be submitted to, and approved by, the City Council, as local planning authority.

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policy DM1 of the Core Strategy and the Guide to Development.

36) No development hereby approved shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:
 - a. all previous uses
 - b. potential contaminants associated with those uses
 - c. a conceptual model of the site indicating sources, pathways and receptors
 - d. potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

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.

37) No occupation of any part of the development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

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.

38) If, during the carrying out of development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out in relation to that phase until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

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.

39) No development 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 Scheme 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. evaluation trenching
 - b. informed by the above, targeted archaeological excavation
 - c. a targeted archaeological watching brief
2. A programme for post investigation assessment to include:
 - a. analysis of the site investigation records and finds
 - b. production of a final report on the significance of the archaeological and historical interest represented.
3. A scheme to disseminate the results of the archaeology to the local and wider community, 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 NPPF Section 12, Paragraph 141 - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

40) Studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority:

- a) Measure the existing television signal reception within the potential impact area, as defined in the submitted Radio and TV Reception Impact Assessment, before development commences, other than enabling works comprising demolition, piling and construction of the sub structure. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.
- b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above unless otherwise agreed in writing with the City Council as local planning authority.

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 effect TV reception and to ensure that the development at least maintains the existing level and quality of TV signal reception, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

41) No development shall take place, other than enabling works comprising demolition, piling and construction of the sub structure, unless and until a strategy for the management of smokers has been submitted to, and approved in writing by, the City Council, as local planning authority.

Reason - To safeguard the amenities of the occupiers of nearby properties, and pedestrians, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

42) The ground floor level commercial units shall not include the provision of external roller shutters.

Reason - For the avoidance of doubt, and 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, as specified in policies SP1 and DM1 of the Core Strategy

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

Reason: In the interest of visual amenity, pursuant to policy DC18.1 of the Unitary Development Plan for the City of Manchester and policy DM1 of the Core Strategy for the City of Manchester.

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

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

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

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

46) The demolition hereby permitted shall not be undertaken before either a) a contract has been made for the carrying out of the building works for each phase of the redevelopment of the site to which such demolition relates, which is the subject of this application (ref 121511/FO/2018) or, b) evidence of funding has been provided for those same works. Evidence of that contract for each phase of the development shall be supplied to the City Council as local planning authority. Should the main contract construction works not have commenced within 12 months of the demolition, then the area of the site within the red line boundary which is the subject of this application that has been affected by such development will be restored to a public park until such time as the main contract construction works commence.

In order that the provision of a public park can be ensured, should the main contract works not have commenced within 12 months of completion of the demolition works, the applicant will be required to:

- a. confirm in writing the date of completion of demolition.

- b. within three months prior to completion of demolition, agree in writing with the City Council, as local planning authority, timescales for the implementation and completion of the public park.
- c. apply for planning permission, for the provision of a public park, at least three months prior to its implementation. The planning application shall include full details of hard and soft landscaping, furniture, lighting, security measures and maintenance.

Reason - To ensure the satisfactory development of the site, pursuant to policies DM1 and SP1 of the Core Strategy.

47) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'very good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority prior to occupancy of each part of the development, or within a timescale to be agreed in writing by the City Council as local planning authority.

Reason: In order to minimise the environmental impact of the development pursuant to policies SP1, DM1 and EN8 of the Core Strategy 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: 121511/FO/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:

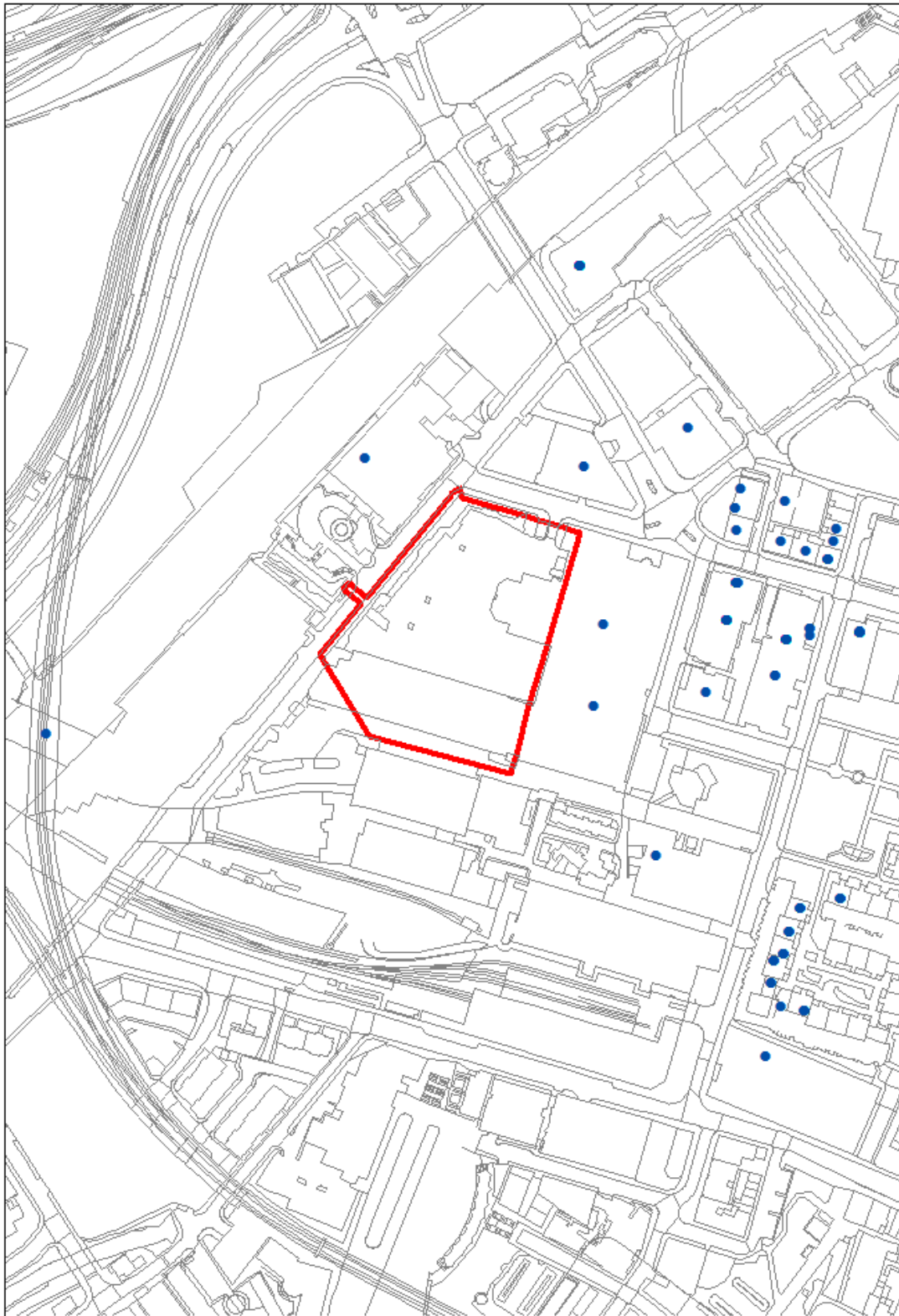
Highway Services
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 Corporate Property
 MCC Flood Risk Management
 Environment & Operations (Refuse & Sustainability)
 Oliver West (Sustainable Travel)
 Strategic Development Team
 Greater Manchester Police
 Historic England (North West)
 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

Network Rail
National Planning Casework Unit

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

Representations were received from the following third parties:

Relevant Contact Officer :	David Brettell
Telephone number :	0161 234 4556
Email :	d.brettell@manchester.gov.uk



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
121014/FO/2018	20th Sep 2018	13th Dec 2018	Piccadilly Ward

Proposal Erection of 23 storey building (land at no. 14-16 Piccadilly) plus plant level and conversion of adjacent building (no. 12 Piccadilly) (basement to fourth floor) to create 356 bedroom hotel above ground floor breakfast room and lobby.

Location 12 - 16 Piccadilly, Manchester, M1 3AN

Applicant Toyoko Inn Co Ltd, C/o Agent,

Agent Mrs Emma Jones, GVA HOW Planning, Norfolk House, 7 Norfolk Street, Manchester, M2 5GP

Background

Planning permission and listed building were granted in December 2007 (ref no's 082829 and 082830) for the conversion and refurbishment of the 4 storey former Union Bank (12 Piccadilly) a Grade II Listed Building and the erection of a 9 storey building on the adjacent vacant site to provide office accommodation throughout. The building would have been around 40m high.

Planning permission and listed building were granted in November 2013 (ref no's 103766/FO/2013/C2 and 103769/LO/2013/C2) for the conversion of the listed building and the erection of a 20 storey building to create a 258 bedroom hotel with a ground floor bar 117m).

These permissions have now expired. However, the principle of development on the site, including a new build hotel of 20 storeys and conversion of the existing listed building into a hotel use has been established. This current application comprises an updated version of the 2013 scheme by the same architect for a different hotel operator.

Description of site



The site measures 0.07 hectares and is bounded by Piccadilly, Gore Street and Chatham Street with the Waldorf Public House and Indemnity House (no.7 Chatham St) immediately to the rear. It is occupied by the vacant Grade II Listed former Union Bank building at 12 Piccadilly and an adjacent surface level car park (14 -16 Piccadilly). It forms part of a wider island site bounded by Piccadilly, Gore Street, Roby Street and Chatham Street.

The site is adjacent to the Stevenson Square Conservation Area the boundary of which runs immediately to the north of the site and incorporates buildings on the opposite side of Piccadilly. It is adjacent to a number of Grade II Listed Buildings including the Malmaison Hotel, 77-83 and 107 Piccadilly, The Grand Hotel on Aytoun Street, 13,15 and 19 Paton Street, 68 Dale Street and The Crown Courts (Grade II*).

Indemnity House, Chatham Street is a non-designated heritage asset and forms part of the setting to the Listed Building, when viewed from Chatham Street.



The buildings on the vacant part of the site were demolished in c 1980, and the land has since remained undeveloped.

The local area is part of a key transport node which has a critical role to play in the city's economic regeneration. It is one of the main gateways into the city for both business and leisure visitors arriving by car and public transport.

The site is close to Piccadilly Station in an area that contains a mix of uses including hotels, residential, offices, shops, bars, restaurants and car parks. The main frontage is onto Piccadilly, which is a key pedestrian route between Piccadilly Station and the retail and commercial core.

The nearest residential properties are located within the Grand Apartments (1 Aytoun Street), Mercury Buildings (15 Aytoun Street), Aytoun Court (17-19 Aytoun Street) and Roby Court (1-12 Roby Street). A basement car park within Roby Court has access / egress onto Roby Street.

The Listed building was built in 1911 and designed by Thomas Worthington and Son. It is constructed of Portland Stone and has a rectangular plan form with a chamfered corner that articulates the main ground floor former bank entrance. The tripartite elevations have channelled rustications to the ground floor, rusticated quoins to all angles of the upper floors and pedimented attic windows articulate the roof. The door is not original and has been replaced. The round-headed doorway on Piccadilly does have its original doors which provided access into office spaces on the upper floors.

Internally, there have been substantial alterations to the interior of the building. All three staircases that provided access to the basement have been removed. The ground floor formerly contained three offices and a corridor between the entrance on Piccadilly and the western entrance on Chatham Street. The western entrance on Chatham Street has been altered and is now a window opening. The Piccadilly entrance provides access to the retained staircase and lift that provides access to the

basement and the upper floors. The entrance corridor is clad in coloured marble panels which has been altered and repaired in areas. A utilitarian staircase wraps around a modern lift.

The former large office spaces have been sub-divided and suspended ceilings have been inserted throughout which have had an adverse impact on areas of remaining historic fabric. New openings have also been inserted between offices and to provide means of escape onto the roof. Surviving decorative elements are seen only in the moulded plasterwork ceiling to the Piccadilly entrance hall and the stained glass to the stairwell.

The building has largely been empty since Barclays Bank vacated it in 2006. Its condition has deteriorated and a new use is required to ensure it can be restored and brought back into active use.

One of the characteristics of the area is the presence of large individual buildings, which occupy regular and irregular island sites providing total site coverage. This creates a sense of a dense urban environment. Buildings vary in terms of height, scale, mass and bulk and the more modern developments around this side of Piccadilly are taller than is typically found within the adjacent Whitworth Street and Stevenson Square Conservation Areas. 111 Piccadilly is a 19 storey building and at Piccadilly Place bounded by Auburn Street, Whitworth Street, Aytoun Street and London Road there are buildings of between 10 and 14 storeys.

Development at Kampus on the former MMU site on Aytoun Street comprises 478 homes with ground floor commercial space within three buildings of 12 to 15 storeys and two of 14 to 16 storeys (ref no 112034). At New Manchester Square at the junction of Princess Street and Whitworth Street, construction is underway on a residential development comprising buildings of 15, 14 and 11 storeys, providing 351 homes above commercial uses.

Description of the Proposals.

The application proposes the erection of a 23 storey building (121m), plus a plant level, and the conversion of the listed building to create a 356 bed hotel comprising 116 single, 44 twin, 175 double, 6 delux double rooms and 15 accessible rooms (11 in listed building and 4 in the new building). There would be bedrooms on the first, second, third and fourth floors of the refurbished Listed Building. The hotel entrance would be on Gore Street where a ground floor lobby would link via stairs and a lift to a breakfast area, within the former banking hall of the Listed Building. Ancillary facilities comprising offices, plant space, cycle parking and a laundry would be in the basement of the Listed Building.

The wall facing Gore Street to be removed to create a lightwell within the junction of the listed and new building. It is also proposed to remove a chimney which would abut the new build element.

The operator Toyoko (the applicant) focuses on sites close to railway stations and has over 270 hotels, with a total of 50,000 guest rooms in six countries including Japan, Cambodia, South Korea, the Philippines, France and Germany. They are

looking to expand further in Europe and have recently completed hotels in Frankfurt and Marseille. Manchester would be their first UK hotel. It is intended to be a high-quality affordable business hotel.

The current proposal is an amendment to the most recently submitted scheme and would retain more of the internal fabric of the listed building including stairwell that would previously been removed. The height of the new build element has increased from 22 to 23 storeys as a consequence. The level at which the bronze concrete element is introduced has been raised above the level of the dentilled cornice and changes have been made to window openings which improve the interface on Piccadilly between the Listed Building and the new build element. Moving the entrance in the new building along by one bay and introducing a canopy has assisted wind mitigation.

The new build element would have a tri-partite composition defined by a clear base, middle and top. Its rectangular plan form would be divided into two parallel blocks, separated by a glass slot. The two blocks would be constructed in different materials with the northern block constructed of bronze coloured pre-cast concrete panels, and a series deep ribs measuring 100mm wide by 150mm deep would be applied. The southern block would be constructed from white pre-cast concrete panels, in a colour relating to the Portland stone on the listed building. The panels would be chamfered or angled. Panels at the top of the building would be angled to increase the expression of the floor height and provide greater articulation.

The works to the listed building would include:

- Mild detergent wash to the façade.
- Paint and repair all original windows to the Chatham Street and Piccadilly elevations.
- Replace non-original windows to the ground floor.
- Replace non-original door at the Chatham Street and Piccadilly corner.
- Retain original door to Piccadilly but prevent it from being a point of access.
- Remove all non-original alarms, door mechanisms and timber parts.
- Re-open the original entrance doorway to the Chatham Street elevation.
- Remove the south façade to form an internal lightwell.
- Restoration of the ornate ceiling to the banking hall.
- Retention of original skirtings, ceilings and mouldings.
- Demolition of the non-original internal partition walls.
- Removal of non-original ceilings and internal finishes.
- Alterations to ground floor office lobby and associated marble finishes.

It is intended to plant three street trees within the pavement to Piccadilly provided that below ground services would allow this. The development would be expected to achieve a BREEAM rating of at least 'very good'.

Waste would be split into the following bins and would be collected daily:

Blue - Pulpable material (recycled) - paper, cardboard, tetrapak etc - 2 x eurobins
 Brown - Co-mingled material (recycled) - glass, cans, tins, plastic etc – 3 x eurobins

Green - Organic waste (recycled) - food stuffs etc - 1 x 240l bins
 Black General waste (non-recycled) - all non-recyclable 6 x eurobins

The total number of bins has been calculated from City Council document 'GD04 Waste Storage and Collection Guidance for New Developments V2.00 -0 Citywide Support - Environmental Protection (September 2014).

The main entrance would be at the corner of Piccadilly and Gore Street, with a secondary pedestrian entrance at the corner of Piccadilly and Chatham Street. Service entrances would be located on Gore Street and Chatham Street. Two spaces on Chatham Street would be removed to accommodate the proposed loading bay. A visitor drop off/ pick up facility would be located on Gore Street for up to three vehicles, adjacent to the main entrance. The drop-off/ pick-up facility would be accommodated through the reconfiguration of the existing on-street parking bays. A total of five on-street parking bays are proposed to be introduced on the southern side of Gore Street. Overall therefore proposals would represent a neutral impact on the existing total number of parking spaces on Gore Street and Chatham Street.

The proposal does not include parking and it is envisaged that visitors who arrive by car would use car parks nearby. A Framework Travel Plan has been prepared in support of the planning application.

36 Cycle parking spaces are proposed for visitors and staff along with and showering and changing facilities for staff.

In support of the proposal, the applicants have stated that the development would provide the following :

- The hotel would inject life and vitality into this part of the City activating the ground floor streetscape.
- The hotel would bring a long vacant listed building back into use. The investment will preserve the buildings' status and secure its future upkeep and maintenance, providing a positive benefit to the street.
- The high quality, tall building would contribute positively and sensitively to the urban grain and reinforce the grid structure of surrounding streets and buildings by reinstating the street edge and site corners.
- The scale, alignment and positioning of the proposal would relate to its context, and would be a positive addition to the skyline which would promote positive vistas across the City.
- The building would be seen from some parts of the adjacent conservation area and adjacent listed buildings but this would not have an adverse impact on the historic character of the area or the setting of buildings. This, together with the refurbishment of the former Union Bank, would ensure that the scheme would not adversely impact on the appreciation of the adjacent listed buildings or their setting.
- By creating interest and vitality, the proposal would remove the current adverse impacts that the adjacent site has on the street scene, on adjacent listed buildings and on the adjacent Stevenson Square Conservation Area.

- The conversion of the building would, subject to conditions relating to the detailed nature of the repair and reinstatement, have an acceptable impact on the character and historic fabric of the listed building.
- There has been a significant increase in the supply of hotel rooms in Manchester over the past five years, however this has been exceeded by demand growth. Occupancy rates for hotels are around 75%, indicating an undersupply in the market. Whilst there is a healthy supply of hotel rooms that are confirmed to come forward over the next 2 years, only a small proportion are economy hotels (221 rooms, or 17% of all confirmed rooms).
- CBRE have estimated that construction of Toyoko Inn will lead to construction investment of around £23m. Over a two year build period, it is estimated that this could support 175 temporary full time equivalent (FTE) construction jobs per annum. This includes jobs on-site as well as off-site in the development's wider supply chain (for example in pre-fabrication facilities).
- Based on operations at Toyoko Inn's other hotels in Europe, it is estimate that the proposed developed will support around 43 FTE jobs once operational, and £1.4m of annual Gross Value Added (GVA). These will be across a range of roles including managerial, front of house (receptionists and customer service) and back of house (housekeepers and maintenance).
- The hotel will also deliver a range of off-site employment through supply chain purchases made by Toyoko Inn and expenditure of wages injected into the local economy by direct and indirect workers. This is estimated to support around 15 FTE jobs and £0.4m annual GVA in Manchester.
- The economy hotel would offer breakfast only. This will encourage guests to purchase food and drink from outside the hotel, resulting in a positive impact to local businesses. Given the hotels' location on a main gateway into the city, it will enhance visitor's perception of the city, and help to drive footfall and further investment in this area of Manchester.
- Taking into consideration both the gross on-site employment (direct) and multiplier (indirect and induced) employment impacts, it is estimated that total gross employment impact of the Proposed Development is 58 FTE jobs, with an annual GVA impact of £1.8m.
- Toyoko Inn has also recently opened its UK Headquarters on Chorlton Street in Manchester – further demonstrating its commitment to this Site. The proposals are fully funded subject to planning permission and listed building consents being granted.

This planning application has been supported by the following information:

Supporting Planning Statement
 Tall Building Statement
 Statement of Community Involvement
 Design and Access Statement
 Application Drawings
 Verified Images
 Waste Management Strategy
 TV Reception Survey

Sunlight / Daylight Impact Report
 Crime Impact Statement
 Drainage Impact Statement
 Structural Philosophy Report
 Energy Statement Report
 Ventilation Strategy Report
 Archaeology Desk Based Assessment
 Geo-Environmental Site Assessment
 Transport Statement
 Framework Travel Plan
 Acoustic Report
 BREEAM Pre-Assessment Report
 Economic and Regeneration Benefits
 Statement
 Environmental Wind Report
 Environmental Standards Statement
 Air Quality Assessment
 Ecology Survey Assessment

Consultations

Publicity – The occupiers of adjacent premises have been notified about the applications and they have been advertised in the local press as a major development, affecting the setting of a listed building and the setting of a conservation area (121014); and, as affecting a listed building and the setting of a conservation area (121015). Site notices have also been placed adjacent to the application sites. The occupiers of adjacent premises were re-notified about the application and given a further 10 days to make comments following the submission of a revised scheme which increase the height of the new building by 1 storey (from 22 to 23) and allowed for more retention of the original building fabric within the Listed Building.

11 Letters of objection were received with 1 objector reaffirming their objections following the re-notification. The objections relate mainly to concerns about the height, the impact on levels of sunlight and daylight within adjacent Apartments and traffic and highways issues during the construction and operational phases and are summarised below:

Height

- The height is excessive when the adjacent context including a number of listed buildings and a 22 storey building would not be appropriate within its context.

Traffic and Highways issues (Operational and Construction Phases)

- Roby Street forms the only entrance / exit points to car parks within adjacent buildings and consequently there is potential for the construction of this building (presumably a crane will be required to service the construction) to impact on this if the logistics of the development are not carefully planned and

monitored including the potential for Gore Street to be closed which would provide no exit route for vehicles from those adjacent car parks;

- There are elderly and infirm people in adjacent buildings how will the safety implications for emergency vehicle access and access to adjacent disabled parking bays and general building and car parking access / egress be retained to an acceptable level ?;
- The size of the development implies the need for significant levels of vehicle access during both the construction and operational phases, how will this be managed given the narrowness of the adjacent streets;
- Is there an opportunity to look at rationalising the management of traffic flows within the area as part of this application as currently you can access from Aytoun, Chatham, Roby and Gore Streets but only exit along Gore Street which leads to long queues from Chatham Street along Roby and into Gore;
- Traffic around this area is already gridlocked in Chatham St/Roby St/Gore St at peak times , including blocking the exit from the NCP car park. In addition, turning right onto London Road from Gore St, is difficult due to poor visibility caused by vehicles parked on Gore St. The development has the potential to make this worse due to the increased parking and coach drop off point;
- The application states that parking for residents will be available within the adjacent NCP car park but this is not operational 24 hours so how would this be managed?

Impact on levels of Sunlight and Daylight

- Due to the height of the development, it will severely impact on levels of natural light within adjacent apartments;
- The scheme will result in significant overshadowing within a number of adjacent buildings;

Other

- Residents and use of external amenity areas will be disrupted and inconvenienced as a result of substantial noise, dirt, service disruption and this will adversely impact on their quality of life;
- Thought must also be given to local residents during the development/building and their need to access the area. What measures will be put in place to ensure that residents are kept informed about the ongoing construction process and how this will impact on them? Previous developments in the area have been managed and implemented with complete disregard for residents;
- There is potential for increased noise for local residents particularly from disposal of rubbish and collections from Chatham St;
- Increased vehicles (customers, suppliers and staff of the hotel) will impact air quality and pedestrian safety in this area that already has problems with these issues.

Manchester Conservation Area and Historic Buildings Panel – Commenting on the original design. The Panel felt that the proposals seemed to have more elegance than the previous scheme and that this was a suitable location for a tall building.

They would like to see greater consideration to the link between the two buildings as the architectural relationship was poor. A better solution would be to link the buildings via a 'piano noble' through both of the buildings and advised that the lower levels should be improved.

They noted that the entrance to the listed building is lost and will need a lot of signage and the entrance should be better defined.

The Panel would like to see more of the original building retained and felt that due to the level of alteration, the proposals were more of a façade retention. They noted that the stairwell was magnificent.

Historic England – consider that the revised design is a significant improvement on the original proposals in terms of retaining the historic fabric of the listed building, particularly fire places, cross walls, staircase and floors. They do not consider that the small increase in the height of the new build block would cause any appreciable additional harm compared to the original proposal. Any harm that does result would in any event be outweighed by the benefits of retaining the LB interior. So a clear improvement in heritage terms and in terms of the necessary justifications under NPPF 194 and 196.

Head of Highways- Have no objections and are satisfied that the scheme, with minor highway modifications is unlikely to generate any significant network implications. Impacts from construction and servicing requirements can be suitably addressed within Construction and Servicing Management Plans, recommended to be conditioned and attached to any future consent of the application.

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) - Has no objections but recommends that conditions relating to the acoustic insulation of the premises and any associated plant and equipment, the storage and disposal of refuse, the hours during which deliveries can take place and the management of construction be attached to any consent granted.

Greater Manchester Police (Design for Security) – No objection subject to the recommendations contained in the Crime Impact Statement being implemented as part of the scheme.

Greater Manchester Ecology Group – Have no objections and note that no significant ecological constraints were identified by the developer's ecological consultant. They note that no evidence of bats was found and have stated that on this basis no further information or measures are required in relation to their protection. The provision of bird boxes and a 'green' roof is acceptable in terms of contributing to and enhancing the natural and local environment and they request that issues relating to, bats, nesting birds and landscaping are resolved via condition and /or informative.

Flood Risk Management Team – Have recommend that conditions should be attached to any consent granted to ensure surface water drainage works are implemented in accordance with Suds National Standards and to verify the achievement of these objectives

Environment Agency - Have no objections but have recommended conditions to mitigate the risks to adjacent ground and controlled waters and have recommended that guidance set out within their document 'Guiding Principles for Land Contamination' is followed.

TFGM (Metrolink)- Have no objections.

United Utilities will have no objection to the proposed development providing specific conditions are included in any planning permission granted to ensure that no surface water from this development is discharged either directly or indirectly to the combined sewer network and that the site must be drained on a separate system, with only foul drainage connected into the foul sewer.

Greater Manchester Archaeological Unit – A desk based archaeological study (DBA) has concluded that the site is most unlikely to retain any below ground archaeological interests or heritage assets of significance. They accept these conclusions and recommends that no further archaeological work is necessary.

Work and Skills – Recommend that a local labour condition is included for the construction and end use phases which incorporates a requirement to provide a report of local labour achievements.

Manchester Airport , Civil Aviation Authority and NATS Safeguarding - Have no safeguarding objections.

ISSUES

Local Development Framework

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

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC8, and DM1 for the reasons set out below.

Saved UDP Policies

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

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

SO1. Spatial Principles - These provide a framework within which the sustainable development of the City can contribute to halting climate change. This development would be in a highly accessible location, close to good public transport links, and would thereby reduce the need to travel by private car.

SO2. Economy - The hotel would help to improve the City's economic performance. It would provide jobs during construction along with permanent employment and facilities in the hotel, in a highly accessible location and would support the business and leisure functions of the city centre and the region.

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

SO6. Environment - The proposal would help to protect and enhance the City's built environment and ensure the sustainable use of natural resources, in order to: mitigate and adapt to climate change; improve air, water and land quality; improve recreational opportunities; so as to ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 7 & 8). Paragraphs 10, 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. Paragraphs 11 and 12 state that:

"For decision- taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposed development is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 124 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good

design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 127 confirms that planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development; create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 131 states that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

NPPF Section 6 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy EC1 - Land for Employment and Economic Development, Policy EC3 The Regional Centre Policy CC1 (Primary Economic Development Focus) Policy CC4 (Visitors, Tourism, Culture and Leisure) and CC8 (Change and Renewal) – The proposal would help to bring forward economic and commercial development within the Regional Centre. It would deliver a hotel within a part of the City Centre identified in Policy EC1 and CC1 as a focus for primary economic development. The proposal would support the City's economic performance and would help to reduce economic, environmental and social disparities and create an inclusive sustainable community. The site is well connected to transport infrastructure.

The City Centre is a key location for employment growth and the proposal would create jobs during the construction and operational phases. The hotel would use the site efficiently, improve a vacant site and building, enhance the sense of place within the area, and respond to the needs of users and employees by providing access to a range of transport modes and reducing opportunities for crime.

The proposal could help to assist the delivery of the broader long term objectives for the area, including those presented by HS2. Piccadilly Station is a focal point for investment and the proposal would deliver a product that would complement other schemes in the development pipeline.

The development would be highly sustainable and would bring forward economic and commercial development within the Regional Centre. It would have good access to sustainable transport provision, maximise the potential of the City's transport

infrastructure and would enhance the built environment, creating a well-designed place that would enhance and create character and reduce the need to travel

It would develop an underutilised, previously developed site and restore a vacant listed building. It would create employment during construction and on completion and assist in building a strong economy. It would complement the well established community within this part of the City Centre and contribute to the local economy through guests using local facilities and services.

The development would help to create a neighbourhood where people would choose to be by enhancing the built and natural environment and would enhance and create character. The hotel would support the business and leisure functions of the city centre improving the infrastructure. It would offer product which would improve the range of accommodation options and would be close to visitor attractions including the City Art Gallery, the Northern Quarter and the Retail and Commercial Core.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) - One of the spatial principles is that the Regional Centre will be the focus of economic and commercial development, leisure and cultural activity and high quality city living. The proposal would support the creation of a neighbourhood which would attract and retain a diverse labour market. The hotel would significantly increase activity and would support the business and leisure functions of the city centre and the region and promote sustained economic growth.

NPPF Section 9 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The location is highly sustainable and would give people choices about how they travel and would contribute to sustainability and health objectives. The area is close to Piccadilly Station with its connections to the airport and beyond and Metroshuttle routes and should maximise the use of sustainable transport. A Travel Plan would facilitate sustainable transport use and the City Centre location would minimise journey lengths for employment and business and leisure activities for guests. The proposal would help to connect residents to jobs. The development would include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

CC7 (Mixed Use Development), and Policy CC10 (A Place of Everyone) – This would be an efficient, high-density development in a sustainable location within the heart of the City Centre. Manchester's economy continues to grow post-recession and investment is required in locations that would support and sustain this growth. The City Centre is the biggest source of jobs in the region and this proposal would provide accommodation to support the growing economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant community. The hotel would complement the existing mix of uses and would support local businesses through supply chain arrangements and guests will be encouraged to use local restaurants and bars as these would not be provided on site.

NPPF Sections 12 (Achieving Well Designed Places), and 16 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles

and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) - The proposal has been the subject of significant design consideration and consultation. It would maximise the use of land and would be appropriate to the City Centre context. The building would be classified as tall building within its local context but would be of a high quality which would raise the standard of design in the area. It would be appropriately located, contribute positively to place making and would bring significant regeneration benefits. The design would respond positively at street level. The positive aspects of the design of the proposals are discussed in more detail below.

A Tall Building Statement identifies key views and assesses its impact on these. It also evaluates the buildings relationship to its site context / transport infrastructure and its effect on the local environment and amenity. This is discussed in more detail below.

A Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement, have demonstrated that the development would have a beneficial impact on the surrounding area. Its present condition makes no contribution to the townscape and has a negative impact on the setting of designated heritage assets. The proposal would not result in any significant harm to the setting of surrounding listed buildings or adjacent Conservation Area and the quality and design would sustain the adjacent heritage value of the heritage assets. This is discussed in more detail below.

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

Paragraph 193 states that when considering the impact of a proposal 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). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a. Grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b. assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Section 195 states that where a proposal will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

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

Section 196 states that where a proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Section 197 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

The proposal would re-use a currently vacant listed building and develop a surface level car park whose open nature has a negative impact on the setting of nearby heritage assets and introduce a good quality building that would make a positive contribution to the townscape and enhance the setting of those heritage assets.

The proposal would enhance an area that currently has a negative impact on the setting of nearby heritage assets and introduce a good quality building that would make a positive contribution to the townscape and enhance the setting of those adjacent heritage assets.

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

Core Strategy Section 8 Promoting healthy communities - The creation of an active street frontage would help to integrate the site into the locality and increase levels of natural surveillance.

Saved UDP Policy DC20 (Archaeology) – It has been concluded that there is virtually no likelihood of any significant remains surviving below ground level and as such that the development would not have an impact on any potentially significant remains on the site.

NPPF Section 14 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management- Breeam requirements) -The site is highly sustainable. An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles that promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and in

operation. The proposal would follow the principles of the Energy Hierarchy to reduce CO2 emissions and is supported by an Energy Statement, which sets out how the proposals would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. In addition the NPPF indicates that development should not increase flood risk elsewhere.

The surface water drainage from the development would be managed to restrict the surface water to greenfield run-off rate if practical, and to reduce the post development run-off rates to 50% of the pre development rates as a minimum.

The drainage network would be designed so that no flooding occurs for up to and including the 1 in 30-year storm event, and that any localised flooding will be controlled for up to and including the 1 in 100-year storm event including 20% rainfall intensity increase (climate change). The surface water management would be designed in accordance with the NPPG and DEFRA guidance in relation to SuDS

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information regarding the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration, waste and biodiversity and has demonstrated that the proposal would not have any significant adverse impacts in respect of pollution. Surface water run-off and ground water contamination would be minimised

An Ecology Report concluded that there was no conclusive evidence of any specifically protected species regularly occurring on the site or the surrounding areas which would be negatively affected by site development. A number of measures to improve biodiversity are proposed. The Report concludes that, the proposals will have no adverse effect on any statutory or non-statutory designated sites in the wider area.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal should exploit opportunities and this is discussed in more detail below. There would be no adverse impacts on blue infrastructure.

The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy which details the measures that would be undertaken to minimise the production of waste both during construction and in operation. The Strategy states that coordination through the onsite management team would ensure the various waste streams throughout the development are appropriately managed.

DC22 Footpath Protection - The development will also improve pedestrian routes within the local area through street tree planting, ground floor activity and repaving.

Policy DM 1- Development Management - Outlines a range of general issues that all development should have regard to and of these, the following issues are of 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 privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The above issues are considered in detail in below.

Other Relevant City Council Policy Documents

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

Piccadilly Basin Masterplan and SRF – Piccadilly Basin represents a major strategic opportunity capable of delivering extensive and comprehensive redevelopment. Investment here will complement established regeneration initiatives elsewhere in the city centre, and in particular the north east at Ancoats and New Islington.

The proposed development lies adjacent to the SRF area and for the reasons set out below it is considered that the proposals would complement the aims, objectives and opportunities that the SRF seeks to secure.

HS2 Manchester Piccadilly Strategic Regeneration (SRF) and Masterplan (2018) – The local area around the proposed development is a key transport node and has a critical role to play in the city's economic regeneration. Significant investment is planned in the local area, centring around Piccadilly Station. In 2018 a Strategic Regeneration Framework (SRF) was produced which covers investment in the station and surrounding area. The SRF sets out ambitious plans for the transformation of Manchester Piccadilly train station and the surrounding area into "a major new district for Manchester with a world class transport hub at its heart".

The Application Site lies close to the area subject to the Piccadilly and HS2 Masterplan. The purpose of the Masterplan is to set out a framework to ensure that the City is able to capitalise on the development opportunities presented by the arrival of HS2 and resulting expansion of Piccadilly Station which could transform the eastern fringes of the City Centre. Being in close proximity to the SRF Area the proposed development would support and compliment this next phase of growth in Manchester and enhance the City's productivity. This would contribute positively to the delivery of strategic regeneration objectives and be complimentary to the aim of improving connectivity between the City Centre and communities to the east including between New Islington to the north of the site.

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

The site of the current planning application falls within the area designated as Piccadilly. This identifies the wider Piccadilly area as having the potential for unrivalled major transformation over the coming years and notes that the additional investment at Piccadilly Station provided by HS2 and the Northern Hub represents a unique opportunity to transform and regenerate the eastern gateway to the city centre, defining a new sense of place and providing important connectivity and opportunities to major regeneration areas in the east of the city.

The City Centre Strategic Plan endorses the recommendations in the HS2 Manchester Piccadilly SRF

The proposed development would be complementary to the realisation of the opportunities set out above. It would enhance the sense of place that the recent refurbishment of Gateway House and the completion of the Holiday Inn on Aytoun Street have started to establish and which will be further enhanced by the completion of the Kampus development in 2020 whilst strengthening physical and visual links between the City Centre and key regeneration areas beyond.

The Greater Manchester Strategy, Stronger Together,- This is the sustainable community strategy for the Greater Manchester (GM) Region. The proposal will deliver the comprehensive refurbishment and redevelopment of an underutilised site within the City Centre in order to bring a new hotel franchiser to the City. The proposal will therefore help to achieve a number of key growth priorities set out within the GM strategy including the reshaping of the economy to meet global demand, building Manchester's global brand and improving international competitiveness

The Greater Manchester Strategy for the Visitor Economy 2014 – 2020 – This strategy sets out the strategic direction for the visitor economy from 2014 through to 2020 and is the strategic framework for the whole of the Greater Manchester city-region. It outlines how Manchester will seek to secure its share of the global tourism industry, not just with mature markets but also in the emerging markets of Brazil,

Russia, India and China. It also sets out the potential for business tourism to make a considerable contribution to the prosperity of Manchester stating that the attraction of national and international conferences not only contributes directly to the local economy, but also supports wider city objectives of attracting talent and investment in key industry and academic sectors. One of the key aims of the strategy is to position Manchester as a successful international destination securing the Toyoko brand within Manchester will contribute towards that objective.

Destination Management Plan (DMP) – This is the action plan for the visitor economy for Greater Manchester that aligns to the tourism strategy, ‘The Greater Manchester Strategy for the Visitor Economy 2017 - 2020’. The plan identifies what needs to be done to achieve growth targets by 2020. The activity includes not only the plans of the Tourist Board, Marketing Manchester, but also those of other stakeholders and partners including the ten local authorities of Greater Manchester, Manchester Airport, other agencies and the tourism businesses themselves. The DMP is a partnership document which is co-ordinated and written by Marketing Manchester but which is developed through consultation with all the appropriate stakeholders through the Manchester Visitor Economy Forum. The Forum comprises senior representatives from various visitor economy stakeholders’ or The DMP has 4 Strategic Aims:

- To position Manchester as a successful international destination
- To further develop Manchester as a leading events destination
- To improve the quality and appeal of the product offer
- To maximise the capacity for growth

The proposed hotel would align with these aims, whilst securing this hotel brand within the City would should realise capacity for unlocking the region’s international tourism potential.

Conservation Area Declarations

Stevenson Square Conservation Area Declaration

Stevenson Square conservation area lies adjacent to the site and is located on the north-eastern edge of the city centre of Manchester. The Stevenson square conservation area represents a significant portion of the city centre in which the majority of Victorian buildings remain intact. The majority of buildings of architectural or historic interest in the conservation area are Victorian or early-20th century. Most are related to the cotton industry, often warehouses, showrooms or workshops. These buildings are taller than the earlier examples and create a varied matrix of building mass, divided by largely dark, narrow streets.

Development control in Stevenson Square is aimed at encouraging development and activity which enhances the prosperity of the area, whilst paying attention to its special architectural and visual qualities.

It was designated in February 1987 and was subsequently extended in December 1987 to include houses on Lever Street and Bradley Street

Other National Planning Legislation

Legislative requirements

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

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

S149 (Public Sector Equality Duty) of the 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 among the protected characteristics

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

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and National Planning Practice Guidance (2017).

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. Whilst the nature of the proposal is of a magnitude which would not fall within the definition of the thresholds set for “Urban Development Projects” within Schedule 2 given that the proposals fall within an area where there are currently a number of major development projects approved and under construction and that it sits adjacent to the wider Piccadilly HS2 Masterplan Area the City Council has adopted a screening opinion in respect of this matter including cumulative impacts to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that there will not be significant environmental impacts associated with the proposed development, subject to suitable mitigation, and therefore an Environmental Statement is not required.

ISSUES

The Schemes Contribution to Regeneration – The regeneration of the City Centre is an important planning consideration as it is the primary economic driver of the region and is crucial to its longer term economic success. There has been a significant amount of regeneration activity in Piccadilly area over the past 18 years as a result of private and public sector investment. Major redevelopment has taken place at Piccadilly Gardens, Piccadilly Basin, Piccadilly Station, Piccadilly Triangle and the former Employment Exchange on Aytoun Street. This will continue as new opportunities are presented by investment in HS2.

The development of this brownfield site would be consistent with a number of the GM Strategy's key objectives, including the Greater Manchester Strategy for the Visitor Economy. A hotel would support the growth of the City Centre as a visitor attraction and business destination, both domestically and internationally. It would be located adjacent to a major transport hub with exceptional connections and would help to promote sustainable economic growth.

Tourism is one of the key drivers of the City's economic growth. The City's tourist attractions attract a substantial number of domestic and international visitors and it is second most visited city in England for staying visits by domestic residents and third for international visitors. After London and Edinburgh it is the third busiest UK city destination for international visitors and 23% staying visitors are international. There has been a significant increase in the supply of hotel rooms in Manchester over the past five years, however this has been exceeded by demand growth. Occupancy rates for hotels are around 75%, indicating an undersupply in the market.

Its estimated value to Greater Manchester of the Visitor Economy is over £7.5 billion annually supporting around 92,000 FTE jobs. It is estimated by Marketing Manchester that 4.5 million visitors stay in Manchester every year generating 10.3 million overnight stays annually. The target is to increase this to 13.7 million by 2020, with a clear need for additional hotel rooms in Manchester to serve this future demand.

A broad range of hotel rooms is required in locations that are easily accessible to tourism and business leisure destinations. The diversification of the current offer would improve and enhance its attractiveness. The supply of hotel rooms that are confirmed to come forward over the next 2 years, only a small proportion are economy hotels (221 rooms, or 17% of all confirmed rooms).

Toyoko Inn is one of Japan's biggest hotel brands with more than 270 hotels around the world. This would be its first hotel in the UK and would offer breakfast only. Guests would purchase food and drink from outside the hotel and therefore support local businesses. The hotel would develop a vacant and underused site on a main gateway and would enhance perceptions of the city, and help to drive footfall and further investment in the city centre.

The site is well suited to a hotel use given its city centre location, visibility and prominence on a key pedestrian route and proximity to Piccadilly Station. This is reflected in the fact that the Piccadilly area in the vicinity of the Station is developing into something of a hospitality hub to serve the City Centre.

The sites open nature of the site creates a poor appearance and has a negative impact on the street scene. It fragments the historic back of pavement building form and creates a poor arrival experience for visitors arriving from Piccadilly Station. The development would enhance the street scene and reinstate the historic building line and the design would respond to its context and the area's heritage.

This proposal would deliver significant regeneration benefits by repairing key street-frontages and helping to establish a sense of place. It would contribute to the economy and complement nearby hotel, residential and commercial uses. It would create employment during construction and permanent employment from the proposed end use and supply lines. It is estimated that the total gross employment impact of the proposal during its operational stage would be 58 FTE jobs, with an annual GVA impact of £1.8m.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider in assessing these proposals is whether a building of 23 storeys is appropriate in this location. This is considered to be a tall building and as such it should be assessed against the relevant policies in the NPPF and Core Strategy Policies that relate to Tall Buildings and in terms of the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE.

Design Issues, relationship to context and the effect on the Historic

Environment. This considers the overall design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces. In terms of the above the key issues for consideration relate to the appropriateness of a tall building in this location and its impact on the setting of listed buildings, including within the application site, and the adjacent Stevenson Square Conservation Area. The design has been discussed at pre-application with Historic England, Places Matter and a public engagement took place.

Principle of a Tall Building in this Location



The site is close to Piccadilly Railway Station which is one of the most important gateways into the city. Its principle frontage to Piccadilly is a key desire line for many people arriving in the City and the site is part of their first impressions of Manchester.

The site has largely been in its current condition for over 10 years and requires investment. The HS2 SRF seeks to ensure that areas around the Station can capture the opportunity that HS2 presents. This relates in particular to areas to the east of the station and around the arrival point for HS2 and the entrance sequence to the rest of the city centre is an important part of this.

Tall buildings can play an important role in shaping perceptions of an area. Tall buildings must be of the highest quality design, should relate sensitively to their context and should make a positive contribution to a coherent city/streetscape.

This is a relatively constrained site that contains a listed building. A quantum of bedrooms is required to ensure the scheme is viable and this, to some extent, has driven the height. The scheme proposed would make an efficient use of the site and would restore a vacant listed building and ensure its long term conservation. The principle of a tall building on this site has been established by previous permissions.

The site forms part of the setting of the adjacent Stevenson Square Conservation Area. The buildings on the north east side of Piccadilly within the Conservation Area are a mix of Victorian Commercial and Warehouse Buildings along with a number of later 20th Century buildings. 111 Piccadilly at the junction with Ducie Street adjacent to Piccadilly Station is considerably taller.

Outside of the Conservation Area on the south east of Piccadilly buildings are more varied in terms of age, style, scale and massing with many constructed during the past 15-20 years. These range from 7 to 15 storeys.

The height of the proposal would be a landmark or gateway building which would signal arrival to the city and assist in legibility. It would enhance the sense of place, creating a point for orientation and reference. The proposal would be 'read' in conjunction with 111 Piccadilly which is located diagonally opposite forming part of the entrance sequence to the city.

Tall buildings need to be exceptional in terms of architectural form and design quality. The Core Strategy seeks to ensure that tall buildings complement the City's key building assets including designated and non designated heritage assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester. It is also necessary to consider the impact on its local environment, on the skyline and how it would add to its locality. Tall buildings should enhance the character and distinctiveness of an area without adversely affecting established valued townscapes or landscapes, or intruding into important views.

The appearance of this vacant site does cause harm to the setting of the adjacent Stevenson Square Conservation Area, the setting of the adjacent listed buildings and the quality and character of the townscape. It erodes the street pattern, interrupts the prevailing building line, creates a fragmented streetscape and creates a sense of dereliction. All of this affects and weakens the character and appearance of the area, creating a poor impression of the City and a lack of street level activity. In terms of the sense of dereliction, it is notable that within the past 18 months there have been a series of security breaches of the listed building (number 12) which have resulted in unauthorised access and occupation.

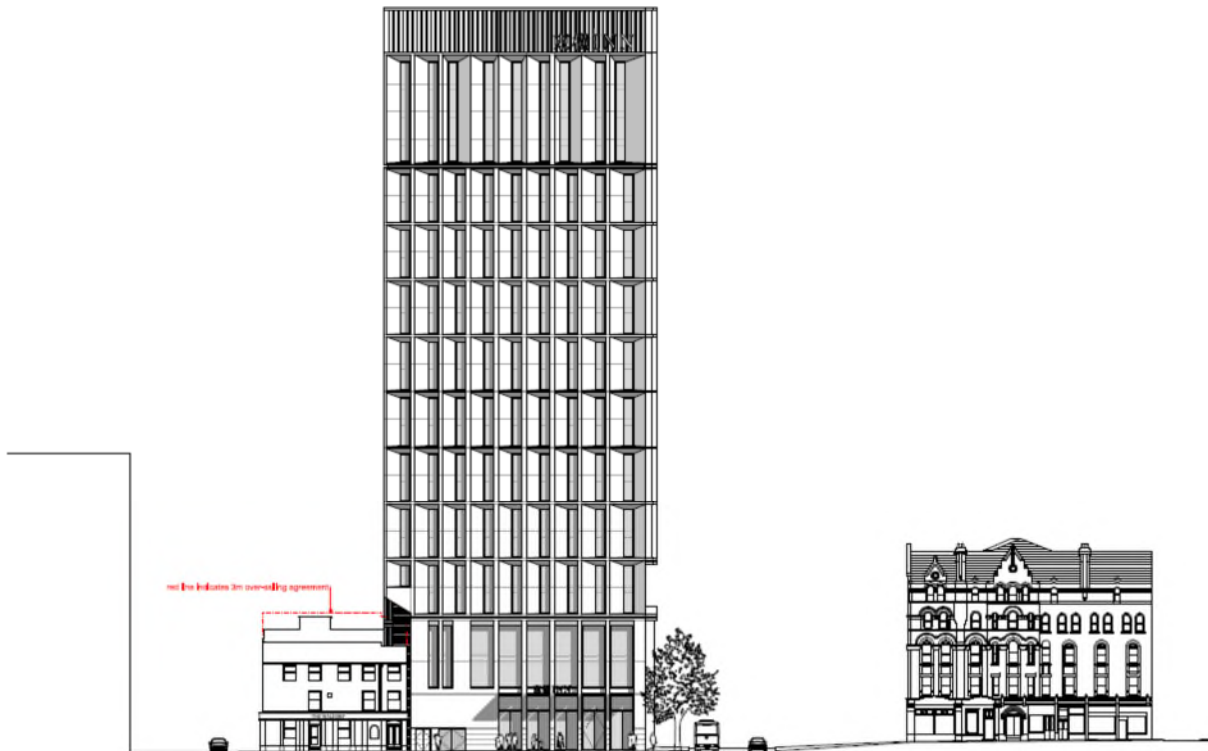
The site presents an opportunity to preserve and enhance the setting of the adjacent Conservation Areas, and preserve the setting of adjacent listed buildings and the wider street and townscape whilst preserving the historic interest and special architectural features of the Grade II Listed 12 Piccadilly in line with policies within the Planning Act, NPPF and Core Strategy as well as sections 66 and 72 of the 1990 Listed Buildings Act which have been outlined above.

Paragraph 127 of the NPPF advocates development which adds to the overall quality of an area, establishes a sense of place, is visually attractive as a result of good architecture, is sympathetic to local character and which optimises the potential of the site.

The proposal would provide a sense of enclosure, define the street block and its dense urban grain and follow the historic back of pavement building line. The height has to some extent been dictated by the need to incorporate and restore the listed building.

The apparent mass of the building would be broken down by the provision of a glazed slot which would create the appearance two elegant forms rather than a single volume. The northern component would be raised by one storey to reinforce this articulation and the building would contribute positively to the skyline. This slender contemporary design would be viewed as a separate building and a modern intervention ensuring that the robust listed building retains its prominence in the area,





The building would have a tri-partite composition which reflects that of the adjoining listed building. The tri-partite elevations are defined by a clear base, middle and top. The 4 storey base is proportioned to reflect the height of the buildings that constitute the 3/5 storey urban block that is bounded by Chatham Street, Piccadilly, Gore Street and Roby Street. It would provide a human scale to the streetscape and together with the reuse of the ground floor of the listed building, would help to provide a vibrant streetscape. The middle portion would include a repetitive rhythm with the upper storeys forming a distinctive crown.



The ground floor uses and treatment would respond to the immediate context and would maximum the impact on Gore Street and Piccadilly. This would help to integrate the site into its urban context and reinforce the definition of the streetscape.

Impact on Designated and Non Designated Heritage Assets and Visual Impact Assessment

(a) Heritage Assessment

The submitted Heritage Statement has concluded the following:

- The special architectural and historic interest of 12 Piccadilly has been recognised by its Grade II listed status.
- The interior of the building is of low-to-negligible significance. However, the extent of alteration proposed would not adversely impact the special architectural interest of the building within the context of the wider townscape.
- The setting of the listed building is currently adversely affected by the gap site to the south.
- The potential physical impact of the proposals on the Grade II listed former bank building will result in 6 instances of minor beneficial impacts, 2 instances of minor adverse impacts and 1 instance of moderate adverse impacts.
- The value/importance of the individual heritage assets identified within the views and the value/ importance of the views as a whole would be subject to a minor beneficial magnitude of change.
- Manchester City Council does not have any protected views and tall buildings have previously been encouraged in this part of the city.
- The zone of visual influence and key views were discussed and agreed with English Heritage at pre-application stage in order to assess the potential visual impact of the proposed scheme.
- The zone of visual influence diagrams has demonstrated that the new build element of the scheme will not be visible from the majority of the adjacent Conservation Areas (Stevenson Square/ Smithfield).
- The proposals cannot be considered as resulting in anything more than instances of “*less than substantial harm*” due to the fact that the special architectural interest of the Grade II former bank building and the setting of nearby listed buildings and character of the adjacent conservation areas will not be fundamentally compromised.
- The substantial public benefits of the proposed scheme will outweigh any instances of less than substantial harm.

The buildings architectural and historic interest, and aesthetic and historical value are principally derived from its external appearance, which is of high significance. There are internal features which are worthy of retention but the character has been eroded by the removal of staircases and the introduction of partitions and therefore is of less value. The building is considered to have low communal and group value.

(b) Impact on Fabric of Listed Building

The design of the scheme has changed since the original submission and an original stairwell and stained glass windows would be retained. The specific impact on the fabric of the listed building is as follows:

- The south wall would be alteration to create localised openings to the new building, including a former chimney breast. This would cause a minor erosion of the buildings plan form and have a minor adverse impact. All fireplaces have previously been removed.
- All modern internal partitions would be removed. The plan form is of low value as it has been substantially altered and the impact would be negligible.
- The retention of the original stairwell and stained glass windows would have a beneficial impact.
- Removal of the modern lift shaft would enhance the ability to understand and appreciate the stairwell and its plan form. The stained glass to some of the windows on the stairwell would be retained and restored and this would create a minor beneficial impact.
- The ground floor windows are not original and would be replaced with a type more in keeping with the historic building. This would have a minor beneficial impact as it will enhance the aesthetic value of the building and the ability to appreciate and understand it.
- It is proposed to remove a non-original corner door and replace it with one more in keeping with the historic building creating a minor beneficial impact that would enhance the aesthetic value of the building and the ability to appreciate and understand it.
- A former entrance door would be re-provided in a window opening on Chatham Street. This would have a minor beneficial impact enhancing the aesthetic value of the building and the ability to appreciate and understand the heritage asset.
- The external stonework would be cleaned which would have a minor beneficial impact enhancing the aesthetic value of the building and the ability to appreciate and understand the heritage asset.
- Remaining historic skirtings, mouldings and ceilings would be retained and restored including the ornate ceiling to the former ground floor banking hall. This would enhance to the ability to understand and appreciate the aesthetic value of the building and result in a minor beneficial impact
- There are some marble finishes to the lobby to the entrance area off of Piccadilly and the investigation of the retention and reuse of these within the listed building would be a condition of any consent granted.

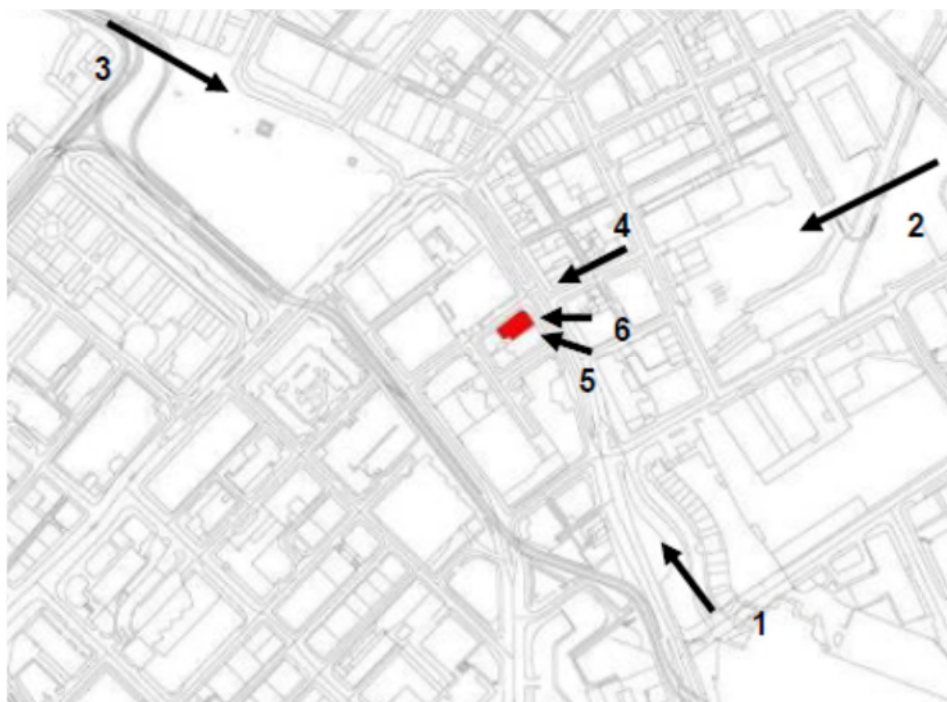
The physical impact of the proposals on the building would overall be beneficial. Instances of minor adverse impacts relate to the alteration and removal of historic fabric to incorporate the new build element to the building. The beneficial impacts relate to the removal of elements that detract from the buildings architectural value, such as the non-original ground floor windows. It is considered that these impacts, which would allow the re-use of the building, would cause less than substantial harm.

(c) Impacts on setting of listed buildings, conservation area and townscape.

When seen from the radial approaches to the city, the city centre skyline expresses the density of the City. There are numerous tall buildings which form important elements of Manchester's skyline and they are an essential part of the character of any dynamic city.

There are historic buildings on Piccadilly alongside larger, more modern developments. However, the historic heritage assets do remain dominant against the mid-late 20th Century development and this would not change as a result of this proposal.

A visual assessment, agreed with Historic England, has analysed the visual impact of the scheme on the heritage significance of 6 key views using photomontage / CGI perspectives.



This has considered the potential impact of the proposal on the setting of adjacent listed buildings and conservation areas and has demonstrated a beneficial impact. Diagrams showing the Zones of visual influence demonstrate that it would not be visible from the majority of the Stevenson Square Area, and therefore the character and appearance of these heritage assets as a whole would not be impacted by it. The development would largely be read as a new element within the skyline or as a landmark.

The proposal would relate to other taller buildings in the area at 111 Piccadilly and Piccadilly Place. It would be considerably higher than the historical built form in the area, but this does not mean that it cannot be successfully integrated within the street scene.

The principle of taller buildings has been established at the site by the previous 9 and 22 storey consented schemes on this site and a previously consented scheme for a 44-storey tower on the former Dept. for Employment building site (now the site of the Holiday Inn Hotel).

Viewpoint 1 – impact assessment



The proposal would be highly visible within this view and help provide a sense of enclosure by creating a vertical counterbalance 111 Piccadilly on the right of the view. The building would be a landmark that would encourage movement through the area to the rest of the city centre beyond. The development would not affect the heritage values of the assets in the view, or the view as a whole, or the ability to appreciate those values. Consequently, the overall impact will be negligible.



Viewpoint 2 – impact assessment

The proposal would be read as a new element on the skyline, creating a point of interest, encouraging movement through the city. The form and materiality would not compete with those of the heritage assets and would be read as a backdrop to them. As the development would not affect the heritage values of the assets in the view, or the view as a whole, the impact and significance of its effects on this view is negligible.



Viewpoint 3 – impact assessment

The north elevation of the proposal would be visible above No.1 Piccadilly and would read as a new marker in the skyline, creating a point of interest, encouraging movement through Piccadilly Gardens and beyond from Piccadilly Station. As the development would not affect the heritage values of the heritage assets in the view, or the view as a whole, the overall impact and significance of its effects on this view is negligible.



Viewpoint 4 – impact assessment

The west elevation of the proposal would be highly visible. The Grade II listed building would be integrated back into an active streetscape creating vitality and interest, which would enhance its heritage values. The listed building would be enhanced by being cleaned and the installation of ground floor windows and an entrance door that are more in keeping. This uplift would further enhance activity and vitality. The overtly contemporary form, articulation and materiality of the new build in this view would provide a backdrop to the listed building and would not over dominate it. It would enhance the heritage values of the heritage assets and the ability to appreciate those values. Consequently, the overall impact and significance of effects would be moderately beneficial.



Viewpoint 5 – impact assessment

The proposal would enhance the streetscape by putting the gap site back into active use and integrating the Grade II listed building back into the streetscape. The vertical emphasis of the new build would contrast with the horizontal emphasis of the adjacent development creating a balanced, cohesive urban street enclosure. The

principal entrance is to the south on Gore Street, which would reactivate and revitalise the surrounding area. This would afford the listed building some predominance to Piccadilly as it would provide the main entrance to the bar which adjoins and complements the hotel function. The enhanced appearance of the listed building, through replacement windows and cleaning of the stonework would enhance its heritage value. The overall impact and significance of effects would be minor beneficial



Viewpoint 6 – impact assessment

The proposal would enhance the streetscape by providing an active use on the gap site and integrating the listed building back into the streetscape. The principal entrance on Gore Street, would reactivate and revitalise the surrounding area. The enhanced appearance of the listed building, through replacement windows and cleaning of the stonework would enhance its heritage values and the overall impact and significance of effects would be minor beneficial.

The value/importance of the individual heritage assets identified within the views and the value/ importance of the views as a whole would have a minor beneficial magnitude of change. The proposal would not prevent the appreciation or significance of the townscape value of the existing building or the ability to appreciate the heritage values of the adjacent listed buildings. The buildings in the conservation area would by their very nature retain their own distinctive and unique character and would not be dominated or adversely affected by the new building.

The condition of the site harms the character of the Stevenson Square Conservation Area, the setting of adjacent listed building and the quality and character of the townscape. This adversely affects the character and appearance of the area.

It is considered that the proposal would be an appropriate urban design response to the adjacent heritage assets. The vacant area can accommodate a taller building without adversely impacting the setting of the adjacent conservation area or listed buildings. It would add a positive element to the Manchester Skyline and compared with the current vacant site and listed building, would create a good first impression for people arriving in the City.

The derelict site and its lack of adversely affects the setting of the listed building. The denser urban grain of the streets to the north and west would limit views of the new build and would not affect the setting of the building from these views. Consequently,

the understanding and appreciation of the Listed Building's setting would not be impacted to the extent that permission should be refused.

The repair and restoration of the listed building would be beneficial to its fabric and its setting. Whilst the new building and its connection to the listed building would have an impact on its fabric and setting, the interface between the new and existing would result in a clear distinction between new and old.

In view of the above, it is considered that the scale, alignment and positioning of the new building would not be out of context, and would be a positive addition to the skyline. The new structure would be seen from some parts of the adjacent conservation area and adjacent listed buildings but this would not have an adverse impact on the historic character of the area or the setting of buildings within the area. This, together with the refurbishment of the former Union Bank, would ensure that the scheme would not adversely impact on the appreciation of the listed buildings or their setting. By creating interest and vitality the proposed building would remove the current adverse impacts that the adjacent site has on the street scene, on adjacent listed buildings and on the adjacent Stevenson Square Conservation Area.

(d) Consideration of the merits of the proposals within the National and Local Policy Context relating to Heritage Assets

There are no World Heritage Sites in the immediate vicinity. Section 66 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it. Section 72 of the Act requires members to give special consideration and considerable weight to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 193, 194, 196 and 197.

The Planning Practice Guidance note that accompanies the NPPF notes that sustaining heritage assets in the long term often requires an incentive for their active conservation. Putting heritage assets to a viable use is likely to lead to the investment in their maintenance that is necessary for their long-term conservation

The NPPF (paragraph 193) stresses that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Significance of an asset can be harmed or lost through alteration or destruction or by development within its setting. As heritage assets are irreplaceable, any harm or loss should clearly and convincingly be justified.

It is considered that the impacts of the proposal on the listed building, its setting and that of adjacent listed buildings and the adjacent Stevenson Square Conservation Area which would be less than substantial. Paragraph 196 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 20 of the NPPF Planning Practice Guidance states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (paragraph 7). Public benefits may include heritage benefits, such as:

- sustaining or enhancing the significance of a heritage asset and the contribution of its setting
- reducing or removing risks to a heritage asset
- securing the optimum viable use of a heritage asset in support of its long term conservation

It is considered that the proposals would meet all of the above criteria

The public benefits arising from the development, would include:-

Heritage Benefits

The key heritage benefit would be securing the optimum viable use for this vacant listed building, supporting its on-going occupancy, maintenance and long term conservation, and the re-use of the adjacent long vacant site.

Whilst the removal of some historic fabric, i.e. areas of the south wall and the rear staircase (ground floor to basement), would have an adverse impact, this is more than outweighed by the substantial heritage benefits of the scheme which would ensure the heritage values of the building are enhanced through: Putting the building back into active use; Cleaning of the stonework; Retention of the original window; Removal of non-original windows and suitable replacement (ground floor level); Reinstatement of the entrance to the north elevation; Removal of non-original door to the corner entrance and suitable replacement; Removal of the lift from the stairwell of the principal staircase; Restoration of the stained-glass panels within the principal staircase; Partial retention and reuse of the marble linings of the hallway; Restoration of the ornate ceiling to the banking hall; Retention of original skirtings, ceilings and mouldings; Removal of the non-original internal partition walls; and Removal of non-original ceilings and internal finishes.

Wider public benefits

Whilst outlined in detail elsewhere in this report of the proposals these would include:

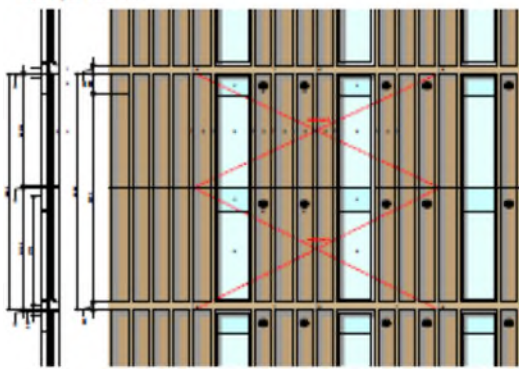
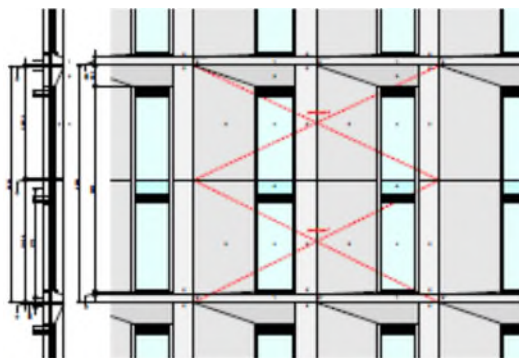
- Securing £90 million of direct investment into the local economy. This investment will deliver a significant number of new jobs during both the construction and operational phases of the hotel both directly and indirectly i.e. as a consequence of a commitment to use local supply chains

- With an estimated 90,000 stays per year, some of which will be new visits to the city as a consequence of the introduction of this hotel chain, additional spending will be generated in the local economy which will result in further spin-off economic benefits
- The proposal is essential to improve the first impressions and perceptions of the city.
- Improving the quality of the local environment through the improvements to the building's exterior and enhancing the wider arrival experience from Piccadilly.
- Providing equal access arrangements for all into the building;
- Increasing activity at street level through the creation of an 'active' ground floor providing overlooking, natural surveillance and increasing feelings of security within the city centre.

Officers consider that the benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with the paragraph 196 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement.

As has been demonstrated, the proposals cannot be considered as resulting in anything more than instances of "*less than substantial harm*" due to the fact that the special architectural interest of the Grade II former bank building and the setting of nearby listed buildings and character of the adjacent conservation areas will not be fundamentally compromised. The less than substantial harm would not be demonstrably outweighed by the substantial public benefits.

Architectural Quality



The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures. Tall building developments should bring forward an exceptionally well considered urban design response and due to its wider visibility and prominence the architectural quality of a tall building needs specific attention.

The building would have a tri-partite subdivision that is typical of the larger historic buildings within the Conservation Area with the materials and fenestration arrangement clearly helping to differentiate the ground floor, the middle section and the skyline.

The external appearance of the building has been considered in terms of its immediate context, in more distant views and its interface with the listed building. The relationship of the modern and historic components has been appropriately and sensitively detailed. The elevations would adopt a modern interpretation of the classical grid and display a clean surface treatment by adopting a simple modern form. The design would create a sense of scale, order and proportion on the building.

The two parallel elements separated by a glass slot, would be articulated in different materials and façade treatment. The northern element would be constructed from repetitive bronze coloured pre-cast concrete panels to which a series of 100mm wide by 150mm deep ribs would be applied. This would provide a simple and elegant elevation that would help to give order to the window openings. In contrast, the southern slab would be constructed from contrasting white pre-cast concrete panels that echo the colour of Portland stone, of the listed building. Furthermore, the southern element would have a highly articulated façade of angled panels which would add a richness to the composition. This would reflect its landmark status when viewed from Piccadilly Station Approach. At the top of the building, which is the most visible part of the design from distant views, the floor heights would be increased and angled to provide greater articulation. A dark granite stone plinth would continue the rustication at the base of the listed building.

The quality of the detail, including window recesses and interfaces between the different components are key to creating a successful development. The layering, detailing and highly modelled design should ensure that the building responds well to its context.

The north and south elevations are of great significance and have a significant impact on the skyline. The east and west elevations, by comparison, are read as very slim gables that a relatively mute. Their role is to visually retain the vibrancy of the principle elevations and provides punctuation to the architectural composition.

Buildings within the area have differing tones and textures and whilst particularly around Dale Street and Tariff Street the pre-dominant material is red-brick the buildings fronting onto some parts of Piccadilly including the listed building within the site are Portland Stone. Therefore in terms of tones, the use of concrete panels in this location is considered appropriate.

The concrete panels would be made from a Portland Stone aggregate and would relate to the Portland Stone of the listed building and provide visual connection and

continuity. The architectural language would provide a clear definition between the new and the old. The bronze coloured concrete element would provide a differing tone picking up on the darker palette of the existing roof.

In recent years many developments have successfully used large format pre-cast concrete panels as a façade material, including numbers 1 and 2 St Peter's Square. It is considered that with the right detailing and quality control mechanisms in place, which can be controlled by a condition attached to any consent granted, these materials are appropriate and would deliver a high quality design. It is considered that the proposed materials would reflect the materials found within the wider Piccadilly Area complement the wider townscape in terms of colour and textures.

The building layout would help to animate the street and would improve the quality of the streetscape considerably. The high quality and distinctive design of the new build would add to the overall quality of the locality and further enhance the legibility that its height would afford.

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

This development and the reinstatement of the Piccadilly and Gore Street frontages would enhance connections from Piccadilly Station. It's height would create a strong wayfinding feature and would aid navigation for visitors.

The investment would improve the perception, and user experience, on this strategic route. The hotel would create the right first impression for those arriving at Piccadilly Station.

Improvements to the pedestrian environment would improve legibility and improve linkages to adjacent areas. The scheme would provide passive security on Piccadilly, Gore Street and Chatham Street and improve safety and will have a significant impact in terms of lifting and revitalising the area.

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the detailed design, procurement and construction process. The design team recognises the high profile nature of the proposal and the design response is appropriate for this prominent site the range of technical expertise that has input to the application is indicative that the design is technically credible.

The design team has confirmed that the proposed window frames of 50mm will be sufficient to accommodate the standard of glazing required in the acoustic report.

The proposal has been prepared by a design team familiar with the issues associated with developing high quality buildings in city centre locations, with a track record and capability to deliver a project of the right quality.

Toyoko Inn is a proven hotel operator and has shown its commitment to this project by opening its UK Headquarters in Manchester and responding to MCC's comments both pre and post submission on this project.

Relationship to Public Transport Infrastructure (Parking, Servicing and Access, Green Travel Plan / Cycling including Disabled Parking provision)

This proximity of Piccadilly Rail Station, the tram network and Piccadilly bus station would encourage the use of sustainable forms of transport and should reduce reliance on the private car.

The proximity to shops, restaurants, bars and visitor attractions mean that many guests would access these facilities by walking.

The provision of on-site parking is constrained by the characteristics of the site and the need to ensure that the scheme enhances vibrancy, street level activity and maximises passive surveillance. The provision of parking would greatly reduce the 'active' contribution which the development would make to surrounding streets.

The hotel would be marketed as a car-free and guests would receive travel packs with information about sustainable travel options. Should guests require a parking space, there are spaces available within nearby car parks.

Cycle parking for guests and staff would be located within the basement (36 spaces)

A condition is recommended requiring that a Travel Plan be agreed prior to occupation with implementation to be monitored and revised, if necessary, within 6 months of occupation.

The operation of the hotel would require a number of deliveries each day. The service entrance would be located on Chatham Street adjacent to a proposed loading bay. This entrance would connect with the back of house facilities on the ground floor, including pantry kitchen. It also provides access to the basement via a lift and dedicated stair, where the plant, bin store, cycle store, laundry and staff welfare facilities are located.

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

Given the above the proposal would not produce a significant increase in traffic flow/loading requirements on the streets surrounding the development.

Sustainability

Larger buildings should attain high standards of sustainability because of their high profile and impact. An Environmental Standards Statement (ESS) and Energy Statement (ES) has assessed the physical, social, economic and other environmental effects of the proposal and how it relates to sustainability objectives.

The ESs sets out the measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability and ensure compliance with planning policy. The requirements for CO2 reductions set out within the Core Strategy would be met through minimising energy demand and meeting any demand efficiently through adopting the lean, clean and green energy hierarchy.

The site is located within a highly sustainable location within close proximity to a wide variety of public transport services which thereby reduces the impact the development will have on the environment.

The building includes environmental design features which will contribute further to reducing its environmental impact. An Environmental Standards and Energy Statement demonstrates that the development would accord with a wide range of principles intended to promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation. The development achieves a potential overall BREEAM 'Very Good' rating.

The Environmental Standards Statement further explores the measures that could be put in place to reduce the site's contribution to the causes of climate change by minimising the emissions of CO2, by reducing the site's needs for energy and by providing some of the requirement by renewable/sustainable means. Issues such as water, waste and biodiversity are also further addressed within the Statement.

Good design would minimise energy usage in accordance with the Energy hierarchy, improving the efficiency of the fabric and using passive servicing methods, including thermal performance and air tightness above Building Regulations requirements, before the application of energy reducing and then low carbon technologies.

Proposed features include

- Reduction of carbon emissions will be sought through a combination of: improved fabric performance; energy efficient mechanical and electrical servicing; and LZC technologies including air source heat pumps.
- Passive measures such as external solar shading devices will reduce the influence of solar gains during summer months whilst not reducing desirable solar gains in the winter months
- Lighting - Energy efficient lighting would reduce electrical demand.
- Hot Water - The hot water cylinder will be insulated to achieve low standing losses.

Effects on the Local Environment/ Amenity

Tall Buildings should not cause unacceptable harm to the amenity of surrounding land and buildings in relation to privacy, overshadowing wind and micro-climate.

Privacy and Overlooking

Small separation distances between buildings is characteristic in the area and is consistent with a dense urban environment. The buildings that previously occupied

the site were built to back of pavement and had they not been demolished, there would be views from the windows within those buildings into windows within adjacent blocks. The proposal would result in the re-use of a long standing brownfield site which has a negative impact on the area.

Daylight, Sunlight and Overshadowing

The nature of high density developments in City Centre locations means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an a manner that is appropriate to their context.

An assessment of daylight, sunlight and overshadowing has been undertaken, using specialist software to measure the amount of daylight and sunlight that is available to windows in a number of neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011). The guidance does not have ‘set’ targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to buildings is sometimes inevitable.

Planning permission has previously been granted for a similar development. The site has largely been cleared for a number of years and prior to that was occupied by terraced properties of between 3 and 4 storeys. The buildings that overlook the site on Chatham Street and Roby Street (The Grand (Chatham Street) and Mercury Buildings (Roby Street)) have benefitted from conditions that are relatively unusual in a City Centre context. As such the baseline situation against which the sunlight, daylight and overshadowing impacts would be measured i.e. an open site, would not be representative of a typical baseline situation within an urban environment and any development of a similar scale or higher than existing buildings in the vicinity of the site would inevitably have an impact. It is therefore necessary to determine what the reasonable expectation of residents should be in relation to daylight levels in those circumstances.

Daylight Impacts

The BRE Guidelines provides methodologies for daylight assessment which are progressive, and can comprise a series of 3 tests. The submitted assessment only adopts 1 of these tests as room layouts are unknown. The test carried out assesses how much daylight can be received at the face of a window which is generally referred to as the Vertical Sky Component (or VSC). In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%.

VSC levels diminish rapidly as building heights increase relative to the distance of separation. As such, the adoption of the ‘standard target values’ is not the norm in a city centre. The BRE Guide recognises that in such circumstances, ‘alternative’ target values would be needed. The methodology for setting new targets is set out in Appendix F of the Guide and suggests *alternative VSC targets*. It acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable. Such alternative targets may be generated from the layout

dimensions of existing development. In this case in line with the guidance an obstruction angle was calculated using the opposite existing building to determine the VSC. It is noted that the target values derived from this are all more onerous than if a 'mirror-image' building (which can also be used to set an alternative target) since all these opposing buildings are of shorter height than the buildings in question. Therefore, the method used gives a more accurate result of the existing obstruction levels than that of a mirror image of the building under examination.

The impacts in relation to the baseline situation (cleared site) and the alternative targets are set out below. The neighbouring residential properties at The Grand, Mercury Buildings and 70 Dale Street have been identified as potentially being affected. These properties border different parts of the site (with 70 Dale Street lying beyond the Abode Hotel having a partial line of sight) and therefore different alternative values of 13%, 22% and 16% being adopted as alternative VSC targets respectively.

Sunlight Impacts

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

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

Under the BRE guidance, a scheme would be considered to comply with the advice if the base line values and the proposed values are within 0.8 times of each other. The BRE suggest that an occupier of an affected apartment would be unable to notice a reduction of this magnitude.

The requirements for minimum levels of sunlight are only applicable to living areas whilst the daylight test should also be applied to both bedrooms and kitchens. No internal surveys of the buildings have been undertaken so the type of rooms that each window serves cannot be accurately detailed. It has been assumed that the majority of the windows will be within either living areas, kitchens or bedrooms. As it has not been possible to ascertain the precise arrangement of the apartments, it has been assumed that all windows are for living areas which must achieve minimum levels of both daylight and sunlight

The results show a good overall level of compliance. Where rooms do not meet the targets, this is often due to the contributory impacts of overhanging balconies

The impacts are as follows:

Daylight impacts

Grand Apartments

Tested against the alternative VSC reduction (13%) 53 /86 windows assessed, passed outright with a VSC in excess of 13%, a further 20 were found to have a VSC reduction of less than 20% and deemed acceptable whilst 13 windows were found to not achieve guidance for both testing criteria. Overall therefore 73 / 86 windows are compliant (85%) with the alternative target VSC level.

In the case of 3 of these windows, the presence of balconies above those windows reduces the existing VSC values to below 10%. Because the existing VSC is so small, the new development would in the first instance appear to have larger negative impact on the VSC values of these windows. However, the absolute reduction in VSC in each case is below 5, representing less of a reduction than other windows which have been shown to follow the guidance. In this special context it is considered that the reduction attributed to the new development to have negligible impact on those windows.

70 Dale Street

Tested against the alternative VSC reduction (16%) 125 /126 windows assessed, passed outright with a VSC in excess of 13%, the remaining window was found to have a VSC reduction of less than 20% and deemed acceptable Overall therefore (100%) of windows are compliant with the alternative target VSC level.

Mercury Buildings

Tested against the alternative VSC reduction (22%) 20 /64 (31%) of windows assessed, passed outright with a VSC in excess of 13%, a further 2 were found to have a VSC reduction of less than 20% and deemed acceptable whilst 42 (65%) windows were found to not achieve guidance for both testing criteria. Overall therefore 22/64 windows are compliant (34%).

The windows that have not achieved guidance are predominantly located on the lower floors of the Roby Street elevation. In the case of 12 of these windows the presence of balconies above those windows reduces the existing VSC values to below 10%. Because the existing VSC is so small in some of these cases, the new development appears to have a larger negative impact on the VSC values of these windows than would be normally expected but this reduction is not unreasonable given the city centre setting

Sunlight Impacts

The Grand

Against the alternative (13%) APSH targets and acceptable APSH reduction there are 80/ 86 of rooms are compliant. The rooms identified as not achieving guidance are those located above each other with balconies impairing visible sky. These windows are set back from both the main façade of the apartment complex and the adjoining car park providing further obstructions which reduce the sunlight hours available.

70 Dale Street

Against the alternative (16%) APSH targets 44/47 (93%) of rooms are compliant.

Mercury Buildings

Against the alternative (22%) APSH targets 28/33 (84%) of rooms are compliant. The majority of the rooms identified as not achieving guidance are those located above each other with balconies impairing visible sky. These windows are set back from both the main façade of the apartment complex providing further obstructions which reduce the sunlight hours available.

Overshadowing

There are no areas of public realm that require consideration of impact permanent shadowing and sunlight hour's appraisal.

The impacts on the levels of daylight and sunlight enjoyed by some of the residents of the Grand, Mercury Buildings and 70 Dale Street are important. Overall there is a good level of compliance with the BRE Guidance in respect of the habitable spaces when assessed against the alternative VSC targets.

However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its location within the City Centre. The following matters are however important in considering this matter:

- The application site benefits from a previous now expired planning permission as detailed above (granted consent in November 2013).
- Buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context;
- Some rooms identified as not achieving guidance have balconies above or are set back from the main façade thus having existing impaired visible sky.
- It is generally acknowledged that when buying/renting properties in the heart of a city centre, that there will be less natural daylight and sunlight in homes than could be expected in the suburbs;
- When purchasing or renting a property in any urban location, sited close to a derelict plot of land, the likelihood is that, at some point in time, redevelopment will occur. This is increased in a city centre like Manchester where there is a shortage of city centre housing in both the owner occupier market and the private rented sector;
- The application site is within the City Centre and is designated for high density development;

It is considered that the above impacts have been tested and perform to an acceptable level against the BRE guidelines

Wind

The effect of development on the wind environment at street level can have an impact on how comfortable and safe the public realm is. If it is not possible to design out all the risks associated with the wind environment, mitigation measures are required to minimise risk or discomfort. A Wind Tunnel Study has provided a quantitative assessment of the wind environment in terms of UK industry standard. This has assessed the impacts of wind and has assessed the need for mitigation measures.

The orientation of the building means that it is sheltered at lower levels and with design features to mitigate any impact would have no significant impact on wind conditions at street level.

Air Quality

An air quality relating to construction and operational activities notes that dust and particulate matter may be emitted into the atmosphere during construction but any impact is likely to be temporary, short term and of minor adverse significance. Construction environmental management techniques would ensure that the effects are not significant. A Construction Management Plan condition would require contractors' vehicles to be cleaned and the access roads swept daily to limit the impact of dust and debris.

The site is located within an Air Quality Management Area (AQMA), which covers the whole of the City Centre, which could potentially exceed the annual nitrogen dioxide (NO₂) air quality objective. The potential principal source of air quality effects would be from increased vehicle movements. The Development would result in the removal of 10 car parking spaces from the Site and no car parking spaces are proposed. The hotel would be car free and would not significantly affect air quality. A planning condition would ensure that emissions generated by the energy and/or heating plant would not result in an impact to local air quality.

The development would not result in any significant air quality issues subject to any mitigation in discharge of conditions to be attached to any consent granted.

Noise and vibration

There are no amenity issues that would impact on surrounding residential properties over and above those expected in the city centre.

The impact of adjacent noise sources on occupiers needs to be considered and a Noise Report concludes that the internal noise levels can be set at an acceptable level with appropriate acoustic design and mitigation, The level of noise and any mitigation measures required in relation to the operation of any plant and ventilation should be controlled through a condition.

Disruption could arise during the construction phase and the applicant and their contractors would work with the local authority and local communities to seek to minimise disruption. The contractors would be required to engage directly with local residents. The provision of a Construction Management Plan should be a condition which would aim to minimise the impact on surrounding residents.

TV and Radio reception

A Pre-Construction Signal Reception Impact Survey concludes that there is potential for terrestrial and satellite signal degradation to properties around the application site adjacent to the proposal particularly to the north. Mitigation for any impact has been identified. This could be controlled by a condition attached to any consent granted

Should tower cranes cause interference on a greater scale than the completed development, this would be for the duration of time that the tower cranes are present.

Conclusions in relation to CABE and English Heritage Guidance and Impacts on the Local Environment.

The impact on daylight levels within some adjacent rooms would exceed BRE guidance but this has to be considered in a city centre context. Such impacts also need to be weighed in the context of the wider benefits of the proposals which are discussed in more detail elsewhere on this report

On balance, it is considered that the applicant has demonstrated that the proposal would meet the requirements of the guidance as well as the policy on Tall Buildings within the Core Strategy and as such the proposal would provide a building of a quality acceptable.

Crime and Disorder

The increased footfall and lighting improvements would improve security and surveillance. A crime impact assessment Greater Manchester Police explains that the scheme should achieve Secured by Design accreditation and a condition is recommended to secure this.

Archaeological issues

Greater Manchester Archaeological Unit have concluded that the site is unlikely to retain any below ground archaeological interests or heritage assets of significance. On this basis they have confirmed that no further archaeological work is necessary.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS)

The proposals would have no adverse effect on statutory or non-statutory sites designated for nature conservation. None of the habitats within the site are of ecological value in terms of their plant species composition and none are representative of natural or semi-natural habitats or are species-rich. There are no examples of Priority Habitat and no invasive species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) are present within the site. The building does support features suitable for use by roosting bats, but it is located within habitats of poor to negligible suitability for use by foraging and commuting bats. No bats or signs of bats were detected within the site in 2018, 2016 or 2013.

The planting of street trees is acceptable in principle and a condition is recommended in relation to exploring potential for this on both Gore Street and Piccadilly. This increase in planting along with a proposed green roof and bird boxes would improve biodiversity and form corridors which enable natural migration through the site. The increase in overall green infrastructure would increase opportunities for habitat expansion leading to an improved ecological value within the local area.

Waste and Recycling

The building would have a dedicated recycling and refuse area in the basement. The hotel management would be responsible for moving the refuse bins from the refuse area to Chatham Street where they are to be collected by refuse vehicles. The frequency of refuse collections will be seven times a week

In accordance with MCC guidance, containers would be taken to a designated location on collection day. Level access would be provided between the bin store and the public highway with dropped kerbs adjacent to the loading bay. The number of bins for each waste stream and their compliance with MCC standards have been detailed earlier in this report. Bins for each type would be clearly marked.

Flood Risk and Sustainable Urban Drainage Strategy

The site lies within Flood zone 1 and is low risk site for flooding from rivers, sea and ground water. It is in the Core Critical Drainage Area in the Council Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off as part of brownfield development. Major planning applications determined from 6 April 2015, must consider sustainable drainage systems.

The Drainage Strategy explains that surface water run-off would be minimised and reduced to a greenfield rate if practical, and the post development run-off rates would be reduced to 50% of the pre development rates.

Surface water would discharge to the public combined sewer on Gore Street subject to agreement with United Utilities. A minimum practical restriction of 5.0 litres/second has been assumed which accords with the City Council Strategic Flood Risk Assessment (SFRA) for brownfield sites within critical drainage areas.

The final drainage design would be informed by site investigations and consultation with the statutory undertaker to confirm the appropriateness of discharging into the public sewer. The current car park use could cause hydrocarbon contamination to groundwater which needs to be managed. The Environment Agency has no objections but has recommended conditions in relation to managing contamination risks to adjacent ground and controlled waters.

There is no space within the site for attenuation tanks or water features. The development would incorporate SUDS through A Blu-Roof system. Conditions could be imposed requiring details of the surface water drainage and a maintenance and management plan of the system to be submitted for approval. The initial SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with the policy principles.

Contaminated Land Issues – A phase 1 Desk Study & Phase 2 Geo- environmental Report have assessed geo-environmental information based on desktop / published sources, a site walkover survey and a review of intrusive investigation and remediation reports. These conclude that the historical industrial use of the site means that mitigation measures may be required to deal with on-site contamination. With these measures in place, the site would presents a low risk to future site users and construction workers. A condition would require a full site investigation and remediation measures to be submitted and agreed.

Disabled access – The building would be accessible to all and is designed to meet the accessible standards as set out in Approved Document Part M 2015 Edition and the 2010 Equality Act. All feasible and practicable measures described within Design for Access 2 (DFA2) have also been incorporated into the design. 15 (just over 4%) of the hotel rooms would be accessible. This includes both left-hand and right-handed designed rooms. All rooms would comply with DFA2 space standards. All of the accessible rooms would be on the lower floors to minimise travel distances.

All lifts, main entrances, the reception area, communications systems, signs and wayfinding, lighting, showers and bathrooms within accessible rooms, within the development comply fully with DFA2. Within the new building ceiling track hoists would be included within the 4no. Accessible rooms.

The fact that some areas would be located within a listed building with original staircases, windows, corridor widths which it would not be desirable to alter has impacted on the achievement of full DFA2 compliance. It is considered however given this and the restrictions imposed by the building footprint of the new building that there is an overall good level of compliance.

S149 (Public Sector Equality Duty) of the Equality Act 2010 - The proposed development would not adversely impact on any relevant protected characteristics .

Social Value from the Development

The proposal would support the creation of a strong, vibrant and healthy community. In particular, the proposal would:

- Attract new visitors to this part of the City Centre, which would increase local expenditure and in particular, in the independent cafes, bars, restaurants and shops close to the Site;
- Promote regeneration in other areas of the City Centre and beyond;
- Bring a listed building back into use and preserve its status and secure its future upkeep and maintenance, providing a positive benefit to the street.
- the proposal would not cause harm to the natural environment and would address climate change through the building design.
- It would provide job opportunities for local people through the agreement required to discharge the local labour agreement condition that would be attached to any consent granted.

- Will provide access to services and facilities via sustainable modes of transport, such as through cycling and walking. The proposed development is very well located in relation to Metrolink, rail and bus links;
- Will not result in any adverse impacts on the air quality, flood risk, noise or pollution and there will not be any adverse contamination impacts;
- Will not have a detrimental impact on protected species; and
- Will regenerate previously developed land with limited ecological value in a highly efficient manner

Response to Objectors comments

The majority of objectors comments have been dealt with above however the following is noted:

The daylight assessment covers The Grand, The Mercury Building and Dale Street. Other residential buildings for the following reasons;

45-47 Dale Street – The building lies some considerable distance (160 metres) to the Northeast of the development. The buildings on the opposite side of Dale Street are of greater height and will restrict line of sight between 45-47 Dale Street and the new development.

Roby Court (1-12 Roby Street) & Aytoun Court (17-19 Aytoun Street) – The new development lies wholly to the north of these buildings and as such their sunlight levels will not be impacted by the new development.

The location of these buildings in relation to the new development means they will not be affected.

Any potential impact in terms of noise from servicing and refuse collections would be minimised through a condition to be attached to any consent granted to limit the hours during which this can take place.

Highways officers have fully assessed the proposals and are satisfied that the scheme, with minor highway modifications made, is unlikely to generate any significant network implications. They consider that points raised regarding construction and servicing requirements can be suitably addressed within Construction and Servicing Management Plans, recommended to be a condition of any consent granted. Management of access to car parks for guests would be dealt with in the discharging of a parking management strategy condition that would be attached to any consent granted.

There would be a requirement within any Construction Management Plan condition for agreement of a Communication Strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works

Response to Panel Comments – The scheme has been amended such that there would be less loss of original fabric and the detailing of the link between the two buildings has now been improved.

CONCLUSION

The proposals would be consistent with a number of the GM Strategy's key growth priorities. There is an important link between economic growth, regeneration and the provision of new employment opportunities. There is an acknowledged need to provide additional hotel accommodation in the city centre in order to support the sustainable growth of the region's economy.

The design would not adversely impact on the character and fabric of the listed building, setting of the adjacent listed buildings or the adjacent conservation area. This part of Piccadilly would be re-vitalised and the proposal would enhance the city's historic landscape. The scheme would add activity and vitality and re-integrate the site into its urban context, reinforcing the character of the streetscape.

The historic environment and its heritage assets is a principal objective of sustainable development. Sustainable development has three broad roles: economic, social and environmental. The environmental role involves protecting and enhancing the historic environment including the streetscape, the impact on the listed 12 Piccadilly, the setting of adjacent listed buildings and the character of the adjacent Conservation Areas. All of this is currently undermined by the buildings external condition and long standing vacancy and the vacant site that adjoins it. Social benefits would be derived from an appreciation of the heritage assets and the economic benefits would be derived from job creation including supply side employment. Currently the site does not deliver on any of these objectives and has not done for some time.

The economic, social and environmental gains which are clearly set out in the Report above, should be sought jointly and simultaneously and on balance the proposals would deliver these gains and deliver a sustainable development solution. The harm caused would be less than substantial and is considered to be acceptable as it would deliver the optimum viable use for the site. As set out in the NPPF all grades of harm, including total destruction, minor physical harm and harm through change to the setting, can be justified on the grounds of public benefits that outweigh that harm. When considering the impact of a proposal 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). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm. In terms of the effect of an application on the significance of a non-designated heritage asset and their directly or indirect affect on non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Where there is less than substantial harm then this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use Paragraphs 193, 196 and 197).

Public benefits are the delivery of one or more of the objectives of sustainable development as set out in the NPPF, provided the benefits will endure for the wider community and not just for private individuals or corporations. As set out above it is considered that the public and heritage benefits of these proposals would secure the

objectives of sustainable development and whilst taking account of the 'great weight' to be given to conservation it has been demonstrated that the level of harm and conflict between the provision of such public benefits and heritage conservation is necessary to deliver those substantial public benefits and in terms of securing the buildings optimum viable use could not be achieved with less or no harm by alternative design.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications should be determined in accordance with the development plan unless material considerations dictate otherwise. The proposals have been considered in detail against the policies of the current Development Plan and taken overall are considered to be in compliance with it.

On balance there is policy support for the proposals. There would be a degree of less than substantial harm but the proposals represent sustainable development and would deliver significant social, economic and environmental benefits. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the listed buildings and the setting of the adjacent listed buildings and conservation area as required by virtue of S66 and S72 of the Listed Buildings Act within the context of the above the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 193, 196 and 197 of the NPPF and that the harm is outweighed by the benefit of bringing the site back into use.

The proposal would sustain and enhance the most significant features of the listed building, add to the overall quality of an area, establish a sense of place, is visually attractive as a result of good architecture, is sympathetic to local character and would optimise the use of the application and therefore meets with the requirements of paragraph 127 of the NPPF.

The adjacent residential accommodation has had largely uninterrupted views across the site for a number of years and it is inevitable that the proposal would affect sunlight, daylight, overshadowing and privacy. It is considered that the impacts which are set out in the report have been tested and are acceptable

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

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

on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation

121014 **APPROVE**

121015 **APPROVE**

Article 35 Declaration

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

Conditions to be attached to the decision

121014

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

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

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

(a) Site and location plan al(02)0001 and al(02)0002;

(b) Dwgs al(03)0010 P02, al(03)0011 P02, al(03)0012 P02, al(03)0013 P02, al(03)0014 P02, al(03)0015 P02, al(03)0016, al(03)0020 P02, al(03)0021 P02, al(05)0050 P03, al(05)0051 P02, al(05)0052 P04, al(05)0053 P03, al(05)0054 P04, al(05)0055 P04, al(05)0056 P04, al(05)0057 P04, al(05)0058 P03, al(05)0059 P02, al(05)0070 P02, al(05)0071 P02, al(05)0072 P02, al(05)0073 P02, al(05)0074 P02, al(05)0075 P02
al(05)0100 P04, al(05)0101 P03, al(05)0102 P02, al(05)0103 P02, al(05)0104 P03, al(05)0105 P02, al(05)0120 P03, al(05)0121 P03, al(05)0122 P02, al(05)0123 P02, al(05)0124 P02, al(05)0125 P02, al(05)0126 P02, al(05)0127 P02, al(05)0129 P02, al(05)0200 P02, al(05)0201 P02, al(05)0202 P02, al(05)0203 P02 and al(05)0204 P02;

(c) The provision of bird boxes as detailed in Stephenson's Studio's letter dated 30th August 2018;

(d) Recommendations in sections, 3, 4 and 5 and 6 of the Crime Impact Assessment Version A dated 23/07/18;

(e) Recommendations in Waterman's Toyoko-Inn Air Quality Assessment July 2018 with a presumption that natural gas-fired installations will be used and on basis that where biomass is proposed within an urban area it is to meet minimum emissions standards. All gas-fired boilers/CHP plant to meet minimum standards. Reference should be made to IAQM/EPUK guidance: <http://iaqm.co.uk/guidance/>;

(f) Recommendations in Toyoko-Inn, 12-16 Piccadilly, Manchester Environmental Standards Statement Revision: 2 27 July 2018 and Compass Energy Energy Statement dated November 2018;

(g) Measures and Recommendations within Booth King Drainage Impact Assessment Nov 2018;

(h) Stevenson Studios letter on Refuse dated 01-11-18 and dwgs al (05) 0500 and 0501; and

(i) Neil Lucas's e-mail in relation to the ceiling track hoists in 4no. Accessible rooms.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan policies DC18.1 DC19.1, DC20 and DC26.1.

3) (a) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

A programme for the issue of samples and specifications of all material to be used on all external elevations of the development and drawings to illustrate details of full sized sample panels that will be produced. The programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining and details of the glazing and a strategy for quality control management; and

(b) All samples and specifications shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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

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. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

(b) 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.

c) 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.

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

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

5) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles;
- Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works

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

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

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

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

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

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

8) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

In order to discharge the above drainage condition the following additional information has to be provided:

- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a

blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- Construction details of flow control and SuDS elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

The development shall be constructed in accordance with the approved details within an agreed timescale.

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

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

10) Before erection of any external scaffolding commences a methodology and specification for that scaffolding including its location, means of affixing to the building, location of any associated fixings to the building, details of how the building fabric would be protected from potential damage as a result of the erection of the scaffolding and details of making good to the building fabric following removal shall be submitted to and approved in writing by the City Council as local planning authority. No development shall commence unless and until the above details have been agreed.

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 and to ensure consistency in accordance

with policies CC9 and EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.s

11) Notwithstanding the details as set out in condition 2 above no development shall commence in relation to the following items within 12 Piccadilly unless and until final details (including where appropriate specification and method statement) of the following have been submitted to and approved in writing by the City Council as Local Planning Authority:

- a. Detailed schedule of all (i) internal and (ii) external repairs and specification for all of the repair works to the building to include the roof and external elevations (including specification for mortar and stone repair / replacement)
- b. (b)A strategy for the location and detailing of all building services including electrics and plumbing, telecommunications, fire/security alarms, communal tv/satellite connections and aerials CCTV cameras (and associated cabling and equipment);
- c. Cleaning of (a) external elevations and (b) internal;
- d. Final details of the M&E;
- e. Replacement windows at ground floor;
- f. Details of making good parts of the building that are to be the subject of removals and / or demolition including the southern wall and chimney;
- g. Details of interfaces of new partitions and raised floors with original building fabric; and
- h. Painting and repair all original windows to the Chatham Street and Piccadilly elevations.
- i. (i)Replacement door at the Chatham Street and Piccadilly corner.
- j. (j) Restoration of the ornate ceiling to the banking hall.
- k. (k) Retention / relocation of marble wall finishes within existing Piccadilly entrance lobby
- l. (l) Any proposed structural works;
- m. (m) Any proposed dampproofing;

All of the above shall be implemented in accordance with the approved details before the development is first occupied:

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 and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

12) Prior to the commencement of development a programmes for submission of final details of the public realm works and highway works as shown in dwg numbered 141-LYR-XX-00-DWG-L-1000 and Neil Lucas e-mail dated 27-11-18; shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

(a) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building on Piccadilly and Gore Street

(b) A strategy for the planting of street trees within the pavements on Piccadilly and Gore Street including details of overall numbers, size, species and planting specification, constraints to further planting and details of on going maintenance;

and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012) and to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

13) The development shall be carried out in accordance with the Crime Impact Statement Version A dated 02-05-18. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

14) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least a 'very good' rating. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, before any of the buildings hereby approved are first occupied.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy, policy DP3 of Regional Spatial Strategy for the North West (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

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

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

16) Following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. Television interference complaints are limited to 12 months from the completion of the Development hereby permitted.

Reason - To ensure terrestrial television services are maintained in the interest of residential amenity, as specified in Core Strategy Policies DM1 and SP1

17) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1

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

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

19) The development hereby approved shall be carried out in accordance with the Travel Plan Framework prepared by Royal Haskoning DHV dated July 2018. In this condition a travel plan means a document that includes the following:

- i. the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development

- ii. a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time
- iii. mechanisms for the implementation of the measures to reduce dependency on the private car
- iv. measures for the delivery of specified travel plan services
- v. measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

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

Reason - To assist promoting the use of sustainable forms of travel and 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 policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

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

Reason - The development does not provide sufficient car parking facilities and in order to provide alternative arrangements for the needs of guests whom may want to use a motorcar and Policies DM1 and T1

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

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

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

22) Before any part of the development hereby approved is first occupied details of the following shall be submitted and approved in writing by the City Council as Local Planning Authority

A service management plan to detail final arrangements in relation to both refuse collection and deliveries. This should cover the frequency and dimensions of vehicles requiring access to the site, along with final details of the location for loading/unloading.

The development shall thereafter be fully implemented in accordance with these details.

Reason - In interests of highway safety pursuant to Policy DM1 of the Core Strategy.

121015

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

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

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

(a) Site and location plan al(02)0001 and al(02)0002;

(b) Dwgs al(03)0010 P02, al(03)0011 P02, al(03)0012 P02, al(03)0013 P02, al(03)0014 P02, al(03)0015 P02, al(03)0016, al(03)0020 P02, al(03)0021 P02, al(05)0050 P03, al(05)0051 P02, al(05)0052 P04, al(05)0053 P03, al(05)0054 P04, al(05)0055 P04, al(05)0056 P04, al(05)0057 P04, al(05)0058 P03, al(05)0059 P02, al(05)0070 P02, al(05)0071 P02, al(05)0072 P02, al(05)0073 P02, al(05)0074 P02, al(05)0075 P02, al(05)0100 P04, al(05)0101 P03, al(05)0102 P02, al(05)0103 P02, al(05)0104 P03, al(05)0105 P02, al(05)0120 P03, al(05)0121 P03, al(05)0122 P02, al(05)0123 P02, al(05)0124 P02, al(05)0125 P02, al(05)0126 P02, al(05)0127 P02, al(05)0129 P02, al(05)0200 P02, al(05)0201 P02, al(05)0202 P02, al(05)0203 P02, al(05)0204 P02 and PB5043-SK006 ;
and

(c) Stevenson Studios letter on Refuse dated 01-11-18 and dwgs al (05) 0500 and 0501.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan polices DC18.1 DC19.1, DC20 and DC26.1.

3) (a) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

A programme for the issue of samples and specifications of all material to be used on all external elevations of the development and drawings to illustrate details of full sized sample panels that will be produced. The programme shall included timings for the submission of samples and specifications of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining and details of the glazing and a strategy for quality control management; and

(b) All samples and specifications shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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

4) Before development commences, a full photographic record of the building (internally and externally before and after any strip out / demolition works) including all areas where physical changes are proposed, shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To provide a record of any archaeological remains and of the listed building's appearance and condition before works commence, in accordance with saved policy DC20 of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

5) Notwithstanding the details as set out in condition 2 above no development shall commence in relation to the following items within 12 Piccadilly unless and until final details (including where appropriate specification and method statement) of the following have been submitted to and approved in writing by the City Council as Local Planning Authority:

- a. Detailed schedule of all (i) internal and (ii) external repairs and specification for all of the repair works to the building to include the roof and external elevations (including specification for mortar and stone repair / replacement)
- b. A strategy for the location and detailing of all building services including electrics and plumbing, telecommunications, fire/security alarms, communal tv/satellite connections and aerials CCTV cameras (and associated cabling and equipment);
- c. Cleaning of (a) external elevations and (b) internal;
- d. Final details of the M&E;
- e. Replacement windows at ground floor;
- f. Details of making good parts of the building that are to be the subject of removals and / or demolition including the southern wall and chimney;
- g. Details of interfaces of new partitions and raised floors with original building fabric; and
- h. Painting and repair all original windows to the Chatham Street and Piccadilly elevations.
- i. Replacement door at the Chatham Street and Piccadilly corner.
- j. Restoration of the ornate ceiling to the banking hall.
- k. Retention / relocation of marble wall finishes within existing Piccadilly entrance lobby
- l. Any proposed structural works;
- m. Any proposed dampproofing;

All of the above shall be implemented in accordance with the approved details before the development is first occupied: and

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 and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

6) Before erection of any external scaffolding commences a methodology and specification for that scaffolding including its location, means of affixing to the building, location of any associated fixings to the building, details of how the building fabric would be protected from potential damage as a result of the erection of the scaffolding and details of making good to the building fabric following removal shall be submitted to and approved in writing by the City Council as local planning authority. No development shall commence unless and until the above details have been agreed.

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 and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.s

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: 121014/FO/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:

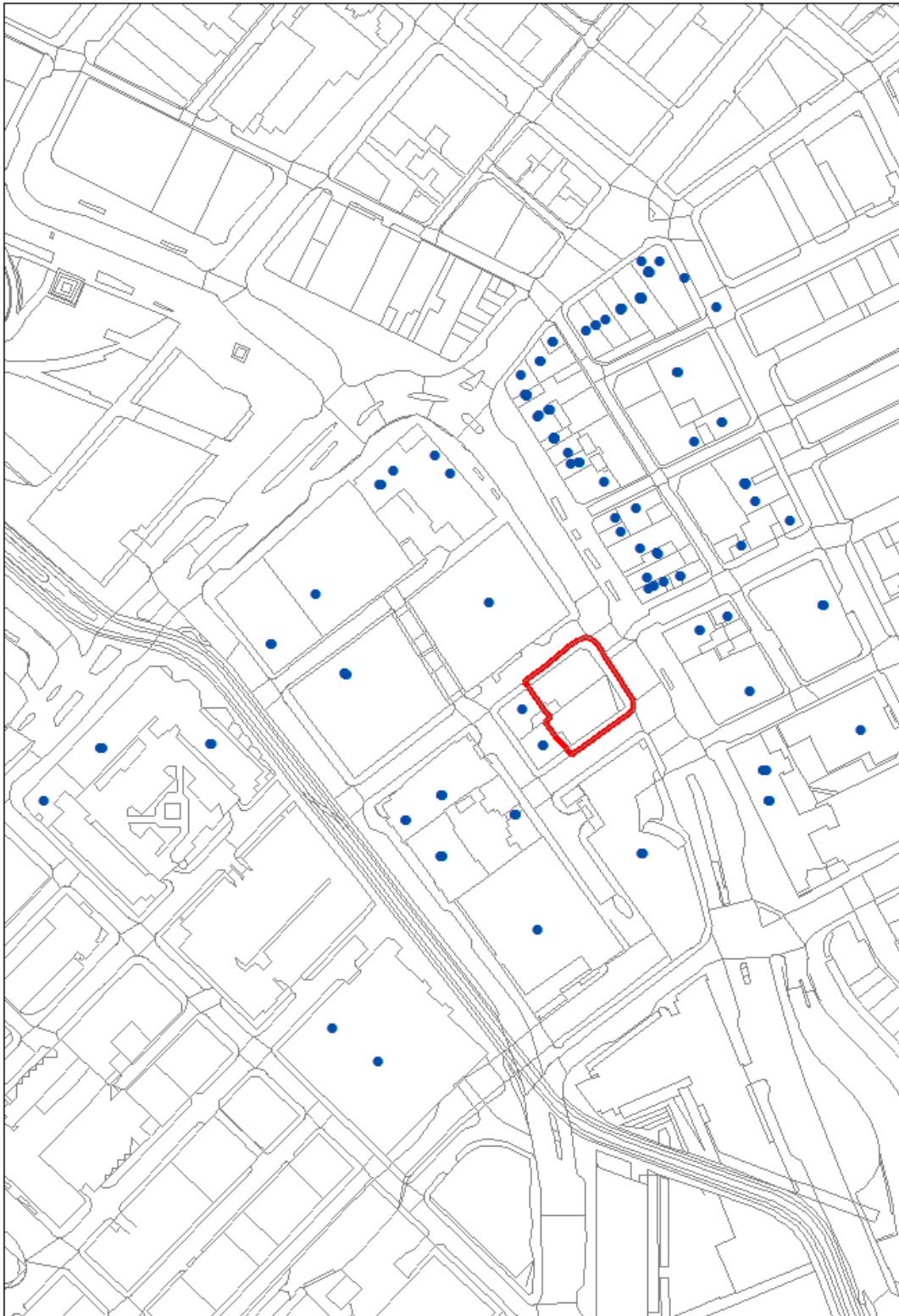
Manchester Airport Safeguarding Officer
 National Air Traffic Safety (NATS)
 Civil Aviation Authority
 Greater Manchester Archaeological Advisory Service
 Highway Services
 Environmental Health
 MCC Flood Risk Management
 Oliver West (Sustainable Travel)
 City Centre Regeneration
 Work & Skills Team
 Greater Manchester Police
 United Utilities Water PLC
 Historic England (North West)
 Environment Agency

Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit

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

Representations were received from the following third parties:

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



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
121647/FO/2018	25th Oct 2018	13th Dec 2018	Cheetham Ward

Proposal Erection of second floor extension to the existing building to form additional storage area in association with existing cash and carry use (sui generis)

Location 1 - 4 Sagar Street, Manchester, M8 8EU

Applicant Mr Ravinder Singh, C/o Agent

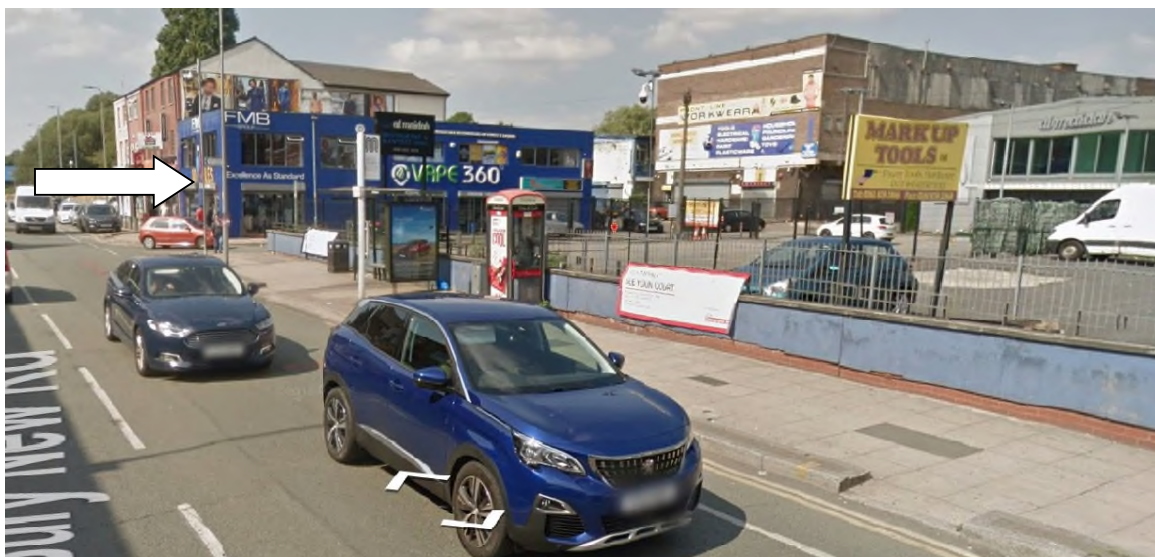
Agent Mr Chris Jones, NJL Consulting, 8 Ashbrook Office Park, Longstone Road, Manchester, M22 5LB

Description

The application site relates to an existing, two storey, flat roof building which occupies an end terrace position at the corner of Bury New Road and Sagar Street.

The building contrasts to the Victorian design of the host terrace and incorporates a flat roof design, with the front and side elevations clad with 'Cobalt Blue' Trespa cladding panels. Traditional red brickwork forms the rear elevation.

The building incorporates shop frontages to both the roads it addresses and is divided into 5 units used for cash and carry purposes (sui generis) predominantly for the distribution and wholesale of phone, fashion, vaping and related products. The units are leased by the applicant who owns the entire building.



The application premises is situated within the heart of the Strangeways employment area and lies adjacent to a busy, north/south arterial road situated in an area defined by The Strangeways Local plan (2009) as 'The Workshop Village'. This is located on either side of Bury New Road and contains a mixture of large and small commercial premises within 1-3 storey buildings occupied by wholesalers, small-scale retail and distributors, involved predominantly in textile, clothing, vaping, information

communications and technology. HMP Strangeways is situated a short distance to the east.

In terms of the immediate surroundings, the premises is adjoined to the north by a three storey parade containing retail and wholesale businesses and to the rear by a complex of 2 and 3 storey commercial units, separated by an associated car park/service area. On the opposite side of Sagar Street is a car park associated with a neighbouring banqueting business set back from the main Bury New Road frontage. On the other side of Bury New Road, there are two and three storey Victorian terraced properties containing a variety of retail, wholesale and food and drink uses.

In terms of this application, planning permission is sought for the erection of an additional floor over most of the existing flat roof to create a three storey building. The additional floorspace is to create a new storage area for the existing cash and carry units, with a gross internal area of 123 sqm.

The proposed structure is to incorporate a pair of gabled roofs to reflect the design and ridge height of the terrace to which the existing building adjoins, with access to be achieved by a continuation of the existing stairwell.

Externally, the extension is to be clad in brick panels to reflect the adjoining terrace, with the use of similar roof tiles.

The application follows the refusal of an earlier similar application and an associated application for advertisement consent (Refs: 120457/FO/2018 & 120458/AO/2018) due to concerns surrounding design, the impact upon visual amenity and servicing requirements. It is believed these concerns have now been overcome.

Consultations

Local Residents/Occupiers – 1 objection has been received from a neighbouring business occupier. Comments are summarised below:

- The existing building is already over-subscribed. It is believed that the proposed floorspace is to facilitate another unit rather than storage associated within an existing use. It is not considered that such large floorspace would be required for a small trading entity and that if storage is required, there are plenty of storage units within existing premises in the area.
- Sagar Street is heavily over-subscribed and sees a large volume of traffic in and out daily. Units 1-4 receive a number of deliveries from long wheel base vans and 7.5 tonne trucks. There is no specified loading area for such vehicles which results in them blocking one side of the carriage way on Sagar Street. This then has a knock on effect on all surrounding traffic and manoeuvrability. Additional storage space would create further issues as a consequence of increased servicing requirements.
- It is questioned where waste associated with the additional space would be stored. It is considered that there is not adequate or dedicated bin storage facilities for this site already and that current arrangements encroach on private land not owned by the applicant.

Local Ward Members – Councillor Shaukat Ali objects on the basis that the proposed floorspace will contribute towards a fly tipping and litter problem in the area. It is also not considered that the applicant will occupy the proposed floorspace and will therefore have no control over its operation.

Highway Services – It is noted that directly adjacent to the unit, there are junction protection markings, with Limited Waiting Bays located along Bury New Road, (2hours, No return within 1 hour, Mon-Fri 8am-6pm). There are no further kerbside restrictions along Sagar Street.

The technical note provided indicates an additional 3 trips per day arising from service vehicles associated with the development. It is anticipated that this can be absorbed on the existing highway network with no significant impact in terms of traffic accumulation or capacity constraints.

It is understood that there is no car parking associated with the unit and therefore all parking demands are to be accommodated on-street.

Servicing and access arrangements for the building remain as per the existing arrangement, with servicing vehicles loading/unloading directly adjacent to the unit's frontage along Sagar Street.

Highways accept that loading from Sagar Street is permitted and therefore whilst servicing within the site's curtilage is typically preferable, it is accepted on this occasion that service vehicles can load from the adjacent highway.

Environmental Health – No objection. The submitted information is satisfactory to address waste considerations.

Policy

Local Development Framework

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

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

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy EC1 (Employment and Economic Growth in Manchester) looks to ensure priorities for economic growth, the Council will support significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

Policy EC3 (Regional Centre) – states that within the Regional Centre development for employment generating uses including offices and other commercial development will be encouraged.

Policy EC4 states that North Manchester is expected to provide approximately 14ha of employment land. The key development opportunity in the area is:

1. 1. City Centre Fringe suitable for office (B1a) led mixed use development:
 - a. Strangeways;
 - b. Collyhurst.

2. 2. Significant existing employment and economic development is found in:
 - a. Strangeways Employment Area north of the City Centre fringe, suitable for retention and growth of general industry, warehousing and distribution;
 - b. Collyhurst;
 - c. North of City Centre Fringe, an area with a number of major employers;
 - d. Cheetham offering cultural facilities, such as museums;
 - e. Manchester Fort Retail Park;
 - f. North Manchester Business Park.

The Council will promote development which has had regard to:

- The key transport infrastructure such as the arterial roads Bury New Road, Cheetham Hill, Rochdale Road and other public transport networks such as bus routes;
- Metrolink and proposed extension and new stops;

- Connecting major employment opportunities to residential neighbourhoods within North Manchester and Lower Broughton and Salford;
- The importance of waterways and particularly the Irwell River in creating a sense of
- place and attracting investment.

Policy CC1 notes that the City Centre is a strategic economic location and focus of employment growth in the City and City Region.

The City Centre and fringe will be considered a suitable location for the consideration of high density buildings and commercially led mixed use schemes. The focus for employment growth will be in B1a high density offices and the Council will give particular encouragement and support for such development in location including the Strangeways area.

Developments which lead to the more intensive use of employment land (in terms of floorspace provided) will be supported.

Policy T2 (Accessible Areas of Opportunity and Need) states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections. Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

Policy EN1 'Design principles and strategic character areas' The proposal's considered to be a high quality scheme in terms of its design and appearance that would enhance the regeneration of the area.

Policy EN16 (Air Quality) – states that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

Policy EN19 (Waste) states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy CC10 encourages the continued high level of economic activity in Strangeways and lower Cheetham Hill Rd areas, recognising particularly the needs of the wholesale trades which dominate these areas. The Council recognises the regional role played by this locality and will pursue policies designed to improve the efficiency of existing businesses by environmental improvements and better parking and servicing.

Permission will only be granted where proposals incorporate sufficient parking and servicing for their own needs, subject to a proper balance of other planning requirements.

Strangeways Local Plan – The City Council document outlines aspirations for the Strangeways area and recognises the economic importance that the area plays in the wholesale trades and an important provider of employment in Manchester.

The Local Plan identifies the site as being within the ‘workshop village’ and acknowledges the need to retain and improve the neighbourhood as a vibrant business location, including the retention of employment uses in the area and to encourage a programme of public realm improvements and improvements to accessibility and the physical environment.

The Guide to Development in Manchester (SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Greater Manchester Spatial Framework (GMSF)

The Association of Greater Manchester Authorities (AGMA) is preparing a sub-regional spatial framework in order to prepare a vision for a better, more productive and successful Greater Manchester.

The draft plan is at early stage of preparation, but it sets out a number of key strategic approaches and issues and objectives that a successful Greater Manchester needs to address in the coming years.

National Planning Policy Framework (2018)

The central theme to the revised 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.

The Framework underlines a “presumption in favour of sustainable development”.

This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would

significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Relevant to this application, Section 6 provide guidance in relation to 'Building a Strong Economy', Section 11 underlines the need to 'Make Effective Use of Land', Section 12 provides design guidance – 'Achieving Well-Designed Places'.

National Planning Policy Guidance (March 2014)

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant sections of the NPPG in this case are as follows:

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other;
- form – the shape of buildings;
- scale – the size of buildings;
- detailing – the important smaller elements of building and spaces;
- materials – what a building is made from.

Air Quality – Guidance states that when air quality is considered relevant to a planning application, which includes when proposals:

- Give rise to potentially significant impact (such as dust) during construction for nearby sensitive locations;
- Significantly affect traffic in the immediate vicinity of the proposed development site or further afield; or
- Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor quality.

Issues

Principle

Policy and in particular, the Strangeways Local Plan, recognises the site as being within the warehouse district and therefore further businesses which support economic growth in the area are generally welcomed.

The application site is situated within an area subject to a site specific policy.

Saved policy CC10 of the UDP specifically recognises the need to encourage high levels of economic activity in the area and particularly the wholesale trades which dominate the area.

This is supported by policies CC1, EC2 and EC4 of the UDP which highlights the importance that the city centre and its fringe makes towards economic activity and employment within the regional centre.

The Strangeways Local Plan – a City Council document produced in 2008 outlines a strategy to be delivered over the next 10-15 years for Strangeways to maximise its potential to contribute to the economy of the city, building upon and diversifying its current employment base, exploiting its location on the edge of the city centre.

The site is situated within an area defined as ‘The Workshop Village’ which advocates the retention and improvement of employment uses.

it is noted that whilst large-scale de-industrialisation has occurred elsewhere in many of the city’s traditional employment areas, Strangeways has remained an important provider of employment in Manchester and has the highest concentration of businesses outside the city centre. As manufacturing has declined, the area has continued to focus on textiles with more emphasis on distribution and warehousing.

The above policy context underlines the importance of retaining and enhancing established economic sectors including warehousing, manufacturing and distribution activities within the core of Strangeways so to protect and enhance the employment function of this part of Strangeways.

Given the overarching policy context, it is considered that the general principle of the proposed use is acceptable, subject to consideration of more detailed planning issues which are explored further below.

Design, Scale and Appearance

The proposed extension relates to the creation of a third storey, incorporating a gable roof. The eaves and ridge height reflects the dimensions and scale of the host terrace, with the fenestration and window rhythm mirroring the floors below.



View of proposed front elevation (Bury New Road)

The existing building is unusual in that in contrast to other end terraced properties in the immediate area, the building is only two storeys in height and utilises a flat roof.

Originally, the site would have been occupied by a building of the scale and roof pitch proposed, albeit with a lesser depth. The extension has been set back from the original building so it sits on the inner leaf of the cavity walls to clearly define the extra storey as a later addition.



View of proposed side elevation (Sagar Street)

In terms of materials, the exact specification is to be agreed by way of a planning condition. Indicative details indicate the use of contemporary, 'Stofix' grey brick panels rather than continue the blue cladding. This will reduce the dominance of the structure and help tie the building into the adjoining terrace and surrounding urban fabric which is predominantly of masonry construction.

The proposed windows are to match those on the first floor and will comprise aluminium frames in a light grey finish.

Given the immediate context and the relationship of the proposed structure with neighbouring buildings, the proposed development is considered acceptable in terms of its design, scale and appearance.

Use

The proposed floorspace is to facilitate additional storage to be shared between all existing business units within the building which operate on a cash and carry, wholesale basis.

Whilst a comment has been received which raises the issue of additional storage being stored off site due to the availability of existing storage floorspace in the area, it is not considered reasonable to disaggregate the storage demands of the existing businesses and would also lead to increased delivery movements between the existing units and off-site space, on top of existing deliveries to the host businesses.

In order to alleviate concerns surrounding the over-intensive use of the building if a further business was to operate from the building, planning conditions have been included which prevent the floorspace from being operated as an independent unit or outside the authorised use class, as well preventing any future sub-division of the floorspace.

Impact on the Highway

The principal impact on the highway will be as a consequence of servicing requirements as the proposed floorspace is for storage purposes and is not for public use.

A Technical Note has been prepared in respect of the application which assesses trip generation, parking demand and highway safety, whilst acknowledging the highly sustainable location of the application site and how the site is accessibly located within close proximity to a range of transport modes.

The development which involves the creation of an additional 130 sqm of storage space will not require any additional staff and therefore it is unlikely that there will be an increase in parking requirements.

Servicing and access will remain as the existing arrangement, with deliveries/collections typically being made by car or transit van and take place on the highway outside the building on Sagar Street.

A trip generation forecast has been calculated using the industry standards TRICS database. This calculates that the additional floorspace will generate an additional 3 trips per day, including additional servicing trips. This is considered to have a negligible impact on the operation of the highway, even considering the congested nature of the local environment.

Highway Services who were consulted as part of the application process, indicate that whilst in-curtilage servicing is preferable, the existing on-street arrangement is acceptable in this case. It is anticipated that additional movements can be absorbed with no significant impact in terms of traffic accumulation or capacity constraints.

Waste Management

The application has been accompanied by a waste management strategy which indicates that proposed floorspace will utilise an existing, ventilated bin store situated internally on the ground floor, due to the lack of any external space associated with the entire development. The bins will be moved to a collection point immediately adjacent to the premises on Sagar Street on the day of collection. The existing waste management company that presently operates will be responsible for collecting the additional waste generated.

It is understood that the businesses that occupy the existing units generate limited waste at present. The clothing element generated limited polythene waste in the form of suit covers and the vape and mobile phone elements create limited cardboard waste, as many of the products are retained in their sales packaging. The proposed storage area will accommodate items in a similar state, resulting in a limited uplift in waste. A total of 840 litres of capacity for waste is proposed of which 50% is for recycling. This will involve a total of 2 x 140 litre receptacles each for general, pulpable and mixed recycling waste shared between all units.

Air Quality

Given the modest number of increased vehicle movements, it is considered that the impact upon air quality would not be significant, particularly given the sustainable location of the property, the upper floor position of the floorspace and as no new parking spaces are to be created.

It is considered that if the mitigation measures during the construction phases are adopted, air quality is not considered to be a constraint to development and will accord with the relevant local policy and national guidance. To ensure this is the case, a condition have been included which will require the submission and approval of a Construction Management Plan.

Other Issues

A concern is raised that the proposed floorspace will contribute to fly tipping in the area.

There is no evidence that the application premises presents an existing problem or that the proposed storage floorspace would generate litter/fly tipping. As such, this is a perceived issue that relates to the wider area outside the scope of planning and is not therefore a matter for consideration in this instance.

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

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

Reason for recommendation

Conditions to be attached to the decision

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

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

2) Notwithstanding details submitted, no development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be implemented in accordance with the agreed material.

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

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

005/P, 006/P, 007/P, 008/P and 009/P received by the City Council as Local Planning Authority on 23 October 2018 and 22 November 2018 respectively.

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

4) The development hereby approved shall only be implemented in accordance with the submitted Waste Management Strategy and waste management plan numbered 009/C, received by the City Council as Local Planning Authority on 22 November 2018. The agreed strategy shall remain in operation at all times whilst the building is occupied.

Reason - In the interests of visual amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

5) The development shall only be implemented in accordance with the servicing details outlined within Section 3 of the submitted Technical Note produced by Mode Transport Planning received by the City Council as Local Planning Authority on 1 November 2018. The strategy shall remain in operation as long as the units are occupied.

Reason – To prevent an over-intensive use of the site and in the interests of highway safety, pursuant to policies SP1 and DM1 of the Core Strategy.

6) Prior to the commencement of development, a construction management plan outlining working practices during development and demolition shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;

- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

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

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

7) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the building, including the floorspace hereby approved shall not be further subdivided to form additional units.

Reason - To prevent an over-intensive use of the site, pursuant to Policies SP1 and DM1 of the Manchester Core Strategy.

8) The floorspace hereby approved shall not be used as an independent unit and shall be for storage purposes ancillary to the existing cash and carry units only (sui generis) and for no other purpose.

Reason – To prevent an over-intensive use of the building, pursuant to policies DM1 and SP1 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

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: 121647/FO/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
Greater Manchester Police

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

Representations were received from the following third parties:

Highway Services
Environmental Health

Relevant Contact Officer : Steven McCoombe
Telephone number : 0161 234 4607
Email : s.mccoombe@manchester.gov.uk



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
121085/FO/2018	24th Aug 2018	13th Dec 2018	Crumpsall Ward

Proposal Proposal is to build a three-storey block comprising of 28 no. two bed affordable apartments with associated landscaping and car parking facilities.

Location Land To The Rear Of Crumpsall Constitutional Club , Linn Street, Manchester, M8 5SN

Applicant Mr Peter Bowen , Bowsall Developments Ltd, Bowsall House, 3 King Street, Salford,

Agent Mr Tom Kelly, Jennings Design Associates, The Warehouse, Saxon Street, Denton, M34 3DS

Site Description

The application site measures approximately 0.24 ha in size, is fairly uniform regular in shape and is located with a street frontage onto Linn Street in the Crumpsall ward of the City. The site is comprised of a former private bowling green that forms part of the wider Crumpsall Constitutional Club site. The Club itself is located on Landsdowne Road, however the club house does not form part of the application site and would remain as a separate entity.

The bowling green itself has not been used for some time and has fallen into disrepair. The site has become overgrown and is now a mixture of grass and self seeded shrubs and plants. The trees that were previously planted across the site have all been felled recently, but before the submission of this planning application.

The application site edge red can be seen below.



The site is bounded by a retaining wall along Linn Street and then a mixture of timber, concrete and railing fencing around the other three sides, mainly where the site meets the surrounding existing residential properties.

The application site fronts onto Linn Street but sits to the rear of properties on Crumpsall Road to the northern boundary and Landsdowne Road along the eastern boundary. The properties along Crumpsall Road are large three storey Victorian properties with substantial gardens to the front and rear. The properties fronting onto Landsdowne Road are again traditional family houses at two storeys but with additional accommodation within the roof space. Linn Street forms the southern boundary of the site with lower two storey terraced and semi-detached houses on the opposite side facing the site. Finally, the western boundary is with the small two storey elderly person flatted properties at Bankhirst Close and their rear gardens.

Proposed Development

Planning permission is sought for the erection of a three storey linear building to provide 28 no. two bedroom apartments. All of the apartments are the same size and layout at 61 sqm, with 8 units on the ground floor and 10 units on the first and second floors to make 28 in total. The building is linear in shape and is located along the centre of the site with landscaping and 4 no. car parking spaces to the front, the bin store and cycle store to the western side along the boundary, and a car park and small garden area to the rear.

The proposed development includes the provision of 28 no. car parking spaces located to the front and rear of the building and in an undercroft area under the western end of the building. Two of the spaces are larger accessible spaces including the provision of two electric vehicle charging points. Both the pedestrian and vehicle access points into the site are directly off Linn Street.

The proposed development includes the provision of a mixture of new boundary treatments around the site, including varying heights of metal railings, metal weldmesh fencing and timber fencing. The submitted plans show a a 1.8m railing to the front boundary with a hedge behind.

Consultations

Local Residents

A number of objections have been received for this scheme including a Petition with 28 signatures.

Comments include:

- Excessive and irresponsible overdevelopment of the land. 28 flats on such a small piece of land is ludicrous.
- Large three storey building will block the direct natural sunlight and view from adjacent properties. 3 storey building directly facing our properties will invade privacy significantly.
- There is a Council ban on converting properties to HMO's as a result of dense population – this proposal surely goes against the needs of the neighbourhood and the Council's stance in this regard.

- This area is already over saturated and this would make a small street totally overcrowded.
- Considerable increase in noise from the amount of people and cars.
- Increased congestion due to the amount of cars
- Increased pressures from on street parking
- Increased problems with rubbish building up and resulting vermin problems
- Flats will bring about anti-social behaviour in the area
- This was a former haven for wildlife and numerous established trees until they were recently felled by the owners. Around 10/15 bats were regular visitors here until the trees were felled and this and bird habitation has now been significantly reduced.
- Japanese Knotweed on the site – needs to be properly removed before any building work commences.
- Whole project will be an eyesore.

Ward Councillors

The three Ward Councillors, Councillors Leese, Ali and Riasat, object to the proposed development for the following reasons:

1. The proposal is to build 28 apartments.
2. The local area comprises terraced housing with narrow access roads and this is not in keeping with the surrounding area.
3. The development would be better suited to houses rather than apartments providing much needed family accommodation within this area.
4. Parking is already congested on Linn St and the other nearby streets and this development would make this worse. The existing residents will have further problems with the additional traffic. The development also impacts heavily on the rear of the properties on Crumpsall Lane
5. The application has not provided any affordable housing, nor made an offer for 20% contribution to offsite affordable housing. The site is located within a residential area where affordable housing is required and a necessity and this site could provide some. The amount of housing planned is too dense for the site and will be an over development of this site.
6. The development is on land which was formally used as bowling green. There has been no consideration given or being provided in lieu of these loss of amenities and green spaces whether by financial contributions or like for like.

To conclude, these proposals are an over development of a site, in a residential area which would be ideally suited to affordable housing, with a loss of sports facilities and green spaces. Therefore, this application should be considered for refusal

Neighbourhoods and Strategic Development

The North Neighbourhood Team do not support apartments in this location.

The development of high quality sustainable neighbourhoods where people want to live and meet the demanding of a growing City population in the most sustainable locations is a priority in this area. Affordable family homes is a priority to provide

options for active family and young households moving into the area, therefore the NNT would like to see good quality family homes on this site.

Sport England

The proposed development does not fall within either the statutory remit (Statutory Instrument 2015/595), or non-statutory remit (National Planning Policy Guidance (PPG) Par. 003 Ref. ID: 37-003-20140306), therefore Sport England has not provided a detailed response in this case, but would wish to give the following advice to aid the assessment of this application.

If the proposal involves the loss of any sports facility then full consideration should be given to whether the proposal meets Par. 97 of National Planning Policy Framework (NPPF), is in accordance with local policies to protect social infrastructure and any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.

If the proposal involves the provision of additional housing, then it will generate additional demand for sport. If existing sports facilities do not have the capacity to absorb the additional demand, then new and/or improved sports facilities should be secured and delivered in accordance with any approved local policy for social infrastructure, and priorities set out in any Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.

In line with the Government's NPPF (including Section 8) and PPG (Health and wellbeing section), consideration should also be given to how any new development, especially for new housing, will provide opportunities for people to lead healthy lifestyles and create healthy communities. Sport England's Active Design guidance can be used to help with this when developing or assessing a proposal. Active Design provides ten principles to help ensure the design and layout of development encourages and promotes participation in sport and physical activity.

Highway Services

The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities. It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns. On site parking is being provided for 28 vehicles (of which two are accessible bays), and two car charging points which is considered acceptable from a highway perspective. Secure storage is also being provided for 28 cycles which is also acceptable in highway terms. The internal road layout is 6m wide and the bays are suitably sized.

The waste management proposals are acceptable and secure pedestrian access is being provided from two points on Linn Street and is acceptable in highway terms. Whilst the proposed boundary treatments are acceptable, we would prefer a permeable solution in the immediate vicinity of the vehicle access to provide better inter-visibility between drivers and vulnerable road users.

The proposed vehicle access is acceptable in principle and it is anticipated that the existing road hump could be retained in its original position. It is recommended that prior to the commencement of the development a detailed construction management plan outlining working practices during development is submitted to and approved in writing.

Arboriculture

Having visited the site, it is noted that the majority of the trees on the site have been removed prior to the application being submitted. The landscape plan proposes planting extra heavy standards at 14-16cm of native species. As no species are proposed, it is suggested that T1 to T8 be *Quercus petraea*, T9 to T11 *Tilia cordata* and T12 and T13 *Betula pendula* be used.

This should be added as a planning condition if the development is approved.

Greater Manchester Police

No objections subject to the scheme complying with the submitted Crime Impact Statement.

Greater Manchester Ecology Unit

The information submitted with the application includes an ecology survey. Overall this found the site to have low ecological value. The building present on site was assessed as having low bat roosting potential. The survey considered that the trees on site could be used by nesting birds. All wild birds, their nests and eggs are protected under the Wildlife and Countryside Act 1981 (as amended), therefore GMEU would recommend that a condition be attached to any permission stating that no removal of, or works to any trees shall take place during the main bird breeding season. As Japanese knotweed has been found on site, GMEU would recommend that a condition be attached to any permission relating to its appropriate removal. In relation to biodiversity enhancement, GMEU would expect any scheme to include measures to enhance biodiversity at the site.

Environmental Health

Comments have been provided in relation to air quality, construction management, and acoustic insulation of the residential accommodation, waste management and contaminated land. In relation to air quality, the submitted AQ assessment prepared by REC dated July 18 reference AQ105975 R1 has been assessed and the content is accepted. Mitigation measures have been recommended in order to control fugitive dust emissions during enabling and construction works which will need to be included within the contractors construction management plan and adhered to. Reference has been made to good practice guidelines with recommendations which should also be complied with. In relation to waste management, due to the number of apartments the waste proposals need to be updated and re-assessed based on the high rise development criteria in the City Council's GD04 waste guidance document, to confirm suitable space has been provided.

In relation to all of the above, the wording for relevant conditions to be included have been suggested.

Flood Risk Management Team

FRMT suggest the inclusion of conditions relating to the submission of a fully detailed surface water drainage scheme and details of the implementation, maintenance and management of the sustainable drainage scheme.

Policy Context

The Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

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

A number of UDP policies have been saved and 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 as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles'

One of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. It will be explored in more detail within the report below that this development is not providing high quality or diverse housing that is in need in this area of North Manchester and would not contribute to providing neighbourhoods of choice.

Policy DM1 'Development Management'

This policy states that all development should have regard to certain specific issues, the following which are relevant to this case:-

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

- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;
- Adequacy of internal accommodation and external amenity space;

As will be explored in more detail below, contrary to this policy the proposed development does not deliver an appropriate scale, massing or layout which has an unacceptable impact on the surrounding area and does not have regard to the character or context. The development would have an unacceptable impact on amenity from a noise, privacy and light perspective.

Policy EN10 'Safeguarding open space, sport and recreation facilities'

This policy states that the Council will seek to retain and improve existing open spaces, sport and recreation facilities to an appropriate standards. Proposals will be supported that:

- Improve the quantity and quality of accessible open space, sport and recreation in the local area;
- provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity;
 - improve access to open space for disabled people.

Proposals on existing open spaces and sport and recreation facilities will only be permitted where:

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area; or
- The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and it could not fulfil other unsatisfied open space, sport or recreation needs, and a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area; or
- The development will be ancillary to the open space, sport or recreation facility and complement the use or character.

There will be a clear conflict with the provisions of this policy on the basis that the applicant has failed to demonstrate that the site is surplus to requirements or that it can be used for an alternative open space, sport or recreation use, to remedy a deficiency in that alternative open space, sport or recreation facility in the area.

Policy H1 'Overall Housing Provision'

This policy outlines the housing priorities for the City Council and discusses the priorities for certain areas of the City. It states that within the Inner Areas in North, East and Central Manchester densities will generally be around 40 units per hectare.

The type, size and tenure of the housing mix will be assessed on a site by site basis and be influenced by local housing need and economic viability. Outside the Inner Areas, the emphasis will be on increasing the availability of family housing therefore lower densities may be appropriate. The application site in Crumpsall is located within an area outside the 'Inner Areas' and therefore the emphasis should be on the provision of family housing at lower densities. The proposed development is in conflict with this policy, as it proposes the provision of a higher density apartment led scheme contrary to this guidance.

Policy H2 'Strategic Housing Location' and Policy H3 'North Manchester'

This strategic housing policy outlines that the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Developers should take advantage of these opportunities by diversifying the housing offer within an area with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. More specifically to this site in Crumpsall, North Manchester, Policy H3 goes on to state that North Manchester will accommodate around 20% of new residential development required by the Core Strategy. Most relevant to this case, policy H3 states that priority will be given to family housing and other high value, high quality development where this can be sustained. The proposed development through the proposals for 28 no. apartments does not accord with these policies and does not deliver family housing as is required within this area of the City.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Policy DC26 'Development and Noise'

This policy states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider the effect of new development proposals which are likely to be generators of noise. In relation to the siting of the main car parking area for the proposed development immediately along the rear boundary of the site with existing residential properties, this would generate an unacceptable level of noise and disturbance that is not currently experienced by the occupiers of the existing accommodation. Therefore, the proposals are contrary to this policy.

National and Other Material Considerations

Manchester Residential Quality Guidance (March 2017)

The City Council's Executive has endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making. The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live. The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

More specifically to this case, Page 23 states that the Manchester Residential Quality Guide articulates and is explicit about what is considered to be good design, expressed throughout with clear case studies, sketches and photographs. Key to this is appreciating that residential design is not simply about the individual property, it is about how new homes combine to create places, about how they relate with one another and contribute towards creating a new neighbourhood, or adding to an existing one.

Page 29 outlines that residential design should create new housing that responds to the existing urban fabric, building typologies and the city's distinctive style while also embracing modern materials and contemporary ideas. Page 30 discusses appropriate densities and states that in suburban neighbourhoods, infill development will follow the scale of existing development. Higher density developments will result in greater demands on space in terms of all the functions required to support the successful operation and management of that development. Where area based planning guidance does not exist, or where it is silent on density, then any proposals which increase the existing level of density within the neighbourhood should be fully justified to the satisfaction of the Local Planning Authority. An assessment of density is often a careful balance; taking into account character and context, economic and regeneration opportunities together with the capacity of different parts of the city to be able to accommodate and support any increase.

In relation to scale and massing, Page 34 discusses the need for development to appreciate scale in that there is a need to demonstrate how proposed height and mass would fit within its context, appreciating the need to create a legible urban environment, provide a strong sense of enclosure and, where appropriate in schemes of sufficient scale, introduce landmarks. Developers and their design teams will be expected to demonstrate how the bulk, massing and scale of proposals have

been considered in terms of its impact on the neighbourhood, street and block and how it influenced the architecture and design of the building and/or space.

Finally in relation to the type of housing provided, Page 46 looks at 'Housing for All'. This part of the guidance outlines that the population of Manchester is constantly changing. Residential developments should deliver a range of housing types and tenures that anticipate and fulfil the needs of these different demographic groups. Different groups have specific needs; for younger families it might be the relationship to play space and play facilities; for the older generation it may be more restorative spaces with access to medical services. Residential development that targets a specific demographic group should be driven by a clear demonstrable need.

It will be explored in more detail below how it is considered that the proposed development does not comply with the above guidance in that this high density, apartment led, large scale development does not relate to or add to the existing neighbourhood, it does not respond to the existing urban fabric, it does not follow the scale of existing development in relation to density, the increase in the density over the existing area has not been fully justified and that the development does not take into account the existing character and context.

The scale and mass of the proposed large building does not appreciate the scale of the area with the height and bulk not fitting within the context of the area. Finally, the proposed development for 28 no. two bed apartments all at the same size (2 bed 3 person) does not deliver a range of housing types that fulfils a range of demographic groups.

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

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

Paragraph 2.3 – Each new development should have full regard to its context and the character of the area.

Paragraph 2.7 – The City Council wishes to encourage the most appropriate form of development to enliven neighbourhoods and sustain local facilities.

National Planning Policy Framework (2018)

The revised NPPF was adopted in July 2018. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 91).

Paragraph 96 states that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required.

Paragraph 97 goes to state that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 124).

Planning decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the

quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 130).

Issues

Principle of Development, Type and Density

Policies H1 and H3 seek to encourage family accommodation outside of main centres. However, Policy H1 states that the type, size and tenure of the housing mix will be assessed on a site by site basis and be influenced by local housing need and economic viability. Outside the Inner Areas, the emphasis will be on increasing the availability of single family housing therefore lower densities may be appropriate. Policy H3 goes on to outline that priority will be given to family housing and other high value, high quality development where this can be sustained.

The proposal seeks consent for 28 apartments in an area characterised by single family dwellinghouses. Whilst it is acknowledged that apartments do not exclude family use, in this instance the offer comprises of 28 no. two bed 3 person flats without a good amount of private outdoor amenity space that would be attractive to families. Therefore, it is considered that the requirement and response needed in this location is for a lower density more traditional single family dwellinghouse scheme.

All indications are that there is a demand in the north of the City, and in particular the Crumpsall ward, for family housing and that the development of a high density apartment scheme is therefore considered to be unacceptable in principle. The proposal includes the provision of 28 no. two bedroom apartments within one large block, which equates to 116 dwellings per hectare. Policy H1 states that outside of the inner areas of Manchester, densities of around 40 dwellings per hectare will be supported. This development far exceeds this threshold, which is reflected in the layout and type of accommodation proposed. The applicant has not made a case for high density development and it is therefore considered that the proposed development conflicts with Core Strategy policy H3. Matters of layout and character will be considered in further detail below.

This is a site located within a predominantly and characterised by medium to low density residential neighbourhood. Therefore, the need in this neighbourhood is for larger family houses with good quality private gardens that will significantly improve the general environment and aid in regeneration of the wider area.

Within the Planning Statement submitted with the application, it is explained that the applicant was made aware during pre-application discussions with the Council that whilst they are supportive of the principle of residential development on this site, apartments in this location are not supported as a matter of policy. The applicant acknowledges that this preference is the starting point and have stated that they have explored the potential for family housing on the site. This has been shown through the inclusion of a draft layout along with the submission of an associated viability appraisal. The layout shown within the Planning Statement is for 8 no. family

dwellings and it is stated that the viability statement indicates that the scheme would stand to lose £320,000 based on a suburban scheme for family housing.

The applicant has since submitted a viability assessment to accompany the application to show that a scheme for family houses on this site would not be viable. The viability assessment has been considered by the City Council and the following brief summary comments can be made. The Council considers that the market value given for the proposed family houses is low compared to other local developments, the professional fees listed are high and the abnormal costs associated with the development are also high for a family housing scheme.

It should also be pointed out that no approach was made by the applicant to discuss and negotiate an alternative family housing scheme for this site. Therefore, it is not considered that the evidence submitted provides a strong enough justification for allowing an apartment led development on this site, which should be prioritised for the provision of family houses.

Character

Policy DM1 of the Core Strategy refers to need to ensure development takes account of the character of the surrounding area and the impact of development in terms of its appearance. Policy SP1 looks to ensure development contributes positively to creating neighbourhoods of choice, with emphasis on creating well designed places that enhance or create character.

The Guide to Development in Manchester SPD also advocates that consideration should be given to the scale of new developments and ensure that they are informed by their context. Where buildings are of a different scale to their surroundings, they should be of the highest quality and be of landmark status.

The National Planning Policy Framework (NPPF) at Section 12 'Achieving Well Designed Places' outlines the Governments expectations in respect of new developments. Paragraph 127 states that local plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. In particular, planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Respond to local character and history, and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation;
- Are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 130 of the NPPF specifically refers to the design of new development and states that permission should be refused for development of poor design that fails to

take the opportunities available for improving the character and quality of an area and the way it functions.

Finally the Residential Quality Guidance states that design is not simply about the individual property, it is about how new homes combine to create places, about how they relate with one another and contribute towards creating a new neighbourhood, or adding to an existing one. It goes on to state that residential design should create new housing that responds to the existing urban fabric, follows the scale of existing development in relation to density and takes full account of the character and context of the surrounding area.

From an assessment of the context of the area surrounding the application site, it can be seen that the area is dominated by two storey terraced and semi-detached properties, some modern and some older in age, and some of which have dormers on the front elevation to provide additional accommodation within the roof space. There are some taller Victorian style properties fronting onto Crumpsall Lane, and these are set in substantial grounds with well sized front and rear gardens.

It is considered that the introduction of this single, large and bulky three storey building into the area would have a detrimental impact on the character of the area, as it would be significantly larger in mass than the existing terraced and semi-detached properties within this area. The provision of one large block across the whole of the site is considered to be a development of a scale and architectural massing that is inappropriate to the area. When added to the siting of the building, close to the site boundaries, this further emphasises the excessive scale of the building and the imposing presence that it would have in the street scene directly opposite low level terraced housing.

The resulting density of the development at 116 dwellings per hectare does not follow the grain of development in the local area. The shape of the site lends itself to a more similar form of development to the surrounding properties and area through the provision of good sized family dwellings. The proposal is therefore considered to overdevelopment of the site and out of character with the surrounding area.

Policy DM1 states that all development should have regard to appropriate siting, layout, scale, form, massing, materials and detail. It is considered that such a large building would represent overdevelopment of the site and would be out of character with surrounding properties, which are generally two storey family houses.

The overall density of the development is at 116 dwellings per hectare, which in comparison to the surrounding residential area is very high in number and scale. The level of built form, surface car parking and associated facilities such as bin storage and cycle storage against the level of amenity/landscaped areas, provides a very high density that is clearly not in keeping with the layout and density of the vicinity. It is felt that the application does not secure an appropriate scale and massing to development in relation to the surrounding area.

This can be seen in the site layout below:



The overdevelopment of the site has also resulted in large areas of car parking and unattractive bin storage and cycle storage areas to be located immediately adjacent to the boundaries of the site with existing residential properties to the detriment of the amenity currently enjoyed by the occupants of these properties. This will be explored in more detail below.

It is acknowledged that the proposed development does meet the Residential Quality Guidance requirements for the provision of private outdoor amenity space. As outlined within the Design and Access Statement, the Design Quality guide states that for 2 bedroom apartments, private external amenity space is to be provided by balconies of 7sqm. The proposed development includes the provision of a 7sqm balcony for every apartment with the addition of external garden space at approx 400sqm. Therefore, a total external amenity space of 525.5 sqm is provided, which does meet the requirements outlined within the Quality Guidance. However, notwithstanding this, it is considered that the provision of a balcony and a very small rear garden immediately adjacent to a car park, is not likely to be attractive to families in this suburban context and would be considered to be lacking in good quality and safe amenity space for children to play in.

Also, this does not outweigh the detrimental harm that would be caused by the overdevelopment of this site as outlined above and the development would be seriously detrimental to the character, context and visual amenity of the neighbourhood and surrounding area, and would not result in the positive and successful regeneration of the area.

In relation to the design of the building, it comprises a very simple traditional approach with the use of red bricks and a single ply roof. There are balconies to the front and rear however generally the design is very simple with very little architectural interest. There is a glass link towards the western end of the block over the vehicular access to the rear car park, however generally it is wholly brick with just window and patio door inserts. Although the proposals are not high quality in terms of architectural interest, the traditional approach is in keeping with the surrounding residents properties and is not considered to be inappropriate within this context.

However, this does not outweigh the overall scale and mass of the building being out of context with the character of the area.

The elevations of the building can be seen below:



South Elevation



North Elevation



West Elevation



East Elevation

Therefore, it is considered that the proposed development is an inappropriate form of development which represents overdevelopment of the site and which does not take into account the context of the site, on which it is proposed, and is an inappropriate form of development that is not informed by its surroundings, having a poor relationship with adjoining residential properties. The proposed development is therefore considered to be unacceptable in principle.

The City Council aspires to create modern, attractive neighbourhoods based on good design principles. In this case, whilst it is acknowledged that the site is no longer in use and is overgrown, the proposed development does not respond to the character of the area sufficiently to warrant a recommendation of approval.

Residential Amenity

Policy DM1 explains that all development should have regard to appropriate siting, layout, scale, form and the potential effects on amenity, including privacy, light and noise. It has been acknowledged that the principle of a residential development on

this site, which is surrounded by existing residential properties, is considered to be acceptable.

However, good planning ensures that we get the right development, in the right place and at the right time. It is considered that the proposal that is the subject of this planning application has a high density at 28 units so would constitute a significant increase in activity through comings and goings, has a poor relationship to the existing residential properties in this area and is significant in scale and mass to the detriment of amenity.

As outlined above, the proposed development has a very high density at 28 units which equates to 116 dwellings per hectare. This is a very high density for a suburban site that is surrounded by family housing. It is considered that the proposal would introduce significant additional comings and goings compared to the existing site, leading to an over-intensive development of the site, which would have the potential to cause disturbance to adjoining residents that would be unduly harmful, due to the increased level of activity at the site.

The existing properties along Linn Street and surrounding streets are predominantly two storey in height, with a small number of three storey properties or properties with additional accommodation within the roof space. The new proposals are for one large three storey block that stretches across the whole site with little relief or break. This constitutes a large mass immediately adjacent to these existing dwellings and their garden spaces.

It is acknowledged that due to the distances between the proposed windows and balconies on the front and rear elevations and the existing properties, their windows and their gardens, there would not be a significant reduction in the privacy currently experienced by the existing occupants. There are windows on the side elevations that are in much closer proximity to the boundaries, however a condition could be included to ensure these windows are opaquely glazed as they only serve the corridors on the first and second floors.

However, the distance between the eastern elevation of the new building and the existing gardens is only 7.65m and the distance between the western elevation of the new building and the existing gardens is only 9m. On this basis, it is considered that the proposed development would have an unacceptable overbearing and overshadowing impact to the detriment of visual and residential amenity, due to the proximity of the new building to the existing houses. This relationship is especially harmful given the depth of the three storey building across many properties and the size of the existing gardens and proximity of the windows of the properties at Bankhirst Close.

This development proposal has not adequately considered the impact on the existing residential properties in the area and does not integrate into the existing community in an acceptable way. The relationship of the building to the surrounding existing properties can be seen below:



In addition to this, the main car park area has been sited along the rear boundary of the site and the bin store and cycle store have been sited along the side boundary of the site, all immediately adjacent to the boundaries with the adjoining residential properties. These are not screened by any substantial landscaping and would be visible from the existing gardens and rear property windows. These elements would also cause a noise disturbance from the comings and goings, slamming of car doors, disposal of rubbish and the movement of bins and bicycles at any time during the day and night. As this is residential accommodation, this disturbance could be any time 24 hours a day.

Policy DC26 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider the effect of new development proposals which are likely to be generators of noise. In relation to the siting of the main car parking area for the proposed development immediately along the rear boundary of the site with existing residential properties, this would generate an unacceptable level of noise and disturbance that is not currently experienced by the occupiers of the existing accommodation. The car park would be located in a position adjacent to the rear gardens of the properties fronting Lansdowne Road and it is within these gardens that occupiers should expect a degree of peace and quiet. Therefore, the proposals are contrary to this policy.

The site is surrounded by residential properties and, given the points above, it is considered that the development would have an adverse impact upon the amenity of surrounding residents, due to its height, scale, and close location to the site boundaries, which would result in problems of overlooking, and loss of outlook from adjoining properties and their garden areas.

In addition the creation of 28 apartments would lead to a significant intensification in general activity at the site, compared to the previous use, with the resulting increase in noise, all of which would have a detrimental impact upon the amenities of surrounding residents, contrary to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC26 of the UDP.

Loss Of Bowling Green

Paragraph 97 of the NPPF together with policy EN10 of the Core Strategy states that existing open spaces should not be built upon unless a specific criteria can satisfied, namely that:

Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area;

or

*The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards are maintained, and
o it could not fulfil other unsatisfied open space, sport or recreation needs, and
o a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area;*

or

The development will be ancillary to the open space, sport or recreation facility and complement use or character.

The applicant has sought to demonstrate that the proposal is in compliance with this policy through its supporting planning statement on the basis that:

- The site is surplus to requirements through a letter from the Constitutional Club;
- The site does not fulfil a function as open space having limited public accessibility and therefore does not serve the local community;
- There would not be any appreciable loss of accessible open space and therefore does not need to be replaced;
- It is not necessary to consider the need for alternative provision.

This approach to promoting and conserving open space for access by local communities is reiterated within policy SP1 'Spatial Principles' of the Core Strategy states that 'the City's network of open spaces will provide all residents with access to recreation opportunities'. This policy also outlines a number of core development principles that all development in the City should adhere to. This includes making a positive contribution to health, safety and wellbeing of residents together with the protection and enhancement of the built and natural environment (consistent with paragraph 97 of the NPPF).

It is noted that the 2009 City Wide Open Spaces, Sport and Recreation Study prepared by the City Council does not include the application site. It should be noted that simply because the site was not considered as part of the open study, it does not mean that the tests of the NPPF and policy EN10 do not apply. The starting point for any assessment of a planning application is the Development Plan and therefore, the Core Strategy and NPPF are given more weight in this case. The application site is a former Bowling Green and a recreational space and therefore its loss requires careful consideration against this policy and the NPPF.

The applicant contends that because there is limited public access to the site it has no value as open space despite the saved policy. They go on to state that as a consequence of this, it does not currently make any provision to the supply of open space.

The assessment prepared by the applicant that the open space contribution of the application site is limited has been considered in detail. However, it is considered that this assessment has failed to demonstrate that the application site is surplus to requirements. The evidence provided for this is simply a letter from the Constitutional Club that outlines why the bowling green was closed to use in 2012. It does not provide an up to date detailed assessment of the need for Bowling as a recreational sport within the Crumpsall ward, nor does it provide an assessment of other bowling green facilities within the Crumpsall area or surrounding wards. In addition, and as required by policy EN10, no consideration has been given as to whether the application site could fulfil another open space, sport or recreation requirement that would remedy a deficiency in another type of provision.

Paragraph 96 of the NPPF makes it clear that access to high quality open space and opportunities for sport and recreation is important to the health and wellbeing of communities. Accordingly, policy EN10 is consistent with the provisions of paragraph 97 in that it requires equivalent or better replacement open space, sport or recreation facilities to be provided in the local area or that the site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards are maintained including that it could not fulfil other unsatisfied open space, sport or recreation needs or remedy a deficiency in another type of open space, sport or recreation facility in the local area. As the applicant has not proposed any mitigation for the loss of this recreational facility or for replacement provision in the area, the proposals are considered to be contrary to the Development Plan.

Affordable Housing

Policy H8 sets out how developments should respond to the 20% contribution of affordable housing across the City. Using 20% as a starting point, developers should look to provide new houses that will be for social or affordable rent with a focus on affordable home ownership options. Any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives.

The application has been accompanied by an Affordable Housing Statement, which outlines that the development is to provide 28 no. new 2 bed roomed flats for shared ownership. The properties would be purchased for an initial 35% equity share with a registered provider managing the property under a shared ownership lease to ensure that the properties will not be sublet.

The report concludes by stating that the scheme meets local housing needs, it contributes to nos. of new units detailed in the Local Plan, will alleviate pressure to develop on non-brownfield sites, will meet the current drive for low cost home-ownership and provides good prospects for this site coming forward for an affordable-led housing scheme. As outlined above, the Council believes that this site should be brought forward for affordable family housing rather than apartments and

that this is more appropriate in terms of meeting local housing needs. Any delivery of affordable housing provision would be expected to be secured through a S106 agreement and this could be progressed with the applicant if an appropriate scheme came forward for family housing.

Notwithstanding the above, if the current application before Members was to be supported, it would require an appropriate S106 agreement to ensure the delivery of affordable housing provision within the development.

Landscaping and boundary treatment

The application has been submitted with a detailed Landscape proposals plan that shows the provision of soft landscaping around the site. This includes the planting of 12 new trees, with 8 of those being along the front boundary with Linn Street and 5 within the rear garden area. The scheme also proposes the planting of a 600mm high hedge along the front boundary with Linn Street and around the rear garden and car parking area. Proposed lawn areas and ornamental shrub planting is then provided to the front and rear of the building. The planting of new trees is proposed to mitigate the loss of the existing trees previously felled on the site before the planning application was submitted.

The scheme includes the provision of 1.8m high railings along the front boundary with Linn Street, a 2.1m high close boarded timber fence to the north and eastern boundaries of the site and a 2.1m high green weld mesh fence to the western boundary. Within the site, it is also proposed to install 1.2m high railings and 1.8m high railings to separate areas for the garden and the parking and bin/cycle stores. The proposals to use railings and timber fencing within this residential context is considered to be acceptable. However, it should be noted that the front boundary should include a more robust treatment with a dwarf wall and piers to accompany the railings, to provide a better relationship between the development and the street and a proper plinth is required to stop litter from being transferred between the street and the site. Furthermore, the proposals to erect an industrial style weld mesh fence along the western boundary with existing residential properties is considered to be unacceptable.

Therefore, subject to certain amendments to the front and side boundary treatments, it is generally considered that the development secures good quality landscaping and boundary treatments to create a good quality setting for the site.

Highways/car parking

Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new developments. In relation to parking provision, 28 car parking spaces have been provided for 28 flats and 100% provision is acceptable in this location. This is comprised of 26 car parking spaces with 2 larger accessible spaces. Two of the spaces would also include electric vehicle charging points. In addition to this, ample secure cycle storage has been provided with a secure cycle store to the side of the site to provide parking for 20 bicycles.

Concerns have been raised by both local residents and Local Councillors about the existing parking problems on Linn Street and nearby streets from on street parking. This is due to the nature of the properties being terraced with no off-street in-curtilage parking, which means residents have to park on the street. As the proposed development does provide 100% off street car parking and ample secure cycle parking, it is not considered that the proposed development would result in a substantial increase in on-street parking to exacerbate the existing problems.

Highway Services have assessed the proposals and have confirmed that the site is considered to be suitably accessible by sustainable modes and that the proposals are unlikely to generate a significant increase in the level of vehicular trips in relation to network capacity concerns. The internal road layout and proposed car parking spaces are suitably sized and the proposed vehicle and secure pedestrian access points off Linn Street are considered to be acceptable.

Overall, it is considered that the development will have a minimal impact on the local highway network transport and there will be adequate car and cycle provision to serve the needs of the development.

Designing out crime

The planning application has been accompanied by a Crime Impact Statement completed by Design for Security at Greater Manchester Police, and compliance with the security measures outlined within this report has been recommended. Therefore, the proposed development is considered to achieve a good level of security in line with policy DM1.

Ground Conditions, Drainage and Waste

The application was submitted with a Phase 2 Geo-Environmental and Geotechnical Assessment, a Drainage Strategy and a Waste Management Strategy. Despite the submission of these reports, it is recommended that if planning permission was approved, appropriately worded conditions should be included in relation to all of these matters requesting further information. A contaminated land condition is recommended to request the submission of a remediation strategy and a verification report submitted on completion of the development to verify that all the agreed remediation has been carried out. Two drainage conditions have been recommended in relation to the submission of a fully detailed drainage strategy for the site and details relating to the implantation, maintenance and management of the sustainable urban drainage scheme.

Finally, the application is accompanied by a Waste Management Strategy and a large bin store is shown to the side of the new building. However, Environmental Health have confirmed that the calculations produced have not been completed to the correct standards. It has been confirmed that the waste strategy needs to be updated and re-assessed based on the high rise development criteria in the City Council's waste guidance, due to the number of apartments being proposed. This is necessary to ensure that the space being shown for the bin store is adequate for this number of apartments. However, as with the contaminated land and drainage

issues raised above, it is considered that the waste management arrangements could be dealt with through an appropriately worded condition.

Ecology

The planning application has been accompanied by an Extended Phase 1 Habitat Survey due to the vacant and overgrown nature of the site and the removal of vegetation and some trees. This is a key requirement of policies EN15 and DM1 which seeks to ensure that applicants identify, enhance and restore impacts from developments on local habitats. The assessment has confirmed that the existing site has a low ecological value and that there are no constraints associated with redevelopment of the site. Greater Manchester Ecology Unit concurs with the findings of the report. Conditions have been suggested in relation to the felling of trees outside the bird nesting season, the appropriate removal of the Japanese Knotweed at the site along with the submission of a biodiversity enhancement scheme.

Inclusive Access

The Design and Access Statement outlines that the proposed development has been designed to be fully inclusive in terms of access. There is level access to the ground floor entrance to the building and 2 accessible car parking spaces are provided. However, there is no lift being provided within the building and therefore, only the 8 units on the ground floor could be accessed by ambulant disabled people.

The proposals will create an inclusive environment by ensuring that disabled people will use the same entrances as other users of the building, there is level access to the main entrance and the rear garden without the need of supervision or assistance. Therefore, the external areas and ground floor are accessible to all, however two thirds of the proposed accommodation are not accessible which is not considered to be acceptable.

Conclusion

To conclude, the indications are that the demand in the north of the City is for the provision of family housing, and that the proposed development for a high density apartment scheme is unacceptable in principle. The applicant has not made a case for high density development and the accommodation does not follow the principles of traditional family dwellinghouses suitable for supporting families and sustainable communities. Therefore, the proposed development is considered to be contrary to policies SP1, H1 and H3 of the Core Strategy.

The proposed development is considered to be an inappropriate form of development which represents overdevelopment of the site and does not take into account the context of the site and is not informed by its surroundings, having a poor relationship with adjoining residential properties. The impact of this high density, overdeveloped site would be seriously detrimental to the character, context and visual amenity of the neighbourhood and surrounding area, and would not result in the positive and successful regeneration of the area. It is considered that the development would have an adverse impact upon the amenity of surrounding residents, due to its height,

scale, and close location to the site boundaries, which would result in problems of overlooking and loss of outlook from adjoining properties and their garden areas. In addition the creation of 28 apartments would lead to a significant intensification in general activity at the site, compared to the previous use, with the resulting increase in noise, all of which would have a detrimental impact upon the amenities of surrounding residents, contrary to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC26 of the UDP.

Finally, Paragraph 96 of the NPPF makes it clear that access to high quality open space and opportunities for sport and recreation is important to the health and wellbeing of communities. Accordingly, policy EN10 is consistent with the provisions of paragraph 97 in that it requires that equivalent or better replacement open space, sport or recreation facilities will be provided in the local area or that the site has been demonstrated to be surplus for its current open space, sport or recreation function. It is also consistent with the NPPF in that the policy requires City wide standards to be maintained and further that the site could not fulfil other unsatisfied open space, sport or recreation needs and a proposed replacement would remedy a deficiency in another type of open space, sport or recreation facility in the local area. As the applicant has not proposed any mitigation for the loss of this recreational facility or for replacement provision in the area, the proposals are considered to be contrary to the Development Plan.

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 refusal of the application is proportionate to the wider benefits of refusal and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation REFUSE

Article 35 Declaration

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. Pre-application advice was sought by the applicant prior to the submission of this application, and it was advised at this stage that the provision of family houses was

the most appropriate form of development for this site, in an area with a need for family housing and that the scale and mass of the development was not considered to be in keeping with the character of the area. Despite this advice, the application was submitted in the same form. Therefore, in this instance a solution that was acceptable to both the Local Planning Authority and the applicant could not be reached, as the nature of the proposal was considered to be unacceptable.

Reason for recommendation

1) The proposed development in the form of the provision of apartments does not meet the requirement to deliver medium density family housing within this area of North Manchester where housing demand and need assessments show a high proportion of small houses and apartments and a need for larger family houses. The applicant has failed to demonstrate that there is the demand for the type of accommodation proposed and consequently the provision of apartments would be contrary to the provisions of Core Strategy Policies H2 and H3.

2) Having regard to the pattern of development found in the area and the scale and architectural massing of properties in the area, the proposal represents an over development of the site to the detriment of the character of the area. The proposed development, by reason of its high density, urban design, built form, poor layout, and a lack of meaningful and integrated open space, has an inappropriate form of design that has not been informed by the character and context of the surrounding area, has an inappropriate relationship to neighbouring buildings and structures and will result in a detrimental impact upon the street scene, visual amenity, character and the successful regeneration of the neighbourhood and area. The proposed development is therefore contrary to the provisions of Core Strategy policies SP1 and DM1 and guidance contained within the Guide to Development Supplementary Planning Document and National Planning Policy Framework.

3) The proposed development by reason of its excessive height and massing will have an overbearing impact on the adjacent and nearby residential properties to the detriment of the amenity of the occupiers of those properties. The proposed development would have an adverse impact upon the amenities of the occupiers of surrounding residential accommodation by way of the buildings height, mass and location, in close proximity to existing residential properties, and the resulting impacts in terms of overshadowing of the garden areas of those properties, and would result in an over-intensive use of the site. Due to these reasons it is therefore considered that the proposal has an unduly harmful impact on the residential amenity of neighbouring occupiers and that the development would thereby be detrimental to the character of the area contrary to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

4) The application, by reason of the location of car parking spaces to the rear of the site and the large bin storage and cycle storage areas to the western side of the site immediately adjacent to boundaries with existing residential properties and their gardens, would introduce visually obtrusive features along with a source of noise and disturbance from the comings and goings of vehicles and refuse bins along the shared boundary with neighbouring occupiers, to the detriment of the residential

amenity of those occupiers. This would be contrary to policies SP1, DM1 and T2 of the Manchester Core Strategy, the Guide to Development in Manchester Supplementary Planning Guide and Planning Document and the Manchester Residential Quality Guidance (2016).

5) The proposal to create a residential development will result in the loss and harm to an existing sport and recreation function. This would diminish the recreational value of the site which would therefore be unduly harmful to the recreational, health and wellbeing needs of the local community. Sufficient evidence has not been provided that the site is surplus to requirements and there has been no consideration of alternative uses of the site that would fulfil an open space, sport or recreational function nor is there any proposal to mitigate the loss through the provision of replacement facilities elsewhere in the area. The proposal is therefore contrary to Policies SP1 and EN10 of the Manchester Core Strategy (2012), the National Planning Policy Framework (NPPF).

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: 121085/FO/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:

City Wide Housing Support Team (HMOs)
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 MCC Flood Risk Management
 Greater Manchester Police
 Greater Manchester Ecology Unit
 Sport England

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:

Relevant Contact Officer : Jeni Regan
Telephone number : 0161 234 4164
Email : j.regan@manchester.gov.uk



 Application site boundary  Neighbour notification
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