



Planning and Highways Committee

Date: Thursday, 19 November 2020

Time: 2.00 pm

Venue: This is a virtual meeting - https://manchester.public-i.tv/core/portal/webcast_interactive/485373

Everyone is welcome to attend this committee meeting.

**The Local Authorities and Police and Crime Panels (Coronavirus)
(Flexibility of Local Authority and Police and Crime Panel Meetings)
(England and Wales) Regulations 2020.**

Under the provisions of these regulations the location where a meeting is held can include reference to more than one place including electronic, digital or virtual locations such as internet locations, web addresses or conference call telephone numbers.

To attend this meeting it can be watched live as a webcast. The recording of the meeting will also be available for viewing after the meeting has closed.

Membership of the Planning and Highways Committee

Councillors

Curley (Chair), Nasrin Ali (Deputy Chair), Shaukat Ali, Andrews, Y Dar, Davies, Flanagan, Hitchen, Kamal, Leech, J Lovecy, Lyons, Madeleine Monaghan, Riasat, Watson and White

Agenda

1. Urgent Business

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

1a. Supplementary Information on Applications Being Considered

The report of the Director of Planning, Building Control and Licencing will follow.

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 22 October 2020.

7 - 12

5. 126142/FO/2020 - Vacant Land to the North of 9 and 11 Ennerdale Avenue, Manchester, M21 7NR - Chorlton Park Ward

The report of the Director of Planning, Building Control and Licensing is enclosed.

13 – 46
Chorlton Park
Ward

6. 126328/FO/2020 - Speakers House, 39 Deansgate, Manchester, M3 2BA - Deansgate Ward

The report of the Director of Planning, Building Control and Licensing is enclosed.

47 – 126
Deansgate
Ward

7. 127538/FO/2020 & 127539/LO/2020 - 67-75 Piccadilly and 4-6 Newton Street, Manchester, M1 2BS - Piccadilly Ward

The report of the Director of Planning Building Control and Licensing is enclosed.

127 – 228
Piccadilly Ward

8. 126912/FH/2020 - 1C Ardern Road, Manchester, M8 4WN - Crumpsall Ward

The report of the Director of Planning, Building Control and

229 – 254
Crumpsall

Licensing is enclosed.

A site visit will take place prior to the meeting for members of the Committee.

Ward

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://democracy.manchester.gov.uk/ecCatDisplay.aspx?sch=doc&cat=13279>

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.

External participation in the Committee's online meetings

Nominated representatives can continue to request to speak at the committee (only one person will normally be allowed to speak for and against an application). If you wish to nominate someone (including yourself) to speak, please contact <mailto:gssu@manchester.gov.uk> before 10am two days before the scheduled committee meeting (that will normally be before 10am on the Tuesday). You will need to provide:

- Name and contact details of the registered speaker (an email address will be required, in order that the speaker can be invited to join the meeting).
- Description and planning reference number of the matter on which they wish to speak.
- If you want to speak in support or as an objector.

Only one person can speak for or against any application. Please note that the applicant or an appointed agent will normally speak on their application, so you are unlikely to be able to speak in support of it. If there is more than one nomination to speak against an application, the person whose nomination was received first by the Council will be given that position.

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:

Andrew Woods
Tel: 0161 234 3011
Email: andrew.woods@manchester.gov.uk

This agenda was issued on **Wednesday, 11 November 2020** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Lloyd Street Elevation), Manchester M60 2LA

Planning and Highways Committee

Minutes of the meeting held on Thursday, 22 October 2020

This Planning and Highways meeting was a hybrid meeting conducted in person and via Zoom, in accordance with the provisions of the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020.

Present: Councillor Curley (Chair)

Councillors: Nasrin Ali, Shaukat Ali, Andrews, Y Dar, Davies, Flanagan, Hitchen, Kamal, Lyons, Madeline Monaghan, Riasat, Watson and White

Apologies:
Councillor Lovecy

Also Present:
Councillor Johns (ward Councillor)

PH/20/55 Supplementary Information on Applications Being Considered

A copy of the late representations that were received in respect of applications (126912/FH/2020, 127669/FO/2020, 126328/FO/2020, 126422/FO/2020, 126423/LO/2020, 126308/FO/2020 and 127696/FO/2020), since the agenda was issued, was circulated.

Decision

To receive and note the late representations.

PH/20/56 Minutes

Decision

To approve the minutes of the meeting held on 24 September 2020 as a correct subject to the inclusion of Councillors Andrews, Lyons and Riasat in the list of apologies received at the meeting.

PH/20/57 126912/FH/2020 - 1C Ardern Road, Manchester, M8 4WN - Crumpsall Ward

This application relates to the erection of a two-storey side extension and a single storey rear extension together with the installation of a front dormer, including a velux window and a dormer to the rear, porch and canopy to form additional living accommodation.

The Chair invited the Planning Officer to present the Item. Reference was made to an additional late representations that had been circulated to the Committee and a further letter of objection which had been received. The Committee was informed that the letter did not raise any additional issues to those addressed within the report.

The Chair invited the objector's spokesperson to speak. The objector's spokesperson made reference to the conservation area, trees and street scene and the architectural and historic significance of the area. It was considered that the development may cause harm to the conservation area and impact on the amenity of the neighbouring property.

The Chair invited the applicant's agent to speak on the application.

The Planning Officer responded to the points raised regarding tree preservation, impact on the conservation area, street scene and referred to the planning report.

The Chair invited the Committee to make comments on the application.

A member referred to the concerns raised within the letters of objection and it was proposed that a site visit should take place to enable the Committee members to see the area and impact the proposal may have.

Councillor Flanagan made a proposal for a site visit and this was seconded by Councillor Shaukat Ali.

Decision

To defer consideration of the planning application to allow a site visit to be carried out by the members of the Committee.

PH/20/58 127669/FO/2020 - Deanway DIY Store, 112 Kenyon Lane, Manchester, M40 9DH - Moston Ward

This application is for the erection of a four storey building to form 3 x 1 bedroom and 30 x 2 bedroom residential apartments (Use Class C3) together with associated car parking, landscaping and access following demolition of existing building.

The Committee received additional information that was contained within the Late Representation document previously circulated.

Councillor Andrews made a request to move the recommendation and this was seconded by Councillor Flanagan.

The Committee supported the recommendation.

Decision

The Committee are minded to Approve the application for the reasons set out in the report submitted, subject to:

- The conditions set out in the report submitted, and
- The completion of a Section 106 Agreement to ensure affordable housing provision.

**PH/20/59 126328/FO/2020 - Speakers House, 39 Deansgate, Manchester, M3
2BA - Deansgate Ward**

This application relates to a the erection of a 17 storey building comprising office use (Use Class B1a) and flexible ground floor commercial units (Use Classes A1 shop, A2 financial and professional services, A3 restaurant/cafe and A4 drinking establishment), new electricity sub-station, basement cycle parking and rooftop plant enclosure, together with access, servicing and associated works following demolition of the existing building

Decision

The Committee agreed that the application be deferred following a request from the applicant.

**PH/20/60 126422/FO/2020 & 126423/LO/2020 - Cavendish House, Chapel
Walks, Manchester, M2 1HN - Deansgate Ward**

This application relates to the refurbishment and extension of existing office building to include elevational alterations and new two storey roof extension to provide additional office accommodation (Use Class B1) and external roof terrace with associated stair cores, change of use of existing restaurant (Use Class A3) at ground floor level to provide commercial floorspace (Use Classes A1, A3 and B1) and at first floor level to provide office accommodation (Use Class B1) (associated listed building consent application reference 126423/LO/2020). In addition Listed Building Consent for refurbishment and extension of existing office building comprising new two storey roof extension and external roof terrace, external alterations to windows and doorways, internal strip-out and layout amendments, new lift, and general fit-out including M&E to provide commercial floorspace (associated planning permission application reference 126422/FO/2020)

The Chair invited the Planning Officer to introduce the application. The Committee was advised that there were no further comments to add to the report and the late representations submitted.

There was no objector to the application present.

The Chair invited the applicant's agent to address the Committee.

The Chair invited Councillor Johns (Deansgate ward) to address the Committee in support of the application.

Councillor Shaukat Ali made a request to move the recommendation and this was seconded by Councillor Kamal.

Decision

The Committee approve the application, subject to the conditions and reasons set out in the report submitted.

PH/20/61 126308/FO/2020 - 2-4 Whitworth Street West Manchester M1 5WX Deansgate Ward

The application site relates to the demolition of 2 to 4 Whitworth Street West and the construction of a mixed-use building, comprising flexible units for retail, food and drink use at ground floor level with a hotel at upper storeys, together with associated landscaping, servicing, cycle parking and other associated works.

The Committee received additional information that was contained within the Late Representation document previously circulated.

The Chair invited the planning officer to introduce the report. The Committee was informed that there had been an additional five letters of objection received and a letter of objection from Councillors Jeavons and Johns (ward Councillors) which were referred to in the late representation report. The objections relating to the loss of historic buildings within the area and the impact of the proposed building. It was reported that the buildings concerned had no historic significance status.

The Chair invited the applicant's agent to address to the Committee on the application.

The Chair invited Councillor Johns (Deansgate ward) to address the Committee.

The Chair invited the Committee to comment on the application.

A member referred to the information contained within the report and expressed concern on the lack of detail on elements of the proposed development and its impact on the surrounding area. A proposal was made to defer consideration of the application to facilitate further discussion with the applicant for the provision of additional information and recent photographs of the development site to enable the Committee to better understand the proposal.

Councillor Flanagan made a request to defer the application and this was seconded by Councillor Hitchen.

Decision

The Committee deferred consideration of the application in order for additional information and photographs of the site to be provided.

PH/20/62 127696/FO/2020 - Land Adjacent to 20 Chorlton Villas, Hardy Lane, Manchester, M21 8DN - Chorlton Park Ward

This application relates to Erection of a 4 bedroom detached dwellinghouse with one-bedroom annexe, new access drive and associated car parking and landscaping

The Chair invited the Planning Officer to introduce the report. The Committee was informed that there were two additional conditions to be included in the report relating to privacy screening and a requirement for obscured glazing to be used on the hall and landing windows.

The Committee received additional information that was contained within the Late Representation document previously circulated.

No objector attended the meeting.

The applicant's agent addressed the Committee on the application.

Councillor Andrews made a request to move the recommendation and this was seconded by Councillor Riasat.

Decision

To approve the application for the reasons set out in the report submitted, subject to the conditions set out in the report, the Late Representations submitted and the two additional conditions relating to (a) the inclusion of privacy screening and (b) the use of obscured glazing to the hall and landing windows.

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Application Number	Date of Appln	Committee Date	Ward
126142/FO/2020	6th Feb 2020	19 th November 2020	Chorlton Park Ward

Proposal Erection of 8 no. dwellings with associated vehicular access, parking and landscaping following demolition of 2 no. existing houses

Location Vacant Land To The North Of 9 And 11 Ennerdale Avenue ,
Manchester, M21 7NR

Applicant Ms Emma Litchfield, Southway Housing Trust, Southern Gate, 729
Princess Road, Manchester, M20 2LT,

Agent Mr Harvinder Randhawa, Triangle Architects, 113 Fairfield Street,
Raven House, Manchester, M12 6EL

Executive Summary

The application proposals relate to an undeveloped piece of land that sits between the rear garden areas of properties on Ennerdale, Elswick and Darley Avenues.

The proposals are for the erection of 8 no. dwellinghouses and associated works together with the demolition of 2no. existing houses. The proposals are being brought forward by a registered social landlord for properties that would be available for social rent.

32 nearby properties were notified of the proposals and objections have been received from 18 residents relating to: impact on residential amenity including overlooking, loss of privacy, giving rise to an increase in crime, overshadowing; and ecology including loss of trees and impacts on bats. Full consideration of the matters raised is set out within the detailed report.

The applicant has responded to issues raised by neighbours and has sought to undertake amendments particularly to properties closest to existing rear gardens through rearranging window types to prevent overlooking of these areas. The applicant has committed to a tree replanting scheme on a 3 new trees for each 2 tree lost as a result of the development which would be secured by way of appropriately worded conditions. An indicative scheme for a 'woodland' planting scheme

The proposals would assist in providing an increase in social rented properties in this part of South Manchester. On balance the provision of much needed residential accommodation alongside the mitigation measures detailed in the report are considered acceptable in this instance.

Application site

The application site relates to an undeveloped piece of land that sits between the rear garden areas of properties on Ennerdale, Elswick and Darley Avenues as

identified on the aerial view set out below. The land contains vegetation and trees and is enclosed by the associated boundary fences/railings of the surrounding residential properties. There is evidence of tipping of waste on the land with a variety of detritus with suggestions that this has been occurring for some time.



View of site looking north



View of the site looking northwest



View of the site looking northeast

The land appears to have remained undeveloped since the development of the Merseybank estate in the first half of the 20th Century and the completion of the semi-detached properties along the northern extent of the site along Darley Avenue shortly afterwards which then enclosed the land.



Application site edged red

Description of proposed development

The application proposals are for the erection of 8 dwellings arranged in the form of two pairs of semi-detached properties (2 no. 2 bedroom 3 person and 2 no. 3 bedroom 4 person dwellings) and two buildings to form 4 no. cottage flats (2 no. 1 bedroom 2 person dwelling and 2 no. 2 bedroom 3 person) all the proposed buildings are to be developed to provide social rented properties and have been designed to meet Manchester's Space Standards and have been laid out to provide for future adaptations such as lift provision.

The proposed dwellings have been designed to have a contemporary appearance and reflect the design of other recent proposals brought forward by the applicant elsewhere in south Manchester. The main materials to be used in the construction are traditional in nature (red brick with grey brick detailing).

Each dwelling is provided with outdoor amenity space, cycle parking, an off street car parking space (2 spaces each for the larger semi-detached properties), and refuse storage space.



Proposed site layout plan indicating the arrangement of the proposed dwellings

The frontages of properties would be demarcated by a low level wall and railings whilst rear gardens would be secured by way of 2.1 metre high fencing around the boundary with existing properties.

In order to facilitate the development of the new dwellings two existing two storey properties in the ownership of the applicant would need to be demolished (nos. 9 and 11 Ennerdale Avenue) and a new extension to the existing Ennerdale Avenue cul-de-sac would be formed to provide vehicular and pedestrian access to each of the proposed properties.



The two properties to be demolished in order to extend Ennerdale Avenue and develop the land to the rear of these properties.



Aerial view of the two properties to be demolished

Consultations

Councillor Mandie Shilton Godwin and Councillor Dave Rawson – Are supportive of this application from Southway homes to demolish two homes and to erect eight houses to be available for social rent.

They acknowledge loss of trees and this is regrettable but feel that this needs to be balanced against the high level of need for homes and in particular homes for social rent. It is recognised that this will be a disappointment to some residents and sympathy is expressed for those who have objected.

There will be the need for mitigation to replace the value of the lost habitat. The contents of the ecological and arboricultural surveys are noted, and the mitigation requirements contained therein. Also note the air quality survey. They would like to add some points to enhance that mitigation and would request that these will be included as planning conditions.

- They would like to see the trees lost to this development replaced at a minimum rate of 3 to 1, including trees of high quality and would like to see those trees replaced elsewhere within the ward, where they can be of most environmental benefit.
- Pleased to see the requirements for nesting boxes and appropriate levels of lighting for bats and support those measures.
- Note that there is no provision for the boundary fencing to leave spaces for hedgehogs to move between the areas and would like to see the boundary treatment ensuring that there is that provision.
- Concern expressed for the safety of residents during the construction phase and note the management requirements.

Neighbouring occupiers were notified of the proposals in response 18 objections were received a summary of the responses received is set out below:

- Comments re-encroachment onto a neighbours land
- Loss of habitat and biodiversity including. trees
- Increase in traffic
- Construction disruption
- Impact on the character of the local area particularly through the loss of trees
- Climate change and need for sustainable development
- Loss of privacy and amenity – overlooking of rear gardens
- Backland development
- Loss of trees would lead to an increase in noise and air pollution in the local area.
- Air quality impacts of the development
- Impact on increased flood risk
- Security – the development would result in the increased risk of direct access to rear gardens of existing houses from Ennerdale Av
- The site is not suitable for development and there is sufficient development capacity in the city elsewhere to meet the housing requirements of the south Manchester community.
- The proposals will allow for direct access into gardens via Ennerdale Avenue and Mersey Bank Avenue; which has persistently over the years been associated with crimes, burglaries and general anti-social behaviour.
- The garden areas on the proposed houses are too small
- The development will overshadow the rear gardens of properties on Darley Avenue

- The area has been for decades subject to Anti-Social behaviour, vandalism, criminal damage to property, theft, trespass etc and our experience tells us this potential development will open up a new access point to these impacts.

Chorlton Voice – Object to the loss of trees as a result of the proposed development

MCC Neighbourhood Services (Arborists) – The individual trees on the site are unlikely to support TPO status. The trees appear to have been largely unmanaged which has resulted in poor form and suppressed crowns of individual trees.

The trees do offer amenity value to a number of neighbouring properties in the surrounding area. If approval is granted for this site it is advised that a detailed mitigation planting plan to offset the loss of such a large amount of trees.

MCC Highway Services - Highways accept the principle of the general arrangement as presented, this will remain subject to acceptance of Planning and any associated submission and agreement with Highways Statutory Approvals of an appropriate TRO arrangement which would maintain sufficient access and turning capability along and at the head of Ennerdale Avenue for refuse collection vehicles.

The amended driveway layouts now conform to the Council's required standards, including the provision of an additional off-road space to be allocated to No.7 Ennerdale. This is accepted in-principle.

MCC Environmental Health – Recommend conditions are attached to any permission in respect of contaminated land and site investigations; construction management plan; and provision of electric vehicle charging points.

MCC Flood Risk Management Team – Recommend conditions are attached to any approval for the final details of surface water drainage and its maintenance and management.

United Utilities – Recommend conditions are attached to any approval for the final details of surface water drainage and its maintenance and management.

Greater Manchester Police Design for Security Team - Support the application on the basis of the development being signed off for Secured by Design accreditation and therefore recommend that when determining the application, a condition should be added to reflect the Secured By Design accreditation being achieved.

Following submission of further comments from residents GMP Design for Security confirmed from a crime prevention perspective, there are a couple of minor improvements to the site layout that could be made: firstly, relating to the enhancement of the security of the rear garden boundaries of 93 and 95 Darley Avenue, the bin store in the garden front of plots 7 & 8 should be relocated away from the site boundary and defensive planting be introduced to supplement the proposed fence; and similarly, if feasible, defensive planting should be introduced to the edge of the extended cul-de-sac, between plots 1 & 2 and 3, to enhance the security of the rear boundary number 14 & 16 Elswick Avenue.

The GMP Chorlton Beat Manager also commented to state the following -
 The removal of the trees without any 'proper' security measures being implemented i.e. appropriate fencing and security gated areas would greatly affect the residents of Manor Drive. Without these measures there would be an increase in Anti-Social behaviour in this area and to the residents of Manor Drive whom will be more vulnerable to crime. If this proposal is granted, consideration should be given to leaving some of the trees in situ. In particular the trees which would border the properties on Manor Drive leaving residents some natural protection in order to prevent any issues.

Greater Manchester Ecology Unit – Following the submission of further ecology and bat survey information they are satisfied with the level of survey work to support the application proposals.

The loss of this area of woodland would also need to be adequately compensated for. Detailed landscaping plans have not yet been submitted, however the site plans suggest it would be difficult to replant the required number of trees within the current layout. GMEU would support a similar area of tree planting to that which is being lost. These should be planted in groups rather than individual trees and contain a locally native species including canopy and understorey species. GMEU would also recommend native woodland ground flora is established (through bulb/seed sowing).

Nesting birds are also likely to be impacted upon as a result of the loss of the woodland and also the houses. Work such as building demolition, tree felling and site clearance would need to be timed to avoid the main bird nesting season (March – August inclusive) unless it can otherwise be demonstrated that no active bird nests are present. A compensation strategy for the loss of bird nesting opportunities would also be recommended, which should incorporate the recommendation in the conclusion of the ecology report.

Policy

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan consists of the Core Strategy (adopted 2012) and the saved policies of the Unitary Development Plan. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

Manchester Core Strategy

The adopted Core Strategy contains a number of planning policies relevant to the consideration of the application proposals. These are set out below:

Policy H1 - Housing Provision

This policy identifies that approximately 60,000 new dwellings will be provided in Manchester between March 2009 and March 2027 equating to an average of 3,333 units per year although this rate will vary across the identified period. The policy

identifies that the emphasis outside of the City Centre and the City's Inner areas is to increase the availability of family housing. It is expected that 90% of residential development will take place on previously developed land and sites in close proximity to centres and high frequency public transport routes.

The application proposals would contribute to the overall provision of new residential units in the City. The proposals incorporate cottage flats and semi-detached properties and are considered to accord with the policy H1 of the Core Strategy subject to consideration of matters set out within the issues section of this report.

Policy H6 - Housing in South Manchester

This policy indicates that 5% of new residential development will take place in South Manchester over the lifetime of the Core Strategy. High density development will generally only be appropriate within district centres. Outside the district centres priorities will be for housing meeting 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 proposals would provide accommodation to increase the affordable housing stock in South Manchester which is identified as required in South Manchester. On this basis the proposals are considered to be in general accordance with policy H6.

Policy H8 - Affordable Housing

Sets out the Council's approach to assessing applications of greater than 15 residential units and provision of affordable housing or an equivalent financial contribution.

The application does not meet the threshold requiring consideration against Policy H8 but the applicant has confirmed that all of the proposed properties are to be made available for social rent.

Policy T1 - Sustainable transport

This policy embeds the delivery of a high-quality integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. It indicates support for proposals that: improve choice by delivering alternatives to the car; promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services; improve access to transport services and facilities for all; improve pedestrian routes and the pedestrian environment; facilitate modes of transport that reduce carbon emissions; reduce the negative impacts of road traffic.

Policy T2 - Accessible areas of opportunity and need

This policy indicates that the Council will actively manage the pattern of development to ensure that new development is located to ensure access to the City's main economic drivers; is easily accessible by walking, cycling and public transport; have regard to the need for disabled and cycle parking and the maximum car parking standards set out in the Core Strategy; and, includes proportionate traffic impact assessments and travel plans for all major applications.

The application site is located within a location accessible by bicycle and on foot enabling future residents to access areas of economic activity in the city by a range of sustainable transport modes. The level of car parking is considered to be adequate for the sites location and the needs of future residents whilst also providing cycle parking to broaden the range of sustainable transport modes available to future residents. The application is supported by a Transport technical note and Highway Services raise no objections to the proposals on highway grounds. It is considered that the proposals accord with policies T1 and T2 of the Core Strategy.

Policy EN1 - Design Principles and Strategic Character Areas

Developments in Manchester are expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located. The application site is located in the southern character area where development is expected to retain the identity and focus of activity associated with the historic district centres and along the radial routes should be commensurate in scale with the prominence of its location.

The application proposals have been designed to reflect the context and residential character of the area. Consideration of this matter is set out in more detail within the issues section of this report.

Policy EN 4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Development

The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions: 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.

Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.

Where possible new development and retrofit projects will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings.

Where appropriate new development and retrofit projects will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing / potential decentralised energy schemes.

Policy EN6 - Target Framework for CO2 reductions from low or zero carbon energy supplies.

This policy sets out that major developments are expected to meet the targets set out in the policy which are to be demonstrated through an energy statement.

The development is considered to comply with policies EN4 - EN6 in that clear consideration has been given to how the buildings functions and through a building fabric first approach to reduce overall energy demands.

Policy EN9 - Green infrastructure

This policy indicates that new development will be expected to maintain existing green infrastructure in terms of quantity, quality and function. Opportunities to encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

The application site contains existing trees and the development proposals would result in the loss of trees on site. The applicant has confirmed that some existing trees can be retained and have committed to a replacement tree planting scheme on a 3 for 1 basis further consideration of this matter is set out within the issues section of this report.

Policy EN14 - Flood Risk

The policy reflects national planning policy to direct development away from sites at greatest risk of flooding, and towards sites with little or no risk of flooding. The site is not within an area of greatest risk from flooding but details of the drainage from the site have been recommended by the Council's Flood Risk Management Team and appropriately worded conditions are proposed for further details to be submitted and approved prior to works commencing on site.

Policy EN15 - Biodiversity and Geological Conservation

This policy indicates that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the city. Developers are expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

The Councils specialist ecology advisors at GMEU do not raise objections on biodiversity grounds and recommend that landscaping incorporates measures to enhance biodiversity including the use of bat and bird boxes as part of the development. In addition, it is recommended that replacement planting of trees This is reflected in the proposed landscaping condition and biodiversity condition.

Policy EN16 - Air Quality

This policy indicates that the Council will seek to improve the air quality within Manchester and particularly Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers are 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. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality this includes cumulative impacts, particularly in AQMAs.

The applicant has provided an Air Quality Assessment of the air quality impact of the proposed development and the potential to expose future users to elevated pollution levels.

Policy EN18 - Contaminated Land

The policy outlines that the Council gives priority for the remediation of contaminated land to strategic locations. Proposals 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 by Environmental Health and it is recommended that a suitably worded condition be attached to any approval.

Policy DM1 - Development Management

All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

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.

Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.

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.

Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:

Year 2010 - Code Level 3;

Year 2013 - Code Level 4;

Year 2016 - Code Level 6; and

(b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.

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:

DC6.1 The Council will not normally grant consent for residential development on "backland" sites, that is, sites with limited access to a road because they are surrounded by housing or other uses.

DC6.2 Development will not be permitted unless:

- a. there is no loss of privacy to adjoining dwellings and associated rear gardens;
- b. access and parking arrangements do not significantly increase noise and disturbance for occupiers of existing adjoining dwellings;
- c. the scale and design of the development is compatible with the character of buildings in the surrounding area;
- d. there is sufficient space between the proposed and existing dwellings to avoid problems of significant overshadowing or of over-dominant appearance affecting either the existing or the proposed dwellings;
- e. the proposal does not involve the loss of important trees or other natural features of high amenity value or the loss of locally important wildlife habitats;
- f. the proposed and existing dwellings retain adequate levels of private amenity space; and
- g. in the case of development within a Conservation Area, in particular, the built form and the surrounding spaces maintain or enhance the character of the area.

Saved policy DC26, Development and Noise, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments. The proposal has been designed to minimise the impact from noise sources.

It is considered that the proposal is consistent with the policies contained within the UDP and more consideration of these matters is set out within the Issues section of this report.

The National Planning Policy Framework (February 2019)

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. 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.

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.

Residential Quality Design 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. The applicant has confirmed that the proposed apartments meet the internal space standards and sets out the design considerations undertaken in coming to the final design intent of the proposals.

South Manchester Regeneration Framework

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.

The proposals would result in the loss trees on the site, the applicant is proposing mitigation tree planting on site and enhanced tree planting off site.

Issues

Principle - The application site currently comprises an enclosed parcel of land containing vegetation and trees and is bound by residential properties and their associated external amenity areas and boundary fences. The consideration of the impacts of the proposals in relation to these matters is set out and considered in more detail below, however it is generally considered that the provision of affordable housing within this predominantly residential area of Manchester is acceptable.

Climate Change – The application proposals would result in the loss of a current area of land that consists of vegetation and trees. The site is located within a predominantly residential area in an urban setting and is considered to be a

sustainable location in which to see development of further residential accommodation due to the existing infrastructure and services that the development and future occupiers can be readily connected to. As set out elsewhere in this report the land is not currently designated either statutorily or non-statutorily in terms of the quality of the habitat contained within it and whilst it is acknowledged that the proposals would result in the loss of existing green infrastructure a range of mitigation measures are proposed to be delivered through appropriately worded conditions.

The development of new residential properties would offer the opportunity of improving the energy performance of the housing stock in the area through the use of modern materials to ensure a fabric first approach is adopted in terms of the sustainability of the new dwellings and would incorporate a drainage scheme to ensure that the proposals would not give rise to increasing the risk of flooding elsewhere.

Open Space –The most recent assessment of Open Space in Manchester used to inform the production of the Core Strategy was the Open Space and Needs Assessment undertaken in 2009. That assessment does not identify this land as open space. Whilst the site does provide an incidental green area which can be seen by nearby residents which would be lost as a result of the development it is not defined as open space. The development proposals include indicative landscaping proposals and the applicant has indicated a commitment to plant further trees in the local area. It is considered necessary therefore to attach relevant conditions to ensure the delivery of a full detailed soft landscaping scheme and the off-site tree planting. It must also be noted that the application site is not accessible from any public areas.

Residential Amenity – Concerns have been raised with regards to the impacts of the proposals on residential amenity in particular in relation to loss of privacy, overlooking and overshadowing.

Overlooking and loss of privacy - The applicant has sought to overcome a number of these concerns through amendments to the arrangements to a number of upper floor windows that would be in relatively close proximity to the rear gardens of properties on Darley Avenue and Ennerdale Avenue. These amendments include:

- A bay window to the rear elevation to plots 1 and 2 and 6 with those panes of glass looking towards existing neighbouring gardens being obscurely glazed
- Bedroom window moved to side elevation on plot 5.

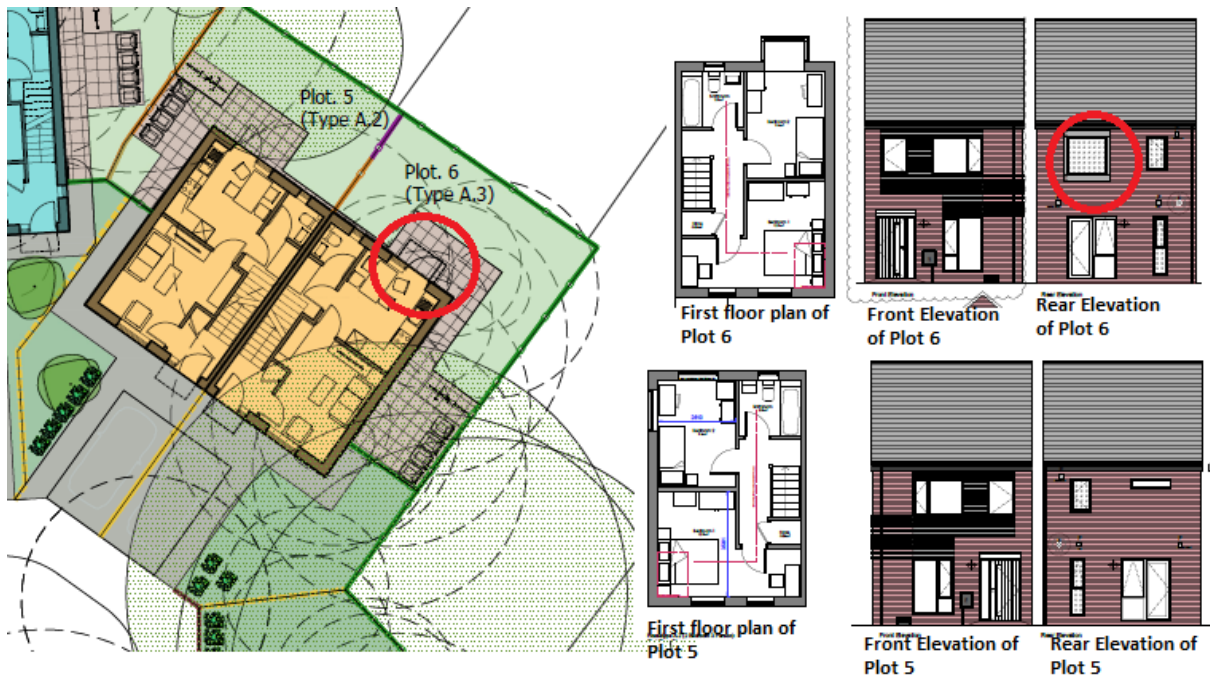


Distances between proposed properties and rear of properties on Darley Avenue (21m) to the north and the side gable of number 18 Elswick Avenue (13.5m) to the northwest



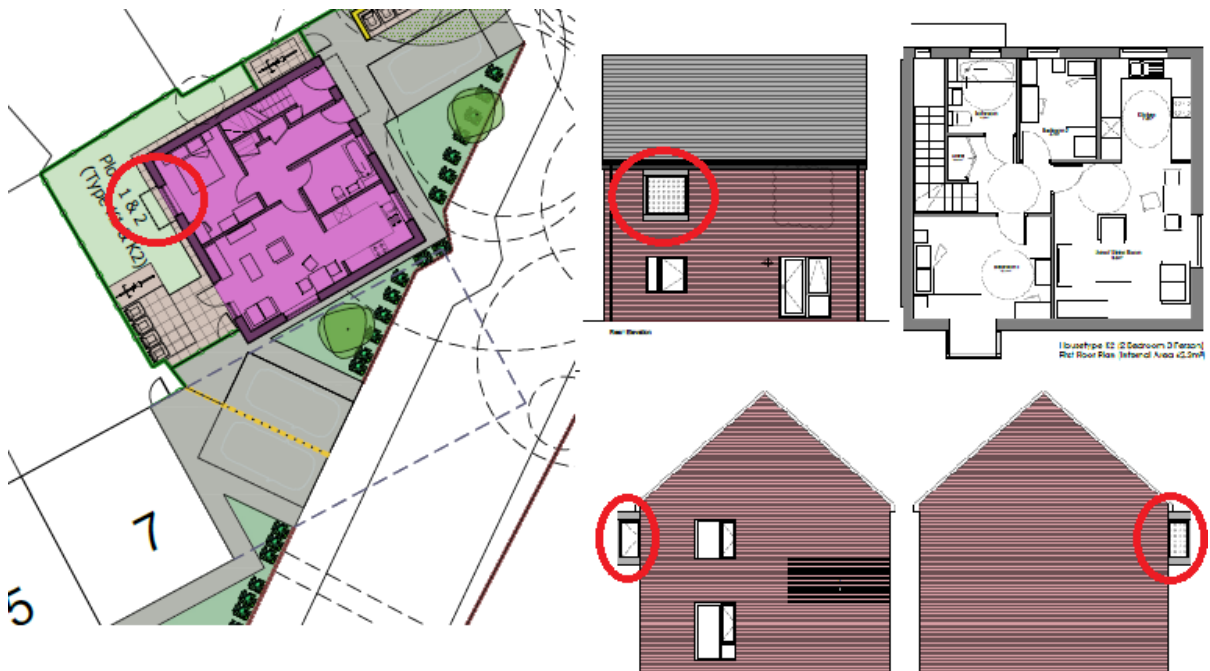
Distances between the proposed properties and the rear of existing properties on Elswick Avenue to the northeast (13.5m), the rear of number 13 Ennerdale Avenue (13.6m) and to the rear of the closest property on Manor Drive to the southwest (21.9m)

The amendments set out above would remove the potential for direct overlooking of a number of rear gardens which has been raised as a concern by residents on Darley Avenue. It is acknowledged that the built form of the proposed dwellings would be in relatively close proximity to the rear boundaries of gardens of properties on Darley Avenue, however the distance between rear walls of proposed and existing dwellings would range between 19 and 21 metres. These separation distances are considered to be acceptable in this context.



Plot 5 facing towards the rear of properties on Darley Avenue has a first floor high level and side facing bedroom window , Plot 6 would have a projecting bay window at first floor with obscurely glazed panes on the rear and side facing panes towards the rear gardens on Darley Avenue

The proposals would also introduce a built form in proximity to other existing residential properties on Ennerdale Avenue and Elswick Avenue. With the amendments to upper floor windows of the cottage flats as described above it is not considered that the proposals would give rise to concerns with regards to overlooking or perception of overlooking particularly on number 7 Ennerdale Avenue.



Layout plan for property to the north of number 7 Ennerdale Avenue. Note inclusion of first floor bay with obscure glazing on the pane facing towards the rear garden of 7 Ennerdale and north west facing side pane facing towards rear of property at 10 Elswick Avenue

The distance between the rear wall of the closest property on Manor Drive to the proposed dwellings is approximately 21 metres. Given this distance and the siting of the proposed cottage flats to the north west it is not considered that the proposed cottage flats would give rise to unacceptable impacts in terms of privacy or overlooking.

Loss of daylight and overshadowing - The proposed dwellings closest to the boundary with properties on Darley Avenue would be located to the south of the rear gardens to those properties. As a result of the proposed development a number of trees within the application site would require removal. These trees are presently unmanaged and of a height that would cause some overshadowing and loss of light to these existing garden areas. Whilst there may be some improvement in terms of light to these garden areas as a result of the removal of a number of trees it is acknowledged that the positioning of dwellings would lead to some loss of light and overshadowing of a section of the rear gardens closest to the application site.

Given the distance and the siting of the proposed cottage flats to the north west of the nearest existing property on Manor Drive it is not considered that the proposed cottage flats would give rise to unacceptable impacts in terms of loss of daylight or overshadowing.

The closest proposed buildings to the retained properties on Ennerdale are located to the north and east, they are therefore not considered to give rise to a loss of daylight or overshadowing to the existing properties. There would be some loss of light and overshadowing of rear gardens to properties on Elswick Avenue as a result of the proposed development. These impacts would be predominantly for the morning period but are considered to be similar to other such relationships in the immediate area and by the current unmanaged trees on the application site. These impacts are not considered to be so significant as to warrant refusal of the proposals.

Backland development – Concern has been raised that the proposals are contrary to saved Unitary Development plan policy DC6 as a result of the application site being located within a backland location by virtue of it being land that is enclosed and surrounded by existing residential properties. It is not considered that the proposal would be contrary to this policy. As set out above the proposals have been amended to ensure that there is no loss of privacy to adjoining dwellings and associated rear gardens and all properties would have a road frontage. The provision of two storey properties is considered to be entirely compatible with the character of the area. The contemporary design utilising traditional materials would assist in ensuring that the proposals successfully assimilate into the area.

It is acknowledged that the proposals would result in the loss of trees and habitat, however, the trees are not considered to be of high amenity value confirmed in the response of MCCs arborist who considered the trees to not be worthy of statutory protection through a Tree Preservation Order. In addition, the habitat of the site has not been identified as one that is locally important or that is statutorily or non-statutorily protected. As set out in the below consideration of the impacts on trees and ecology the application proposals if approved would be subject of appropriately worded conditions to ensure mitigation is achieved as part of the development.

The applicant is, as part of the proposal, utilising their ownership of the application site and adjacent residential properties to provide highway access to the site through the demolition of two existing dwellings. Whilst the loss of two existing properties is regretted this allows the provision of further additional residential properties on land in the applicant's ownership. As set out above it is considered that the proposal accords with the requirements of policy DC6 in this instance.

Noise - It is considered that the introduction of additional dwellings in this residential area would not generate unacceptable levels of noise and disturbance to existing residential properties. General activity associated with the proposed residential dwellings would be of a similar nature to those residential properties already in the area and would not be expected to lead to unusual or unacceptable levels of noise.

The introduction of additional car parking would create associated movements and noise with motor vehicles along Ennerdale Avenue and the new section of highway. The proposals would introduce boundary treatments in the form of 2.1 boundary fences around the site that would assist in reducing such impacts however, such activity is not considered to be so significant given the relatively small number of proposed dwellings to warrant refusal of the proposals.

Design - The application proposals would provide a contemporary addition to the area. The design approach and detailing together with the use of traditional construction materials (brick and tiled roof) is considered to add a positive addition to the area and the mix of housing types and design that are evident in this area.



Elevations of one of the proposed house types (Type A)



Front and rear elevations of one of the proposed Cottage flats house type

Boundary Treatments – The proposals include the installation of boundary fencing around the site which would enable a uniformed and secure boundary treatment to be erected. All rear gardens would be secured by a 2.1 metre high timber fence and trellis arrangement. In addition, the proposals include robust front boundary treatments of a combination of low-level wall and railings and railings with an upstand. The indicative landscaping scheme also indicates hedge planting behind the front boundary treatments. The proposed boundary treatments are considered acceptable.

Affordability - The applicant has indicated that they are looking to replenish social housing stock within their core area wherever possible and increase the amount of social and affordable rented stock and has confirmed that the 8 proposed properties would be provided as Social Rent and on completion would be owned by the applicant. Information submitted also indicates that demand for these properties would be very high with an average of 100 bids per property.

The applicant has confirmed that funding from Homes England has been secured for this development based on the unit type and tenure submitted for planning permission.

Accessibility - The proposed house types have been designed to meet Manchester Space Standards. Additionally, the proposals have been designed to enable installation of lifts and tracking for future adaptations, all door widths would meet recommended clear openings to allow for an accessible approach and level access.

Trees – The applicant has undertaken an Arboricultural Impact Assessment (AIA) and Tree Survey that has been submitted alongside the application proposals. This has been assessed by the Council's Arborist who confirm that no trees on the site would warrant protection through Tree Preservation Orders. However, irrespective of the quality of the trees on the site they do provide amenity for existing residents who have gardens adjacent the application site. Public viewing points of the trees are generally limited to those views between gaps of existing houses and some treetops are also viewable above the roofs of existing houses.

The application proposals would result in the removal of 8 individual trees and 6no. groups of trees on the site. None of the trees on site have been classified in the highest category (A) within the submitted Tree survey. The trees to be removed fall in the following categories:

- Category B – 1 no. individual tree
- Category B/C - 2 no. individual trees
- Category C - 5 no. individual trees and 6 groups of trees

The tree survey identifies the retention of 2no. group of trees and 3no. individual trees. One group of trees to be retained is classified as B/C whilst the rest are classified as category C. The retained trees are predominantly located on the boundary of the site to the east and south-east. The submitted AIA indicates that the development does have the potential to impact on these retained trees and it is recommended that an Arboricultural Method Statement be prepared via an appropriately worded condition.

Some landscaping proposals are included within the application and as indicated above some trees are identified as being retained, however, the mitigation required for the loss of these trees is not considered to be able to be successfully accommodated on the site alone as clusters of trees are required rather than individual street trees or trees within gardens. Following discussions, the applicant has confirmed that they are willing to bring forward a tree replacement scheme for 3 new trees to be replanted for each 1 lost on the site. An indicative scheme for off-site 'woodland' and understorey planting has been put forward by the applicant on land adjacent Wintermans Road which is located elsewhere within the Chorlton Park ward. Whilst this proposed off-site mitigation is welcome - as it would provide an area of woodland rather than individual trees - additional details of the number of trees, type and species is required to ensure the appropriate compensatory planting is achieved.

It is acknowledged that the existing trees do have an amenity value to existing residents who have direct views of the application site. The loss of trees proposed is regretted and on balance it is considered that the provision of affordable housing in an area of the city where such a need has been identified as a priority, together with a tree replacement scheme secured by way of appropriately worded conditions is acceptable and would provide the opportunity to introduce woodland tree planting within the wider area.

Ecology – The proposals include the demolition of 2 no. existing dwellings in order to facilitate the development together with the development of land that has been unmanaged and comprises vegetation and trees. As such the applicant has undertaken ecology surveys of the site, these surveys have been assessed by the Councils specialist ecological advisors at the Greater Manchester Ecology Unit. A number of concerns were raised by objectors with regards to the ecology of the site and the impacts from the development together with criticism of the submitted information.

The application site is not a statutory or non-statutory protected site for ecological purposes, and it does not contain any designated or priority habitats. The nearest such site is Chorlton Water Park local nature reserve which is within 500 metres of

the site but is separated by the city's urban environment and is therefore not considered to be affected by the application proposals.

Bats - The submitted Bat Surveys conclude that no bats were seen to emerge or re-enter the buildings due to be demolished as part of the development and therefore bats are not considered to be using the buildings as a roost at the time of the surveys. However, the buildings provide a moderate bat roosting potential and therefore bats may use the buildings as a roost in the future. The site is set within a residential area but there are areas of open green space within the vicinity of the site and it is considered that there is good connectivity within the residential setting for commuting bats to forage although it is considered that the site itself only provides a low foraging habitat for bats. The majority of trees on the site have been assessed as having a low bat roost potential.

The nocturnal surveys indicated that bats are commuting over the site to forage with these habitats. As the proposals would result in the loss of young trees the survey recommends that compensatory tree planting is provided to mitigate this loss. In addition to this mitigation the submitted report identifies a number of additional enhancements that should be brought forward as part of the development in the form of a bat box within each of the proposed buildings together with landscaping that incorporates suitable species that provide food or shelter resource for wildlife. These mitigation measures would be required to be secured by way of appropriately worded condition.

Birds - The submitted information indicates that the buildings to be demolished do provide bird nesting opportunities and mitigation will be required to ensure no net loss of nesting habitat following development. Breeding birds are protected and should not be disturbed during building works. In order to avoid harm to nesting birds, vegetation clearance and building works should not be undertaken during the bird breeding season (between 1 March and 31 August). As a result in order to provide mitigation and opportunities for bird nesting a bird box on each building is expected to be secured by way of condition attached to any approval together with conditions to ensure vegetation and tree clearance is undertaken outside of bird breeding season.

Other measures are proposed as suggested by ward members to introduce measures to ensure installed boundary treatments as part of the development facilitate movement by hedgehogs and this is reflected in the proposed conditions appended to the end of this report.

Whilst the application proposals would result in the removal of land that contains vegetation and trees, the site is not identified as being a priority habitat. As identified above, compensatory tree planting together with other biodiversity enhancements in the form of bird and bat boxes together with landscaping on site incorporating species providing food and shelter to wildlife is considered to be required to meet the requirements to enhance and protect biodiversity. This mitigation is to be secured by way of conditions attached to any planning approval.

Ground conditions – The application is supported by a Preliminary Risk Assessment of the ground conditions of the site. Taking into account the past use of the site, it is

thought unlikely that contamination will be present on the site at high levels. It is anticipated that the area where the two properties are proposed to be demolished would require an intrusive investigation is required, consisting of boreholes/trial holes and tests to confirm the presence/absence and extent of any contamination on the site. These further investigations would be secured by way of appropriately worded planning conditions and this has been confirmed in the response of the Council's Environmental Health department. It is considered that ground conditions of the site do not prohibit its development for residential use.

Drainage - The site is not within an area of greatest risk from flooding but details of the drainage from the site have been recommended by the Council's Flood Risk Management Team and United Utilities and appropriately worded conditions are proposed for further details to be submitted and approved prior to works commencing on site.

Air Quality – The applicant has prepared an Air Quality Assessment to accompany the application. This confirms that during the construction phase there is the potential for air quality impacts as a result of dust emissions from the site although it is confirmed if good practice dust control measures are implemented the impacts from demolition, earthworks and construction are predicted to be not significant.

In terms of the operational phase (occupation of the new dwellings) the assessment indicates that traffic movements associated with the new dwellings would result in negligible impacts given the low number of vehicle trips anticipated. In terms of air quality impacts on future residents the site has been assessed as being suitable for residential use as the site is not located within an air quality management area and is considered to be located an adequate distance from existing pollution sources such as Princess Road which is approximately 290 metres to the east.

Highways – The proposals would introduce a new section of highway to connect with the existing Ennerdale Avenue cul-de-sac, a footpath would be provided to serve each of the proposed properties. The proposals provide for secure cycle storage provision for each property and in addition to this each proposed property would have off-street car parking provision, with the larger 4 bedroom properties having two spaces. An off-street car parking space is also to be provided to the existing and retained dwelling at number 7 Ennerdale Avenue.

Highway Services raise no objection to the proposals on highway or pedestrian safety grounds. The proposals would introduce a new section of highway connected to the Ennerdale Avenue, the final technical details of this new section of road are to be secured by way of condition and would be delivered through a section 278 highways agreement with the Council as Highway Authority.

Crime – A number of objections have been received from residents concerned that the proposals would lead to an increase in crime and anti-social behaviour in the area. Examples of past experiences of nefarious activities including unauthorised access to rear gardens and assault are referred to by objectors. The land is currently unused, provides opportunity for concealment and is poorly overlooked. The introduction of new dwellings across the site together with new boundary treatments

would assist in providing greater natural surveillance of this area and introduce legitimate activity associated with the new properties.

The proposals are also supported by a note from Greater Manchester Police's Design for Security Team. They raise no objections to the proposals on crime and disorder grounds although recommendations are made in respect of the measures that should be introduced in order that the proposals achieve Secured by Design accreditation such as they types of doors, windows, external light sensors. Following further correspondence from an objector they have confirmed that the site layout is acceptable but note that a bin store proposed to the front of two of the properties on the east side of the site would need relocating further away from the site boundary so as not to create opportunity to aid the climbing of the boundary fence. It is understood that such a relocation could be undertaken as part of the process of reviewing and achieving Secured by Design Accreditation. GMP have confirmed that the development should achieve Secured By Design accreditation subject to including to the above revision to the location of a bin store and this should be secured by way of appropriately worded condition.

Waste Management – The applicant has provided a waste management strategy and each property has its own dedicated bin storage area for the provision of up to 4 external bins which can be easily accessed from each property allowing future occupiers to be able to ensure waste is disposed of within appropriate waste streams. All of the proposed dwellings meet the Manchester Residential Space Standards and have adequately sized kitchen areas to allow internal storage of waste prior to disposal to the external bins. The collection of waste would take place via the new constructed access road and these would reflect the current arrangements for collection that takes place along Ennerdale Avenue.

The general arrangements for the storage and collection of waste are considered acceptable. As set out in the above 'Crime' section one of the proposed bin stores would require relocating away from the site boundary and it is considered that this can be achieved through post decision discussions in the scheme achieving secured by design accreditation together with a condition for the final location of bin stores to be submitted for final agreement.

Conclusion - As outlined in this report the proposals are considered acceptable and would provide much needed affordable housing in South Manchester an area of the City which is identified as requiring such types of residential accommodation in a sustainable location.

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 Director 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 considered in a positive and proactive manner as required by The Town and Country Planning (Development Management Procedure) (England) Order 2015 and any problems and/or issues arising in relation to dealing with the application have been communicated to the applicant.

Condition(s) to be attached to decision for approval

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:

GA Plan Housetype A reference 3.04 Rev F

GA Plan Housetype B reference 3.06 Rev B

GA Plan Housetype J reference 3.08 Rev B

GA Plans Housetype K reference 3.11 Rev C

Block Plan and Elevations reference 3.09 Rev C

Proposed roof plan reference 3.03 Rev H

Proposed site plan reference 3.02 Rev H

Boundary treatments reference 3.07 Rev B

Preliminary Risk Assessment (Desk Study) prepared by Worms Eye reference Ennderdale Avenue/M21 7NR/2019

Arboricultural Impact Assessment November 2019 prepared by Ascerta

Bat Nocturnal Surveys September 2020 prepared by Ascerta

Preliminary Ecological Appraisal September 2020 prepared by Ascerta

Waste Management Strategy reference PP-07952618

Transport Note prepared by Mode reference J324416

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) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction 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 of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

4) No development shall take place until surface water drainage scheme has been submitted to and approved in writing by the City Council as Local Planning Authority.

The submitted drainage scheme shall include:

- Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes is required.
- Surface water drainage layout including discharge points, proposed attenuation and proposed overland flow routes for extreme events (up to a 1 in 100 year including 40% climate change allowance).
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment. Provide at least a 50% reduction in runoff rate compared to the existing rates with the aim of achieving greenfield runoff rates.
- Hydraulic calculations to support the drainage proposal.
- Details of how the scheme shall be maintained and managed after completion.

The development shall be subsequently carried out in accordance with the agreed scheme.

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.

5) Prior to the commencement of any development a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the agreed plan and where appropriate shall include:

- The routing of construction traffic;

- The hours of site working;
- Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site;
- Identify measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

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

6) 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 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 policies DM1 and EN18 of the Core Strategy.

7) Prior to the commencement of any works on site, including demolition works and vegetation or tree clearance, an Arboricultural Method Statement for works in the vicinity of trees to be retained on the site as identified in the submitted Arboricultural Impact Assessment shall be submitted and approved in writing by the City Council. The development shall be carried out in accordance with approved details and until the completion of works on the site.

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

8) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

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

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

9) No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the local planning authority.

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

10) Within 1 month of the clearance of any vegetation, shrubs or trees in order to facilitate the development hereby approved, a scheme for replacement trees indicating the location, species and size of tree to be planted shall be submitted to and approved in writing by the City Council as local planning authority. The submitted scheme shall include the timescales for planting the trees together with confirmation of the agreement of any landowner where the trees are to be planted and details of the maintenance and management regime of the 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 tree replacement scheme for the development is carried out to that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

11) Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations (including those for the new gable wall to number 7 Ennerdale Avenue) and hard landscaping around the buildings as detailed on the approved drawings have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those 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.

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

13) Within three months of the commencement of development a scheme to enhance the biodiversity of the site including the provision of nest boxes and bat boxes on site, together with measures to allow the movement of hedgehogs through the site and a timescale for their installation shall be submitted to and approved in writing by the City Council as local planning authority. The measures shall be subsequently undertaken in accordance with the approved details.

Reason – To enhance the biodiversity of the site pursuant to policy EN9 of the Core Strategy.

14) Within three months of the commencement of development a hard and soft landscaping treatment scheme based upon section 6.3 of the P.1206.19 Preliminary Ecological Appraisal September 2020 prepared by Ascerta shall be 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 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.

15) Notwithstanding the approved plans, within three months of the commencement of development details of the car parking and road layout for the site including provision of the following shall be submitted to and approved in writing by the City Council as local planning authority:

- electric vehicle charging points;
- details of the measures to protection of access and turning heads to avoid obstruction.
- Confirmation that a section 278 agreement has been entered into for the completion of highway works and associated Traffic Regulation Orders.
- Timescales for the implementation of the scheme.

The development shall be subsequently carried out in accordance with the agreed details.

Reason – To ensure that there is adequate car parking available for residents of the development and neighbouring residential properties and in the interests of sustainability and air quality pursuant to policy DM1 and EN16 of the Core Strategy.

16) Notwithstanding the approved plans and approved Waste Management Strategy the final details and location of bin stores to be provided to serve the dwellings shall be submitted to an approved in writing prior to the first occupation of the development. The approved details shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

17) The boundary treatment details as set out on drawing reference 18-021/3.07 Rev B and 18-021/ 3.02 Rev H shall be carried out in accordance with the agreed details and the boundary treatment to each residential unit shall be completed prior to their first occupation.

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 development is located in order to comply with policy DM1 of the Core Strategy.

18) 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 policy DM1 in the Core Strategy Development Plan Document for the City of Manchester.

19) Before first occupation the windows as identified on the approved drawings shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

20) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended (or any order revoking and re-enacting that Order with or without modification) none of the dwellinghouses shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

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

21) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 126142/FO/2020 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

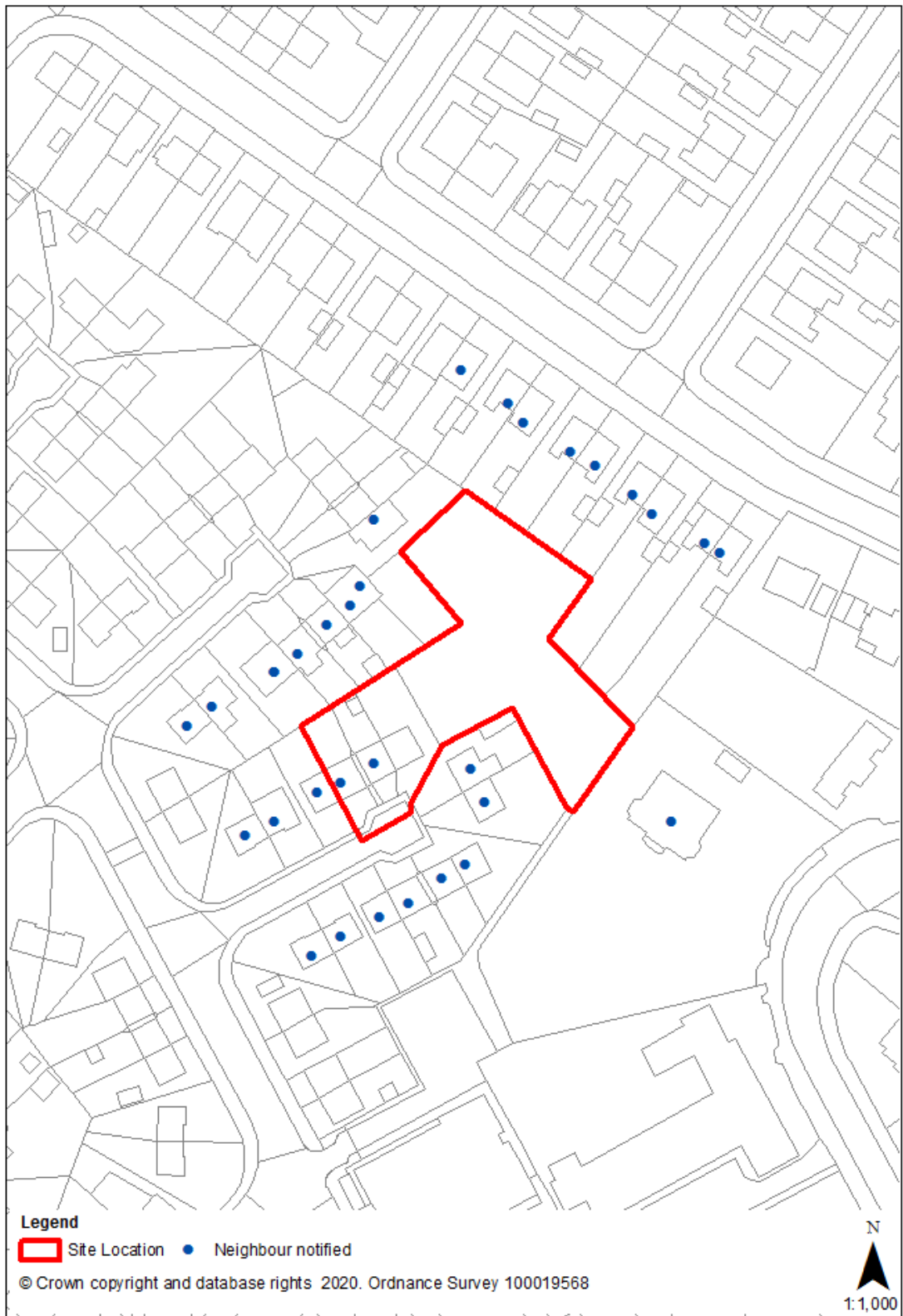
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
Environmental Health**

Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Housing Strategy Division
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit

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

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



Application Number	Date of Appln	Committee Date	Ward
126328/FO/2020	25th Feb 2020	19 th Nov 2020	Deansgate Ward

Proposal Erection of a 17 storey building comprising office use (Use Class B1a) and flexible ground floor commercial units (Use Classes A1 shop, A2 financial and professional services, A3 restaurant/cafe and A4 drinking establishment), new electricity sub-station, basement cycle parking and rooftop plant enclosure, together with access, servicing and associated works following demolition of the existing building

Location Speakers House, 39 Deansgate, Manchester, M3 2BA

Applicant Kames Property Income Fund, C/o Agent

Agent Mr Chris Sinton, CBRE Limited, 10th Floor One St Peters Square, Manchester , M2 3DE

EXECUTIVE SUMMARY

The proposal is for a 17 storey office building with ground floor commercial units, plus roof terrace/garden, following demolition of the existing building; new electricity sub-station; 96 spaces cycle parking in basement; rooftop plant enclosure

There were two rounds of notification. There were 8 objections and 1 group objection from a company representing 43 apartments in No. 1 Deansgate to the first and 13 objections and 1 group objection to the second. Councillor Johns has objected.

Key Issues

The height, scale, massing and design of the proposal and its visual impact in the streetscene: The design, scale, architecture and appearance of the building would result in a high quality development that would make a positive contribution to the streetscene.

The impact on the setting of heritage assets: Any harm to heritage assets would be less than substantial and would be outweighed by the public benefits of the scheme, in accordance with the provisions of Section 66 and Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990.

Public benefits: The proposal would generate circa 227 gross direct construction jobs and around 1000 FTE operational jobs. The gross business rates contribution to the Council would be approximately £2.3 million per annum. The proposal would generate additional economic benefits of the local economy through indirect local expenditure. The employment opportunities would result in a potential uplift in employee spending of approximately £1.9 million – £1.92 million annually based on a 220-day working year with an inflation rate of 10.1% applied. A local labour agreement would be included.

Residential amenity: The effects on the residents in No. 1 Deansgate in terms of loss of privacy and overshadowing/loss of light have been considered given the dense nature of the City Centre. It is acknowledged that there would be some impact on nearby residents, but it would not be so harmful so as to warrant refusal of the application.

Wind: 2 studies have shown the proposal would not have an adverse impact on wind effects in the local area and would not cause an issue with regard to the functioning of the ventilation louvres in No. 1 Deansgate

Sustainability: The proposal has been developed with sustainable design and innovation as a priority, from controlling solar gain through passive measures to incorporating low and zero carbon technologies to reduce day to day emissions.

A full report is attached below for Members consideration.

Description

This 0.12 ha site is at the junction of Deansgate and St. Marys Gate. It is occupied by Speakers House, a 9 storey office building built in 1963. It includes an area of MCC Highway land on Deansgate. The ground floor contains 7 commercial units and there are 13 parking spaces at the rear.

On the opposite side of St. Marys Gate, is No. 1 Deansgate, a 17 storey residential building. To the east are retail units and offices on St Mary's Gate and Exchange Square. To the south is the Grade II* listed Barton Arcade which houses retail units, offices and apartments. To the west is offices and retail units and an NCP car park. The site is in the St. Ann's Square Conservation Area and opposite the Parsonage Gardens Conservation Area. There are listed buildings nearby including the Grade II Royal Exchange, the Grade I listed Church of St. Ann, the Grade II listed Hayward Buildings and the Grade I Listed Cathedral Church of St Mary. Diagonally opposite is the 15 storeys Renaissance Hotel. The site is not subject to any statutory or non-statutory nature conservation designations and there are no trees on or adjacent to the site. The site is within Flood Zone 1.

The building was refurbished in 2013 when new cladding was added to the shop fronts but now is in a poor state of repair with rotten window frames and damp on internal walls. It lacks new infrastructure such as superfast fibre broadband and is nearing the end of its economic life. The office floorplates are inefficient and split by a central core which is not attractive to the market. The floor to ceiling height is low with limited space and creates an oppressive environment.

Planning permission is sought for the erection of a 17 storey office building with flexible ground floor commercial units (A1, A2, A3 and A4), an electricity sub-station, basement cycle parking and a rooftop plant enclosure following demolition of the existing building. The new building would provide around 197,000 sq. ft (gross)/136,000 sq. ft (net) of 'Grade A' office space and approximately 5,000 sq. ft (net) of flexible retail space at ground floor.

The floorplates would be flexible with active frontages on Deansgate and St Mary's Gate. The main entrance on Deansgate would lead directly into a double height reception area. An external roof terrace would include seating and raised planters and would operate as either a communal co-work area for the office on the fifteenth floor or as an amenity space for the development. Inclusive access has been integrated into all aspects of the design.

The building would step out beyond the building line of Speakers House and re-establish the continuous frontage along Deansgate and re-instate the strong urban grain which is characteristic of the area. The building would be chamfered at ground level on the corner of Deansgate and St Mary's Gate.



The elevations would have a tripartite subdivision with an oversized base, a unified and repetitive mid-section of regular vertically proportioned windows and an articulated top. The main facades would be composed of slender, repeating elements. The base would have horizontal members referencing the arch form on Barton Arcade. The structural elements would consist of profiled aluminium piers and aluminium window frames. The ventilation strategy would include dummy spandrel panels with concealed vents at intermediate floor junctions overlaid with decorative metal screens. They would reflect the layering effect of the delicate ironwork throughout Barton Arcade. A perforated metal vent panel would be incorporated within the profiled metal banding.



The office would operate on a 24-hour basis but the external roof terrace would be limited between 07:00 and 23:00 Monday to Friday and between 10:00am and

10:00pm on Saturday, Sundays and Bank Holidays. The roof terrace would be actively managed and access would be controlled. It is anticipated that the retail units would be operational during typical trading hours in line with surrounding operators.

There would not be any on-site parking. There would be a 96 space cycle hub in the basement with facilities for runners and cyclists. Servicing and deliveries would be from a rear service yard via an existing access off Exchange Street. Access is restricted by automatic bollards which operate from 7am to 11am.

The refuse store would be to the rear of the ground floor. Bin capacity has been calculated using MCC standards, for weekly collections and 44 bins are required with a combination of 1,100l Eurobins and 660l and 240l wheeled bins. Refuse collection for the office use and retail unit 2 would be from the service yard. Refuse collection for retail unit 1 would be from a loading bay on St. Mary's Gate.

Sustainable design and innovation has been a priority in the design, from controlling solar gain through passive measures through to incorporating low and zero carbon technologies to reduce day to day emissions. The development should achieve a BREEAM 'Excellent' rating for the office space. A 'Fabric First' approach would reduce the energy required to heat and cool the building and negate the need for Photovoltaics. Target U-Values for the building envelope would be a 28.9% improvement over the current Approved Document Part L2A Building Regulations (2016). The sustainable drainage strategy includes a blue roof to attenuate rainwater and reduce runoff. The scheme would include enhanced biodiversity features such as bat boxes, bug hotels and a roof level wild-flower bed.

The external envelope would be sealed to minimise air leakage. Fresh air would be provided mechanically on a floor by floor basis which would give tenants increased flexibility and increased control to saving energy. External shading would be provided by deep facade profiles and high-performance glazing and glazing would be reduced on the south facade where insulated panels would reduce overheating. Internal blinds would provide another layer of solar control and prevent glare and would reduce loading on the mechanical systems. Air would be drawn through the building facade via intakes behind decorative screens. All heat recovery intakes would incorporate carbon filters to limit external contaminants. A facility would be provided within each of the retail units to incorporate heat recovery type ventilation systems. Should the retail area be used as a restaurant, space has been provided for exhaust ductwork to be routed through the building to roof level.

Consultations

The application has been advertised in the Manchester Evening News as: a major development; affecting the setting of listed buildings; affecting a conservation area; and in the public interest. Site notices have been displayed and the occupiers of nearby properties have been notified. 8 individual representations were received as a result of the first neighbour notification, along with 1 group objection from the No. 1 Deansgate Right to Manage Company Limited which represents 43 households and over 100 residents within the building. A second neighbour notification took place following the receipt of further information from the applicant and in response to that 14 individual representations were received (some of whom had written in again),

together with a new group objection from No. 1 Deansgate Right to Manage Company Limited. The main issues raised are summarised below:

Impact of demolition and construction works

- The offices were refurbished and reclad only a few years ago. The development will cause impact and inconvenience for the public and nearby residents due to traffic diversions, construction traffic and noise. It should be refurbished. A recession could cause delays in the development and ongoing disruption
- With the closure of Deansgate, concerned that St Mary's Gate and St Anne's Square will become the main access points for all construction traffic. Also fear that St Marys Gate will become even more congested if it is partially closed. Secondly with the Ramada hotel not reopening and set to be demolished, will there potentially be demolition with associated dust, traffic and disruption on 2 corners adjacent to No. 1 Deansgate?

Height and design of building

- There is nothing over 10 storeys within 100 metres of 39 Deansgate so the proposal would dramatically change the character of the northern end of Deansgate and loom over surrounding buildings, including the Royal Exchange building and the other historic buildings that surround St. Ann's Square.
- The scheme is not compliant with local planning policy which seeks to direct tall buildings to non-conservation areas.
- The scale and massing are completely inappropriate and out of all proportion to other buildings in the conservation area and south along Deansgate.
- The proposal would destroy the symmetry and 2 existing 'bookends' of Deansgate formed by Beetham Tower and No. 1 Deansgate. The proposed development will not 'bookend' anything - it will destroy the current symmetry and mean the north end of Deansgate has 2 tall buildings, one of which would be a new blocky mass which dominates and distracts from the glazed lines and sleek look of the other.
- A significantly smaller scheme should be considered, with any taller elements located to the northern part of the site and set back at an appropriate distance from Barton Arcade.
- The tower is set forward from the existing building and flush to Deansgate which would lead to unacceptable townscape and visual impacts.
- 39 Deansgate is within the boundary of the Ramada Complex Strategic Regeneration Framework (SRF) Area which proposes 2 'landmark buildings' but not on this site. There is no justified need for a further tower here.
- The tallest nearby building is No.1 Deansgate. Speakers House provides a harmonious transition between this taller building and the lower height of Barton Arcade and buildings further southwards on Deansgate. The current proposals will destroy this rhythm and the prominence of No.1 Deansgate.
- The existing building was set back to respect the prominence of the grandiose Barton Arcade as an important heritage asset. The proposal will result in a continuous flush façade from the ground floor upwards and the footway on Deansgate will be reduced from 6.3m to 4.4m, severely narrowing the

pavement and hindering the pedestrian experience. The current commercial units provide outdoor seating which the new footway could not accommodate.

- The proposed development does not enhance the current poor pedestrian environment. Further, given that the Classes allowed may include eateries which may require pavement space, the loss of pavement on a busy corner will impact the pedestrian experience adversely.
- The proposal will obscure the landmark No. 1 Deansgate, a signature building built as a symbol of Manchester's rebirth and regeneration after the IRA bomb.
- There are no other buildings in the city with the unique design of No. 1 Deansgate and that to build a monolithic development so close would destroy the unique character of No. 1 Deansgate and adversely affect the north corner of St Mary's Parsonage
- It is perverse to apply the guidelines for the Ramada complex to a building in a conservation area. Permitting such a large building would set a precedent for development in other conservation areas.
- The scale and mass is inappropriate and unsympathetic to the setting within the wider city block and the more immediate surrounding built environment. The proposal compromises the cityscape and adjacent uses, rising significantly higher than adjacent built form and very close to existing sensitive uses.
- The predominant line of Deansgate between St Mary's Gate and Great Bridgewater Street is characterised by low to mid roof levels. The proposed development will destroy that.
- There appears to be no commentary upon the requirement for a specific minimum quantum of office floorspace to be achieved to make the scheme viable and therefore the need for a building of a certain height. No assessment of financial viability has been provided. Delivery should be robustly justified.
- Townscape and Visual Impact Assessment
- The Townscape and Visual Impact Assessment has fallings in its methodology and assessment with inaccuracies within the text. The impact has been grossly misjudged from various viewpoints. Many of the views which are 'beneficial' could alternatively be clearly demonstrated to be significantly adverse. These conclusions point to a clear policy conflict with Core Strategy Policy EN1.
- The TVIA cites GLVIA 3rd edition frequently, which is normal practice, but on the issue of significance it follows guidance on procedures and terminology that are an intrinsic part of an EIA, which this TVIA is not. (ref. screening letter contained in the Planning Statement). If an assessment is not part of an EIA then an assessment of significance is not required. Yet the TVIA measures significance which is both misleading and confusing. Either this assessment has been carried out as part of an EIA or it has not. This assessment implies by citing EIA regulations (2017), falsely, that it has.
- In relation to the assessment of visual effects no ZTV (Zone of Theoretical Visibility) or Splat Diagram has been supplied. Therefore viewpoint selection may be arbitrary. Furthermore, it fails to take in account the effect of proposals on more middle distance viewpoints such as Piccadilly Gardens or Albert Square. Similarly, there is no reference supplied of the new guidance on Visual Representation of Development Proposals, LI technical guidance note 6/19, which was published, well before this application was submitted and before the photographs were taken. Nor is there any supporting technical

document which transparently records the Verified View process. Was a FFS camera with fixed 50mm lens used which is now the accepted standard approach unless an alternative methodology has been agreed with the Local Planning Authority? There is also no information supplied about image print size or viewing distance which is again a requirement of the new guidance. The TVIA states the viewpoints were reviewed by Local Planning Authority officers but it does not state whether they were agreed or not.

- Various supporting documents suggest that the proposal would have moderate adverse impact on heritage assets and townscape. Despite this, these statements do not appear to have influenced the judgement of townscape effects in the TVIA, all of which are judged to be beneficial. The only adverse impacts recorded in the 8 townscape receptors assessed, including heritage, were in relation to the construction phase which is consistent with the construction of a building of this nature and largely unavoidable.
- In terms of Townscape effects the conclusions are at odds with a significant component of the townscape of this area: heritage. The TVIA suggests that all effects are neutral whereas the Heritage Assessment and Historic England suggest that it is moderate adverse. The proposal would cause significant harm to heritage assets.
- There is no explanation as to why this extremely prominent, contemporary styled building in view 1, dominated as it is by high quality heritage assets, is 'in keeping with the existing characteristics of the receptor' when it has been admitted that contemporary development is limited. For most other views, the objectors disagree with the conclusions made about the impact. The assessment has underplayed the scale of development on numerous occasions such that the magnitude of effect values are much lower than they appear. If the values are raised to moderate then the effect in TVIA terms becomes significant. The significance of key heritage assets has also been significantly underplayed and the lack of robust argument for beneficial effect implies that adverse judgements are applicable in some cases.
- There appears to be an apparent contradiction applied to the description of embedded mitigation in all 10 viewpoints. The embedded mitigation which describes the building with 'Traditional red masonry and terracotta materials which define Manchester referenced and given a modern interpretation' is inaccurate and inconsistent with the proposal which has aluminium cladding.
- There is no Cumulative Effect assessment provided in the TVIA which is a serious omission.
- We note that Planit has essentially re-written the Townscape and Visual Impact Assessment that was originally submitted to support the application - a direct response to the detailed appraisal undertaken and submitted with our original letter of objection. This raises a significant credibility point and the fact that it has taken an objection to encourage the applicant to essentially re-write their Assessment, and bring it up to the standard required. This update by Planit includes an alteration to a number of the conclusions - e.g. harm to the Conservation Area and Listed Buildings - however, these conclusions have not been taken into account in the final design (which was finalised prior to this update and has subsequently not been reviewed and amended). Again, this brings into question the reliability and credibility and the validity of the conclusions.

Impact on heritage assets

(i) Barton Arcade

- The application has not appropriately assessed the impact on the Grade II* listed Barton Arcade and fails to preserve or enhance its setting and significance. The proposals will result in the loss of key views of the arcade and will completely dominate, detract attention away from it and lead to substantial harm with no public benefits to outweigh such harm.
- Whilst the existing Speakers House is subservient and not a valuable contributing factor to the significance of Barton Arcade, this does not lead to the conclusion that its removal and replacement with something of a much larger scale would not have a detrimental impact on the significance of the Grade II* listed building.
- The assessment methodology uses the significance of the existing building as the baseline from which to assess the scale and effect of change, rather than the significance of Barton Arcade itself. This gives a false "minor beneficial" outcome, due to the "low" attribution assigned to the existing site. In reality, this should reflect the "high" significance of Barton Arcade as the baseline, with the "major change" scale of heritage impact, which would result in "large/very large" adverse outcome. The Heritage Assessment should be amended to thoroughly assess the applicant's baseline position and the significance of Barton Arcade as an important Grade II* heritage asset.
- Current views along Deansgate offer significant attention to Barton Arcade. The existing Speakers House building is stepped back from the principal building line at ground floor level and again at third floor level, respecting the setting and significance of Barton Arcade and allowing views of its dome from the north. The development proposals will completely dominate and dwarf Barton Arcade due to it being flush along Deansgate and disrespect it as a designated heritage asset.
- Both the proposed design and the Heritage Assessment fail to recognise the significance of the interior space of Barton Arcade. The proposal would block all existing views to the sky, which is particularly significant due to the arcade's decorative glass and cast-iron domes, which were intended to provide a maximum use of light into the Victorian shopping arcade and afford shoppers views of the sky. It will negatively impact the shoppers' experience. There are concerns about the greatly increased height of the proposal and the impacts on the nature of the quiet isolation of the internal glazed arcade space.
- The submitted Heritage Assessment refers to Land Registry documents dated 20th December 1963 which reveal that prior to the construction of Speakers House, there were concerns that the new building would "cause disruption to the access of light and air of the north wall of the Barton Arcade". As a result, the south side of Speakers House was set back from the site boundary and specifically from a lightwell to the north side of Barton Arcade. This clearly should remain the case for any future development proposals on the site.
- The Heritage Assessment states that the harmful impact of the height and massing of the proposed development at 39 Deansgate is partly mitigated by detailed design that "reflects the architectural rhythm of [...] the adjacent Grade II* listed Barton Arcade". The drawn information submitted with this application shows that this is not the case; the ground floor level of the new

building is split into 7 bays which is clearly intended to reflect the bays of Barton Arcade. However, the lights within each bay do not correspond to the rhythm of Barton Arcade, which has 3 light bays. Additionally, the floor breaks within the new building do not line through with the horizontals of the façade of Barton Arcade, and the triple height bays do not terminate at a point that would suggest correlation between the existing and the proposed. The floors above this in no way correspond to the detailing or rhythm of Barton Arcade. The inclusion of decorative metal banding on the principal façade does not have a significant enough visual link with Barton Arcade for it to be a clear design influence, or something that stylistically ties the buildings together.

- We disagree with the assessment made at Table 2 of the Heritage Statement that the contribution made by setting to the significance of the Grade II* Listed Barton Arcade is low.
- The Heritage Statement identifies that the proposals will have a 'minor beneficial' effect on Barton Arcade in relation to improved public realm at street level. We feel this doesn't accurately represent the level of impact.
- The existing building is physically attached to the northern elevation of the Grade II* Listed Barton Arcade. There is a requirement for Listed Building Consent given the proposals involve the demolition of the existing building and its replacement with a new building which physically adjoins Barton Arcade.
- Although the current building occupying the site is poor, one benefit is that it has a neutral impact on the neighbouring Barton Arcade. The rear of the Barton Arcade has been ruined by over-development. If this goes ahead it would see the Deansgate entrance also ruined.

(ii) Royal Exchange

- The proposal will harm the setting and significance of the Royal Exchange overtaking this building as the most dominant building in the conservation area, and completely distort views from its roof terrace.
- The proposals will retain direct views of the building but will sever the wider townscape and gradual step down towards its tower from Blackfriars House.

(iii) St Ann's Square Conservation Area

- The proposal fails to preserve or enhance the character and appearance of the conservation area and its listed buildings.
- The Heritage Statement confirms the development will erode the heritage values of the conservation area, and hugely impact the spatial character of St Ann's Square, including its group of Grade II listed townhouses. The Statement concludes that the development would have a "moderate adverse impact" on the listed townhouses and St Ann's Square Conservation Area and we agree with this judgement. The Statement then contradicts this by saying that "the proposals will not result in any harm as defined within the NPPF on the listed buildings, but does not give an equivalent summary for the conservation area. It is clear that the proposals would cause harm to the significance of the 4 no. Grade II listed townhouses to the western side of St Ann's Square and St Ann's Square Conservation Area.
- The applicant has acknowledged and clarified that the scheme causes harm to the St Ann's Square Conservation Area and the three Grade II Listed

townhouses (No's 16-22 St Ann's Square). Paragraph 194 of the NPPF outlines that any harm to the significance of a designated heritage asset should require clear and convincing justification. There does not appear to be any clear or convincing justification for the extent of harm caused nor does there appear to be any attempt to reduce it.

Public benefits

- It is not clear what the public benefits of the scheme are and would disagree with the assertion that 'the public benefits of the proposed scheme [are] to redevelop this prominent gateway site in the City Centre into a distinctive landmark office building of high architectural merit, in accordance with the Council's strategic policy aims', along with the 6 no. specific points outlined in paragraph 1.4 of CBRE's response. Disagree with the assertion that this is 'a distinctive landmark office building of high architectural merit', but these public benefits are limited in their scope, and it has also not been demonstrated that these public benefits could only flow from the scheme submitted. Such benefits could still be achieved from an alternate scheme which does not result in the identified harm to the heritage assets. This development does not secure the 'optimum viable use' and alternatives should be considered.
- It has not been demonstrated that the harm to the four designated heritage assets is outweighed by the supposed public benefits to the scheme. The limited public benefits identified do not outweigh the identified harm to the four designated heritage assets. Therefore the scheme does not meet the tests outlined within the relevant legislation.

Alternative proposal

- As there is harm to designated heritage assets the Council is required to consider whether or not there are alternatives which are less harmful. The harm is exacerbated by the materials and appearance of the building. The site could be developed in a more sensitive manner.
- The applicant has not analysed alternative proposals in terms of scale and massing and does not address a material consideration. The Council cannot determine this application without considering alternatives and will have ignored a material consideration and its decision will be open to challenge. A more contextually responsive design would cause less harm to the heritage assets and even enhance them.
- It is evident that the site is capable of being developed in a more sensitive manner than that which is being proposed from a scale and massing perspective. Such alternative development would also result in the same public benefits identified by the applicant. The Applicant must therefore be required to produce alternatives to the development in order that those alternatives can be assessed in the context of the planning balance, including harm to the setting and appearance of the listed buildings and conservation areas, and amenity of neighbouring residential properties (e.g. No. 1 Deansgate).
- Whilst a Viability Assessment may not strictly be a policy requirement when considered against Manchester City Council's latest Validation Checklist, we argue that it forms a central part of the design justification and that one should,

as a matter of best practice, be requested by Manchester City Council as part of their formal design review as part of the application determination. Without this evidence it remains unclear what has led to the specific building height that is being promoted by the applicant. There is no commentary which sets out the requirement for a specific minimum quantum of office floorspace to be achieved on the site to make the scheme viable, and what may therefore be seen to drive the need for a building of a certain height.

- No evidence has been put forward to justify why the building must be 17 storeys, and why it cannot be - for example - a building of 9, 10 or 11 storeys; something that is more proportionate and acceptable.
- Reference is made to the 'Client Brief' and the 'Applicant Brief' which appears to comprise the delivery of more than 130,000 sq. ft of 'Grade A' office space and 5,000 sq. ft of flexible retail space at Ground Floor. There is no further justification however for this quantum of development and one can only assume that it is no more than a private landowner seeking to maximise their financial return from the site - based on the price paid for the land and property - with limited attention paid to the scheme design and relationship with the surrounding cityscape.
- It is essential that Manchester City Council interrogate the proposals to ascertain why a lower building - which would be more acceptable across a number of material planning considerations - cannot be brought forward. In the absence of this robust appraisal we argue that the scheme fails when tested against local and national planning policy.

Loss of privacy and overlooking

- Major loss of privacy for some residents of No. 1 Deansgate. The proposed new building will be very close for its total height. All floors which overhang on to St Mary's Gate will be directly overlooked from level 6 to 17. The balconies of No. 1 Deansgate do not have blinds and cannot be fitted with them. The office space would face directly onto bedrooms and the balconies of No. 1 Deansgate are clear glazed,
- There is commentary regarding the new building being used in normal office hours, but if the office is used 24/7, residents will be overlooked at all hours of the day and night. The applicant can provide no assurance that their tenants will utilise the solar blinds proposed.
- The separation distance between No. 1 Deansgate development and the proposal is between 16 and 18 metres. The application site does not lend itself to the proposed separation distance. No.1 Deansgate is a distinctive building which formed a key part of the rebuilding programme following the 1996 IRA bombing. The proposal at 39 Deansgate is an inappropriate neighbouring proposal which will lead to conflict between the uses.
- The assumption that the enclosed balconies of No. 1 Deansgate are somehow not used as living areas is wrong. Because the balconies do not have blinds it is also possible to see into the living areas. There are blinds on the living areas, but the whole point of living in a glass building is to be able to maximise light and be able to see out.
- The design of No. 1 Deansgate is such that the level of privacy could only be protected against this development in such close proximity by having blinds/curtains drawn for the full day and night. The balconies are unable to be

protected by this due to their nature and as such residents will be unable to use a key aspect of the home they have purchased without a severe impact on their daily lives and personal space.

- Overlooking into Barton Arcade and onto the private outdoor terrace for the penthouse. The proposal should be adequately set back from the site boundary in order to mitigate such amenity issues.
- There appears to have been no consideration of the possible future uses of Barton Arcade and its roof space, which will be directly overlooked. The proposal is to build 'hard up' to Barton Arcade with proposals for windows at all levels looking directly over the roofscape. The office 24-hour use will impact adversely on the amenity, privacy and quiet enjoyment of the Barton Arcade roof space, limiting possible future uses. Any windows within the first 5 storeys above the Arcade roof should be obscured for privacy and the Barton Arcade owners should have the opportunity to consent to the materials and specifications to achieve a high level of privacy.
- There is a lightwell for part of the boundary between the proposal and Barton Arcade. The proposal has windows into this lightwell which is owned by Barton Arcade but makes no contribution to it. These windows should be removed/obscured unless a corresponding 'set back' is provided to Speakers House.

Shadowing and loss of light

- The building would cast a huge shadow over No.1 Deansgate, significantly reducing the natural light that residents currently enjoy. Some areas in the apartments have only borrowed light and these areas will become even darker. Sunlight on balconies will be lost, affecting the way they are used, and will lead to a reduction in heat coming into the internal rooms. Views of the skyline from balconies will reduce. The purpose of a glass building is to maximise light so one of the key architectural features of No 1 Deansgate will be lost.
- Speakers House was built so as to retain sufficient light into Barton Arcade and a lightwell located on the northern boundary of the site. The application fails to reference this lightwell and does not assess the resulting impact on this feature. The proposal will severely diminish light levels to Barton Arcade. The technical daylight/sunlight report should be revised to include an assessment of the lightwell. Building on the party line and so close to the lightwell will severely impact the ability for the ground floor or basement units to utilise the lightwell for daylight, ventilation and extract ductwork for kitchens. This narrow slot provides light to the ground floor shop units which are otherwise internal.
- The Daylight and Sunlight Assessment refers to the impact on flats on floors 4-8; when clarified, the Planning Officer confirmed this meant actual floors 1-5, i.e. the report numbering was from ground level. This was confusing, even misleading, and there was no key in the report.
- No. 1 Deansgate will be impacted by the mass of the development and will lose light. No 1 Deansgate will also have views to a great portion of the sky blocked, which cannot have been the intentions of the planners when agreeing to a fully glazed building.

Amenity issues

- Barton Arcade comprises some retail shops with kitchens and extract systems which discharge at roof level. No air should be taken from any grilles above Barton Arcade so that fumes do not enter the new development.

Wind Impact

- No assessment appears to have been made of the impact of new wind effects on No. 1 Deansgate which has a louvre system for light and ventilation. Louvres are automatically closed if it rains or is too windy. The wind sensor is on the roof of No. 1 Deansgate. If the wind effects are greater than now, the louvres will close more, reducing the ventilation to the flats. If the wind effects are too strong or result in unexpected gusts, open louvres may become unstable and dangerous.
- The wind sensors in No. 1 Deansgate will continue to trigger according to wind level. They may trigger (close) more frequently which will adversely impact the ventilation of all apartments in No. 1 Deansgate, not just the ones facing the proposed development, because the sensors are controlled centrally.
- The applicant has stated that the proposed scheme may result in a beneficial effect by sheltering No.1 Deansgate from the prevailing wind angle. Please provide the evidence for this.
- The impact of wind caused by the tall building should be assessed with regard to the fragile nature of the Barton Arcade roof.

Amount of/Need for office space

- The amount of office floorspace contravenes local planning policy CC1 which encourages high-density B1a office development to be located in one of five specific areas of the city, in which the application site is not located.
- Given the current mitigation measures in places for Coronavirus where many people are working from home, and the likelihood that a certain percentage will continue with home working afterwards, or that there will be a recession, there are concerns that the demand for office space will reduce.
- The applicant has stated that Grade A office space in Manchester is becoming increasingly constrained with 50 per cent of the development pipeline already let. This is not a justification for such a massive development. If 50% is let, that still leaves 50% unlet. Does Manchester need another empty office building?
- The Council could be giving planning for a site that will blight that area before it is built and afterwards if it is built. The most sensible course of action is to defer a decision on this site until the Council and the planners have a better view of the post COVID demand for offices in the City Centre and to encourage the developer to come forward with a more appropriate plan both in terms of size and visual appeal.

Air quality

- Air quality around Manchester city centre and Deansgate is not very good and this proposal would make it worse during rush hour and could possibly cause asthma attacks for people walking past the building site.

Green infrastructure

- There is disappointment over the lack of green credentials in the proposed development. Some ideas: an internal green space open to the public, a green roof garden - open to the public, a green wall, an internal hanging garden - open to the public.

Deliverability

- The application fails to provide accurate ownership. The applicants have no rights beyond the envelope of the existing building as per the legal agreement made when Speakers House was constructed and we therefore question the deliverability of the scheme.
- The site location plan shows the extent of the ownership as on the building line between 39 Deansgate and Barton Arcade. However, the red line boundary shown on various floor plan drawings and on the roof plan show the red line encroaching over onto the boundary of Barton Arcade. The freeholders of Speakers House have no rights beyond the envelope of the existing building. Not only does this question how the proposals will be constructed, it also raises the question of how the building will be cleaned and maintained if built. Certificate B notice has not been served on the freeholders or leaseholder of Barton Arcade. We therefore request that the drawings are amended to reflect the accurate positioning of the boundary line.

1963 Deed

There is a 1963 deed made at the time Speakers House was constructed to which the Lord Mayor Aldermen and Citizens of Manchester were party. The deed sets out: agreed height limits for the Speakers House site, no windows are to be constructed along the common boundary, the coexisting lightwell of 7 feet width on the Speaker's House site should be maintained. The applicant has not yet engaged in any dialogue about this with the owners of Barton Arcade.

EIA

- The original Townscape and Visual Impact Assessment concluded the 'moderately significant' effects trip the threshold for EIA. Whilst the replacement Townscape and Visual Impact Assessment removes the reference to the EIA regulations, the proposed development has not been amended and as such there is nothing which would warrant a departure from the previous conclusions within the revised assessment. Given that we are dealing with important heritage assets, both listed buildings and conservation areas, and that European Law takes a precautionary approach, the assessment of moderate significance of itself is enough to give doubt about the impact and therefore requires the need for an Environmental Impact Assessment ("EIA").
- The Council fails to comply with Regulation 5(5) of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 because having issued a screening opinion it does not specify the features or measures that will avoid or reduce significant environmental effects.
- It is evident from the submitted assessments that the development will result in significant environmental impacts, in EIA terms, and consequently an

Environmental Impact Assessment should have been submitted with the application submission.

Member representations - Councillor Johns objected to the proposal, centred around four key points:

1. The proposal would cause undue harm to the neighbouring residential building (No. 1 Deansgate) and its residential amenity
2. The proposal would cause undue harm to nearby listed buildings and conservation areas
3. The proposal would harm the existing townscape
4. The proposal amounts to overdevelopment

1. The sheer tall face of the proposed building facing No. 1 Deansgate would be overbearing on residents and would lead to overlooking, thereby detrimental affecting their privacy. For those residents living on the south side of No. 1 Deansgate, their light would be affected. Cllr Johns agrees with the comments made in the submitted group objection. The lack of a microclimate study assessing the impact of the proposal on the dynamic façade of No.1 Deansgate needs addressing.

2. Cllr Johns notes the high number of listed buildings and other heritage assets (such as conservation areas) that could be affected by the proposal. The western side of the Square is of an eclectic, historic, and notably low-rise nature and is of particular importance for the determination of this application. St Ann Square's historic and aesthetic worth is not merely derived from a single viewpoint but the layout of the Square, the retention of the historic building line, its low-rise roofline, and eclectic yet historic style. The setting of the Church of St Ann cannot only be considered in light of viewpoints that contain the Church itself, but must include viewpoints from the Church, from nearby the Church, and the overall nature of the space around the Church. The proposal causes considerable harm to these. It is overbearing, overly massive, and terminates the feeling of structure within the Square which is attributed to its layout and consistent roofline. The Heritage Statement admits that the proposal "would introduce a dominant modern vertical element into a low-level building line which is otherwise largely 18th century in character which would be compromised...". Cllr Johns agrees with this.

One of the viewpoints from within the Square shows a looming effect over these heritage buildings, disrupting the sense of enclosure and drawing the eye towards modern design and away from the historic character of the Square. It intrudes upon the setting of these specific buildings, the Square overall, and the Conservation Area in its totality generating a major adverse impact.

The proposal would also generate severe and obvious harm to the Grade II* Listed Barton Arcade and Cllr Johns believes the development would be physically attached to it. The proposal would loom over the Arcade and the internal impact within Barton Arcade has not been considered by the applicant. This is likely to cause further harm to a key heritage asset.

Viewpoint 6 of the Heritage Statement demonstrates the significant harm caused by the proposal to the setting of the Grade II listed Royal Exchange Building. It is an

attractive and iconic viewpoint in Manchester and the tower of the Royal Exchange stands against an uninterrupted backdrop from the open pedestrian space at this location on Market Street. The proposal would severely diminish the value of the heritage asset and its setting.

The proposal would be domineering over Police Street and the heritage assets contained nearby and would create an aesthetically poor backdrop to views of historic assets.

The scale and massing of the proposal would be overbearing on the Parsonage Gardens Conservation Area. The Heritage Statement's judgement of 'negligible adverse' impact is a clear understatement from viewpoint 5. There is clear harm caused by the proposal in the proposed viewpoints to the nature of the Parsonage Gardens Conservation Area.

3. The proposal is overbearing and incongruous with its surrounding townscape. This represents an adverse impact on the character of the area. The scale of buildings along Deansgate is fairly consistent low-mid rise with No. 1 Deansgate and Beetham Tower providing bookends. The proposal is taller than No. 1 Deansgate, and creates a displeasing effect to the townscape whereby the roofline on Deansgate's eastern side would rise in a sleek fashion with a sloping roof along No. 1 Deansgate, increase sharply for a significant blocky mass (the proposal), and then drop off sharply for the lower rise datum of the middle section of Deansgate's eastern side until the Beetham Tower to the south. This disrupts the current bookend effect, by creating a large blocky mass in a heavier and blunter style than No. 1 Deansgate. The proposal interrupts the coordinated effect provided by the similar blue colour scheme and glass material palette of No. 1 Deansgate and the Beetham Tower rising above a mid-rise building line with a predominantly brick palette. It further interrupts the sleek shapes used by those buildings to reduce their 'heaviness' in the context of Deansgate - the Beetham Tower with its slender profile and blade, and No. 1 Deansgate with its light steel frame, visible overhang, and angled profile. The proposal is not only overbearing, but it disrupts a pleasant and seemingly coordinated building line which is bookended currently in an aesthetically pleasing way.

There are errors in the Townscape & Visual Impact Assessment which have been noted in the group objection received.

The proposal's site sits within the Ramada Complex Strategic Regeneration Framework (the SRF). The SRF only takes the view that "current mix commercial and retail uses represent the preferred ongoing uses for this site." The SRF requires the proposals' "height will need to be determined through contextual appraisals and townscape analysis of the site". The height and massing of this proposal are inappropriate for the context and townscape within which it is proposed.

4. The Applicant does not seek to justify why this high level of scale and massing is necessary for the financial or economic viability of the proposal and it unclear that the high level of scale and massing provides relevant benefits which outweigh the harm caused by the proposal. It is too broad from all viewpoints, and its irregular shape

gives a highly unpleasant view of an imposing building leaning toward the viewer from the immediate north (especially within No 1. Deansgate).

The proposed massing significantly increases the harm but amounts to overdevelopment in itself. The proposal is an excessively intensive use of the site, overbearing within its context, and it would create sightlines where the proposal sits in a heavy and visually displeasing manner.

Aside from the above 4 main concerns, Cllr Johns also talks about the benefits of the proposal as highlighted in the application submission. These relate to:

- 723-731 FTE net additional jobs
- £2.3m per annum in business rate contributions
- £1.9 million increase in local expenditure

Cllr Johns states that the existing economic context due to Covid-19 should now be considered. This context is one of economic decline and social distancing measures have led to a shift from office-based working to working from home. It is contextually illiterate to consider that there will not be permanent changes to the local (and indeed global) office market resulting from this. The 2015 Employment Density Guide is no longer a relevant guide in determining the amount of employment that will be generated by development due to significant changes in the economic context during a period of growth, but also the Covid-19 pandemic and changes to working from home related to it have distinctly altered the assumptions and data on which the guidance rests. There is significant uncertainty of the permanence of this shift and a dramatic collapse in demand for office space in light of this has taken place. As such, the proposal's estimated operational job figures should be of no relevance to the determination of the application having been superseded by events.

The Planning Statement asserts that the proposal will result in £2.3 million per annum which assumes a rental rate of £33/£35 (office/retail) per sq ft. There is no attempt to justify these assumed values but the severe changes to the economic context and office market as a result of Covid-19 would have brought those assumptions sharply into question.

The applicant also emphasises increased local expenditure of £1.9 million per annum. This is based on a 2015 report on UK Working Day Spend (uprated by inflation by the Applicant), multiplied by a 220-day working year, multiplied again by the 723-731 FTE jobs projected. The 723-731 FTE jobs are not meaningful in determining the benefit of this application and the 2015 report cited is now 5 years old and refers to spending patterns during a very different stage of the business cycle. Given the prevailing context of economic damage caused by the Covid-19 pandemic and the danger this has posed to people's incomes, such a report and calculations derived thereof can no longer be considered relevant to the determination of this application.

The application talks of the identified need for high quality office space. The changes brought about by Covid-19 would suggest that any identification of need is simply irrelevant and unrealistic. It is not clear that there is need for a 18,283 sq m landmark office building at the current time or that this will be the case for a number of years.

Highway Services - No objection. The footways around the site should be replaced with like for like high quality materials. The increase in the number of vehicle trips would be negligible. The applicant will be required to fund the installation of an on-street disabled bay in a suitable location close to the site and a Car Club bay is requested. The entrance doors to the retail units should open inwardly. A Servicing Management Strategy and a Construction Management Plan should be provided. The interim travel plan is acceptable and a full travel plan should be a condition.

Environmental Health - Recommended that conditions relating to delivery and servicing hours, fume extraction, operational hours for the new uses, acoustic insulation of the building and external plant, a construction management plan, air quality, waste management and contaminated land should be applied to any approval granted.

Corporate Property - No representations received

City Centre Regeneration - No representations received

Central Neighbourhood Team - No representations received

Work & Skills Team - Request a condition regarding a local labour agreement to demonstrate commitment to local labour for construction and in operation.

Greater Manchester Police - Recommend a condition to reflect the physical security specifications set out in the Crime Impact Statement,

Historic England (North West) - The site is in the St Ann's Square Conservation Area, which has the grade I listed St Anne's Church as its central focus. The conservation area largely retains its Georgian plan form and some original buildings within the square. It is an important survival of the early historic character of this part of Manchester and of planned squares of the Georgian period; it demonstrates the growing wealth of Manchester as the Industrial Revolution takes hold and its aspirations as a city. Barton Arcade a grade II* listed grand Victorian shopping arcade. Its decorative style and ambitious use of glass and cast iron provided a maximum use of light and sense of grandeur for discerning shoppers of the time.

The Heritage statement has identified the potentially affected heritage assets, described their significance and assessed the potential impact of the proposals on that significance. It includes a visual impact assessment with proposed views and we are satisfied this information is sufficient to understand the impact of the proposals.

Historic England has no objection to the demolition of the existing building and we generally agree with the statement's findings in terms of the heritage impact. It is our view that the potential harmful impact of the proposals is to the spatial character of St Ann's Square and its group of listed town houses. We agree that the impact is a moderate adverse impact and that the impact is mostly towards the north end of the Square. We consider this level of harm to be less than substantial as defined in the National Planning Policy Framework (NPPF).

Paragraph 193 of the NPPF states "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 "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."

Paragraph 196 states "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use".

Recommendation

Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 194 and 196 of the NPPF. In determining this application you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Environment Agency - No representations received

Transport For Greater Manchester - Have no comments from a Metrolink perspective.

Greater Manchester Archaeological Advisory Service - The application is supported by an archaeological desk-based assessment (DBA) produced by Orion Heritage Ltd (January 2020). There is also a Heritage Statement (HS) produced by Stephen Levrant heritage Architecture (January 2020).

The DBA draws together and synthesises a range of historic sources of information including HER data, published books and historic mapping to outline what is known of the site's developmental history. Following a discussion of the available evidence on a period-by-period basis it offers a map-based regression and assesses the likelihood of physical remains of past activity to survive and their likely significance. It assesses the impact of the proposals upon the significance of these heritage assets and offers a clear conclusion concerning further archaeological work. The DBA meets the basic requirements for such a study as set-out in the NPPF and GMAAS accepts the report.

The concluding recommendation of the DBA, that no further archaeological investigations are merited is accepted. Not only is the 1960s building a large

construction, but we know the 1902-3 bank was cellared. Furthermore, it is clear from the 60" mapping of 1844-49 that other buildings within the PDA along Deansgate had either light wells or stairs to basements. All of which points to a high level of disturbance to any medieval deposits when the mid-nineteenth century mapped buildings were constructed. GMAAS agrees with this recommendation and advises that no further archaeological requirements are required.

Greater Manchester Ecology Unit - Bats - A suitably experienced bat consultant found no evidence of bats and the building has negligible bat roosting potential. As individual bats turn up on occasion in unexpected locations, recommend an informative.

Nesting Birds - A feral pigeon nest was found on the building proposed for demolition. All British birds nests and eggs are protected by the Wildlife & Countryside Act 1981, as amended. Feral pigeon are regarded as a pest species and nests can be destroyed under a general license. Recommend a condition regarding this.

Greater Manchester Pedestrians Society - No representations received

Manchester Airport Safeguarding Officer - Have no aerodrome safeguarding objections to the proposal.

National Air Traffic Safety (NATS) - No safeguarding objection to the proposal.

Sustainable Travel - No representations received

Strategic Development Team - No representations received

United Utilities Water PLC - Recommended that a condition relating to the submission of a surface water drainage scheme based on the hierarchy of drainage options, foul and surface water should drain on separate systems, and a condition relating to the management and maintenance of the drainage system should be a condition.

MCC Flood Risk Management - A conditions should require the submission of a surface water drainage scheme and a management and maintenance regime,

Civil Aviation Authority - 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. 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 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF.

Local Planning Policy

Local Development Framework

The principal document within the framework is The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") which 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.

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

SO1. Spatial Principles – This site is highly accessible, close to good public transport links, and would thereby reduce the need to travel by private car.

SO2. Economy - The proposal would provide jobs during construction with permanent employment and facilities in the offices and commercial units. It would support business and leisure functions of the city centre and the region.

SO5. Transport – The highly accessible location would reduce the need to travel by private car and make the most effective use of public transport.

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.

Policy SP1 Spatial Principles – The development would provide offices in a central location. It would be close to sustainable transport provision and contribute to the creation of a neighbourhood where people choose to be. It would enhance the built and natural environment and create a well-designed place that would enhance and create character, re-use previously developed land and reduce the need to travel.

Policy CC1 Primary Economic Development Focus: City Centre and Fringe - The City Centre is a strategic economic location and the focus of employment growth and is expected to accommodate 33ha of office or similar employment development. A variety of high quality accommodation types, sizes and foot-plates would boost investment. The City Centre is suitable for high density buildings and commercially led mixed use schemes.

Policy CC5 Transport – The proposal would help to improve air quality, being accessible by a variety of modes of sustainable transport.

Policy CC6 City Centre High Density Development – The proposal would be a high density development and use the site efficiently.

Policy CC7 Mixed Use Development – This mixed-use development would use the site efficiently. Active ground floor uses are appropriate in this location.

Policy CC8 Change and Renewal - The proposal would create employment and improve the accessibility and legibility of the Centre.

Policy CC9 Design and Heritage – The design would be appropriate to the City Centre context. It would have an impact on views from within the St. Ann’s Square Conservation Area and the setting of a number of listed buildings. The harm would be less than substantial and would be outweighed by the public benefits that would be delivered.

Policy CC10 A Place for Everyone – The office accommodation would be highly accessible.

Policy T1 Sustainable Transport – The proposal would encourage a modal shift to more sustainable alternatives. It would improve pedestrian routes and the pedestrian environment.

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 design would enhance the character of the area and the image of the City. It would respond positively at street level and would improve permeability.

Policy EN2 Tall Buildings – The high quality design would contribute positively to sustainability and place making and bring significant regeneration benefits.

Policy EN3 Heritage - The existing building has a negative impact and it is considered that the proposal would enhance the site. Any negative impacts on heritage assets would be outweighed by the public benefits of the scheme.

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 – The energy statement sets out how the building has been designed to be adaptable to climate change.

Policy EN9 Green Infrastructure – The development includes rooftop planting.

Policy EN14 Flood Risk – The site is not in an area at risk of flooding and has been designed to minimise surface water run-off and would have a blue roof.

EN15 Biodiversity and Geological Conservation – The development would provide ecological enhancement for different species 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, minimising emissions and traffic generation.

Policy EN17 Water Quality - The proposal would not have an adverse impact on water quality. Surface water run-off and groundwater contamination would be minimised.

Policy EN18 Contaminated Land and Ground Stability - A desk study identifies possible risks arising from ground contamination.

Policy EN19 Waste – The development would be consistent with the principles of the waste hierarchy and is accompanied by a Waste Management Strategy.

Policy EC1 Employment and Economic Growth in Manchester - A minimum of 200 ha of employment land will be developed between 2010 and 2027 for offices, research and development, light industrial, general industry and distribution and warehousing. The City Centre is a key location for this.

Policy EC8 Central Manchester - Central Manchester is expected to provide approximately 14ha of employment land.

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.

The proposal is considered to be consistent with the following Core Strategy Policies SP1, CC1, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, 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.

DC18.1 Conservation Areas – The proposal would in general enhance the character and appearance of the St. Ann’s Square Conservation Area and other nearby conservation areas. . Any negative impacts on heritage assets would be outweighed by the public benefits of the scheme. This is discussed in more detail later in the report.

DC19.1 Listed Buildings – Whilst there would be an adverse impact to the setting of some listed buildings, the proposal in its entirety is considered acceptable in terms of its impact on the settings of nearby listed buildings. Any negative impacts on heritage assets would be outweighed by the public benefits of the scheme. This is discussed in more detail later in the report.

Policy DC20 Archaeology – An archaeological desk based assessment has been carried out for the site and concludes that no further work or investigations are needed.

The proposal is considered to be consistent with saved UDP policies DC18.1, DC19.1 and DC20 for the reasons set out below.

Policy analysis

NPPF Section 6 (Building a Strong, Competitive Economy) and Core Strategy policies SP1 (Spatial Principles), EC1 (Land for Employment and Economic Development), EC3 (The Regional Centre), CC1 (Primary Economic Development Focus), CC7 (Mixed Use Development) and CC8 (Change and Renewal) – The proposal would deliver economic development and support economic performance within a part of the City Centre identified in policies EC1 and CC1 as a focus for primary economic development. The site is well connected to transport infrastructure. It would create jobs during the construction and operational phases. The development would use the site efficiently, redevelop brownfield land, enhance

the sense of place within the area, provide users and employees with access to a range of transport modes and reduce opportunities for crime.

It would be highly sustainable and would maximise use of the City's transport infrastructure. It would enhance the built environment, create a well-designed place that would enhance and create character and reduce the need to travel. It would contribute to the local economy and support local facilities and services. A high quality office development would improve the range of office accommodation options within the City Centre in an area in need of further regeneration.

NPPF Section 7 (Ensuring the Vitality of Town Centres) and Core Strategy policies SP1 (Spatial Principles) and CC2 (Retail) - The City Centre is the focus of economic and commercial development, leisure and cultural activity and high quality city living. The proposal would attract and retain a diverse labour market. It would increase activity, support business and leisure functions and promote economic growth.

NPPF Section 9 (Promoting Sustainable Transport) and Core Strategy policies CC5 (Transport), T1 (Sustainable Transport) and T2 (Accessible Areas of Opportunity and Need) - The highly sustainable location would give people choices about how they travel and contribute to sustainability and health objectives. The area is within walking distance of Victoria, Piccadilly, Deansgate and Oxford Road train stations, Metrolink stops and Metroshuttle routes. A Travel Plan would facilitate sustainable transport use and the City Centre location would minimise journey lengths for employment, business and leisure activities. The proposal would help to connect City Centre residents to jobs.

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 design has been considered carefully and has been subject to consultation with relevant stakeholders. It would maximise the use of land and would be appropriate to its context. The building could be considered to be tall within its local context. The location is appropriate, would contribute to place making and would bring significant regeneration benefits. The design would respond positively at street level and is discussed in more detail below.

A Tall Building Statement identifies 10 key views and assesses the development's impact on these. The site is within a conservation area and there are a number of listed buildings nearby that would be seen in the context of the proposal. Any negative impacts on heritage assets would be outweighed by the public benefits of the scheme. This is considered in more detail later in the report.

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), EN8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management - BREEAM requirements) - An Environmental Standards Statement demonstrates that the proposal would be energy efficient and include

sustainable technologies at conception, feasibility, design and build stages and in operation. It would follow the principles of the Energy Hierarchy to reduce CO2 emissions. An Energy Statement sets out how the proposals would meet target framework requirements for CO2 reduction from low or zero carbon energy supplies.

The site is located within Flood Zone 1. A Flood Risk Assessment and Drainage Strategy addresses surface water runoff and drainage. The drainage strategy would manage surface water runoff to ensure that the peak rate and volume would be no greater than pre-development and accord with local planning policies. .

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy policies EN9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), Policy EN17 (Water Quality), EN18 (Contaminated Land and Ground Stability) and EN19 (Waste) - There would be no adverse impacts from risk of pollution from ground conditions, air and water quality, noise, vibration, waste and biodiversity. Surface water run-off and ground water contamination would be minimised.

There is no conclusive evidence about the presence of any protected species on the site or nearby that would be affected. There would be no adverse effect on any statutory or non-statutory designated sites in the wider area. The development would include a new green/blue roof and would enhance ecology.

The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy details measures that would be undertaken to minimise waste production during construction and in operation. The onsite management team would manage waste streams.

NPPF Section 8 (Promoting Healthy Communities) - The creation of active frontages would help to integrate the site into the locality and increase natural surveillance.

Core Strategy Policies CC7 (Mixed Use Development) and CC10 (A Place for Everyone) – The proposal would be an efficient, high-density, mixed-use development in a sustainable location. As the City's economy continues to grow, 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 high quality office accommodation to support the growing economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant community. Users of the office accommodation could use local shops, restaurants and bars.

Saved UDP Policy DC20 (Archaeology) – Adequate archaeological investigation has taken place for the site.

Other Relevant City Council Documents

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city which will:

- Continue to encourage walking, cycling and public transport journeys;

- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015s intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

Through its objective of being a progressive and equitable city, from a development and regeneration point of view, this not only means creating and enabling jobs and growth, it also demands a smart and thoughtful approach to how development is executed. This should ensure that residents living in nearby areas and circumstances of disadvantage are connected to employment, skills and training opportunities, and given the support and empowerment necessary to make the most of them.

Manchester: A Certain Future (MACF) is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan, and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the Manchester Climate Change Board (MCCB) to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these ambitious new targets.

The Zero Carbon Framework - outlines the approach which will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the world-renowned Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken.

Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) - This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps to be taken to become energy-efficient, and investment in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide ranging consultation.

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 proposal would be consistent with these principles and standards.

The Greater Manchester Strategy (2017) ("Our People, Our Place") – This was produced by the Greater Manchester Combined Authority (GMCA) and replaces the former "Stronger Together: Greater Manchester Strategy" published in 2009. It sets out a very clear vision for the City-Region, stating that Manchester will be:

- "A place where all children are given the best start in life and young people grow up inspired to exceed expectations.
- A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand you'll get it.
- A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent.
- A place where people live healthy lives and older people are valued.
- A place at the forefront of action on climate change with clean air and a flourishing natural environment.
- A place where all voices are heard and where, working together, we can shape our future."

Delivery of a new office block and associated commercial space would create a substantial amount of employment opportunities that range from contributing to the supply chain indirectly in addition to direct job creation through new commercial office floorspace. The new office block would contribute directly to creating an environment that attracts investment into local and regional centres within Greater Manchester and in Manchester, which is seen as the heart of the region.

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 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 sits at a key junction of Deansgate and forms the western approach to the City's main retail core. The area surrounding the site is transforming with a number of developments taking place to the north and west, beyond the River Irwell (e.g. Embankment and Chapel Street) as well as at Greengate, NOMA and around Victoria Station. The site is located to the south of the Medieval Quarter SRF and to the east of the Irwell City Park Area. In this regard, MCC have recognised the regeneration opportunities of the site and have developed the Ramada Complex Strategic Regeneration Framework (SRF), of which 39 Deansgate forms part of.

Stronger Together: Greater Manchester Strategy 2016-2025 - This is the sustainable community strategy for the Greater Manchester City Region. The Manchester Strategy 2016-25 also identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by economic growth. Over a thirty year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. 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 and a high quality of life. All its residents are able to contribute to and benefit from sustained prosperity.

The proposed office accommodation would support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Manchester Joint Health & Wellbeing Strategy (2016) - is the city's overarching plan for reducing health inequalities and improving health outcomes for Manchester residents. It sets out a ten year vision for health and wellbeing and the strategic priorities which have been identified to support this vision. The vision is that in ten years the people of Manchester will be living longer, be healthier and have more fulfilled lives with a genuine shift in the focus of services towards prevention of problems, intervening early to prevent existing problems getting worse and transforming the city's community based care system by integrating health and social care.

Manchester's Great Outdoors (A green and blue infrastructure strategy and action plan for Manchester) - Highlights that Manchester needs to demonstrate that it can be both a green city and a growing city. It emphasises a need to focus on Open Spaces, Linkages and Networks of "urban green".

The Ramada Complex Strategic Regeneration Framework (SRF)

In May 2018, the Council Executive endorsed an updated SRF for the Ramada Complex which serves to guide the future comprehensive regeneration of land at the northern end of Deansgate around the Deansgate/Blackfriars Street junction and along the River Irwell in Manchester City Centre, as well as the site at 39 Deansgate diagonally opposite the Ramada site to which this application relates. The SRF land is currently occupied by the Renaissance Hotel (as well as the application site) and has been a longstanding strategic regeneration priority for Manchester City Council. It is a significant component of the last remaining area within the 1999 City Centre Renewal Area Masterplan which has not been redeveloped, following two decades of substantial investment by the public and private sector. Whilst the site currently has

an economic function as a hotel and car park, it visually and physically represents a significant blight on this part of the City Centre. The scale of the problem is emphasised by the length of the Ramada site's frontage onto Deansgate at 123 metres. During the last 20 years, various attempts have been made to bring forward redevelopment on the site. Most recently, this was in the form of a mixed use scheme, granted planning permission in 2009, comprising 4 new buildings, the tallest at 35 storeys. This permission lapsed in 2014. The SRF will act as planning guidance and form a material consideration to be considered by the Local Planning Authority in the determination of future planning applications.

In terms of 39 Deansgate (the application site), paragraphs 6.72 to 6.74 of the SRF state that:

“The current mix of commercial and retail uses represent the preferred ongoing uses for this site given its location within Manchester City Centre's commercial core. Any proposals that safeguard or further enhance this function of the site will be favoured. Proposals for uses that move either wholly or partly away from the existing commercial offer would not be accepted on this site unless it can be demonstrated that the continued function of the site for commercial retail uses is unviable, or that an alternative use would, on balance, deliver greater public benefit to the City than the existing uses when considered against Manchester's overall strategic policy requirements and vision. Should appropriate proposals come forward for the redevelopment of 39 Deansgate, height will need to be determined through contextual appraisals and townscape analysis of the site and following further consultation with the Local Planning Authority”.

Conservation Area Declarations

St Ann's Square Conservation Area

St. Ann's Square is in the commercial heart of the City, where almost every building accommodates shops on the ground floor. This was the first conservation area to be designated by Manchester City Council, on 29 July 1970. It comprises an important part of the city centre around St. Ann's Square, extending as far south as John Dalton Street. The boundaries are Deansgate, St. Mary's Gate, Market Street, Cross Street and John Dalton Street, some of which are common boundaries with other conservation areas designated subsequently. Many buildings within the Area are listed for their special architectural or historic interest.

St. Ann's Square was laid out in the Georgian period, early in the 18th century, and is one of the main public spaces in the city centre. The church, which dominates the southern end of the Square is the only surviving building of that time in the area, the remainder being later replacements which continue to enclose the Square in a satisfactory and coherent manner. As these buildings were constructed in various styles over a long period, they create a rich tapestry of built form. Each new building has been designed with due regard and respect for the others that were already there and together they create an imposing street wall and St. Ann's Church is one of only fifteen buildings in the City listed as Grade I. Because of its position at the south end of the Square it is the most prominent building in the conservation area. The Church is constructed in red sandstone, has two tiers of round-headed windows, a

semi-circular apse to the east and a square tower to the west. Originally the tower was surmounted by a three-tier cupola, replaced by a spire in 1777 that was removed in its turn around 1800.

St. Ann's Square is lined with many buildings of architectural merit, while within the space are two bronze statues, one of Richard Cobden and the other a memorial to the Boer War comprising a group of soldiers. Both are listed buildings. On the corner of St. Ann's Square and St. Ann Street stands a building which is a fine example of the Italian palazzo style of architecture, with semi-circular headed arches and Venetian windows. Designed by the architect J. E. Gregan, it was originally Benjamin Heywood's Bank and was connected to the manager's house by a single-storey link. It is listed Grade II*.

The former bank on King Street (nos.35-37) is a three-storey brick building formerly with two-storey brick wings, now replaced by glazed facades. The windows are framed by moulded stone architraves with key blocks. There are steps up to the typical pedimented Georgian entrance, which is flanked by dwarf stone walls with iron railings, found nowhere else in the City.

The Grade II* listed Barton Arcade which fronts onto Deansgate and backs onto Barton Square is the City's finest shopping arcade and the only surviving Victorian example in Manchester. It is a four-storey cast-iron framed building with a glazed dome roof and curved internal balconies. The elevations are of brick and stone, but that part on the visual axis of Barton Square is a flamboyant concoction in metal and glass.

The former Grade II listed Royal Exchange building is the dominant building within the Area and the shopping arcade within it was created during the 20th century refurbishment. A large sandstone building in the Classical style with giant Corinthian pilasters and huge projecting cornices, the Royal Exchange has a tall cupola on the northwest corner and large arched entrances on Exchange Street and Corporation Street.

Parsonage Gardens Conservation Area

The Parsonage Gardens Conservation Area is bounded by Blackfriars Street, Deansgate (a common boundary with the St Ann's Square Conservation Area), Bridge Street (a common boundary with the Deansgate/Peter Street Conservation Area) and St Mary's Parsonage. The River Irwell forms the western boundary of the area along the line of the administrative border of the City of Salford.

It contains several Grade II listed buildings, including Blackfriars Bridge, but also contains a number of more recent buildings such as Alexandra House and Century Buildings (modern element). At the centre of the Conservation Area is Parsonage Gardens which is bordered by large and impressive buildings. Most are in orange-red brick or terracotta, although one modern-style steel and glass structure merges well into its surroundings. The square of Parsonage Gardens itself is surrounded by a rich mixture of buildings of various ages and styles which are relatively harmonious in their relationships with one another.

The Grade II listed Arkwright House, designed by the same architect as Blackfriars House, and similarly dressed in Portland Stone, is a significant 7 storey office block in the conservation area.

Parsonage Gardens Conservation Area embraces a length of river frontage to the Irwell and this also includes part of the Grade II listed bridge on Blackfriars Street, half of which is in Salford. This heavy stone bridge was built around 1820 to replace a light timber footbridge of 1761. One of the three semi-circular arches is partly embedded in the river bank on the Manchester side. Despite this parallel stretch to the River Irwell, the buildings do not provide much scope for the development of a riverside walk.

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

Cathedral Conservation Area

The Grade I listed Manchester Cathedral and the part Grade I, part Grade II listed Chetham's Hospital school form the focal point of the Conservation Area. The area was designated as a Conservation Area in April 1972 in order to preserve and enhance the quality of the setting of these buildings.

To the south and east of these two buildings is the confined solemnity of the Cathedral Yard, and they are effectively separated from the rest of the city centre by a partial ring of Victorian Commercial buildings, including the impressive Corn and Produce Exchange (Grade II listed). These all cluster around the medieval street pattern and are bounded on the outside by the curving line of the Cateaton Street, Hanging Ditch, Todd Street, Victoria Station and Hunts Bank approach.

To the north and west the Cathedral overlooks the broad width of the busy Victoria Street and the deep cut of the River Irwell, both of which traverse the area, and beyond, into Salford, to the extensive cobbled forecourt of the disused Exchange Station which forms the western boundary of the area.

The Corn Exchange also lies within the Area boundaries. The existing building, designed by architects Ball and Else, is noted for its glass and steel roofed internal market hall.

For some years, consideration has been given to improving and enhancing the setting of the Cathedral and Chetham's School and to retaining the essential Victorian character of the remainder of the area. The intention is to restrict traffic movement through the area and to establish a series of landscaped pedestrian walkways.

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 persons 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) (England and Wales) Regulations 2015 and an Environmental Impact Assessment is therefore not required for this proposal. A screening opinion was issued by Manchester City Council prior to the application being submitted and an addendum has since been issued.

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 and regeneration and further office provision is required to deliver growth. The proposal would develop a strategic site in one of the City's key regeneration areas.

The Ramada SRF promotes development at the northern end of Deansgate and includes this site and the Ramada complex. It would deliver Grade A office floorspace and support the process of economic recovery in the City. It would create 18,283 sq. m (approx. 197,000 sq. ft) of high quality floor space in a core location.

The proposal would generate circa 227 gross direct construction jobs. Based on standard employment densities, it would create an estimated circa 1000 FTE operational jobs broken down as around 970 FTE jobs for the office space and around 30 jobs in the retail units. The existing building has around 270 FTE jobs so the development would create an additional 730 (approximate) FTE jobs. The proposal would also generate increased revenue from business rates due to the larger floor area of the proposed building over the existing. Based on the proposed development's non-residential floorspace and the potential rental rates, the gross

business rates contribution to the Council would be approximately £2.3 million per annum.

The existing building has reached its useful economic life and has poor quality space. The proposal would revitalise this gateway site. 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 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC7, CC8, CC10, EN1 and DM1.

Tall Buildings Assessment

One of the main issues is whether this is an appropriate site for a tall building. The proposal has been assessed against City Council policies on tall buildings (including policy EN2 Tall Buildings), the NPPF and the following criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE in July 2007, as updated by the Historic England Advice Note 4 publication in 2015.

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 considered.

Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. It 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 asset's importance, sufficient to understand the potential impact of the proposals on their significance. In determining applications, the following considerations should be taken into account:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.
- The wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- The desirability of new development making a positive contribution to local character and distinctiveness; and
- Opportunities to draw on the contribution made by the historic environment to the character of a place.

The focus of the Government's planning policy guidance is to ensure that the desirability of sustaining and enhancing the significance of heritage assets is taken into account and that they are put to viable use, consistent with their conservation (NPPF paragraph 185). Development within or adjacent to heritage assets could have some impact on their fabric or setting, and this could be either beneficial or harmful. The fundamental design objective is to ensure that the impact on heritage assets is demonstrably beneficial, minimising any negative impact on significance. Consequently, development must be justified by clear and convincing evidence of the impact. Paragraph 193 of the NPPF advises local planning authorities that 'When

considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance". Where a development proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposal.

A Heritage Assessment and a Townscape and Visual Assessment (TVIA) has assessed the historic environment and the visual impact on the identified heritage assets. The site is within the St. Ann's Square Conservation Area and is opposite the Parsonage Gardens Conservation Area. The Cathedral Conservation Area is further north. The following listed buildings are nearby: the Grade II* listed Barton Arcade, the Grade II listed Royal Exchange, the Grade I listed Church of St. Ann, the Grade II listed Hayward Buildings at 60-66 Deansgate, the Grade II listed Blackfriars Bridge and the Grade I Listed Cathedral Church of St Mary.

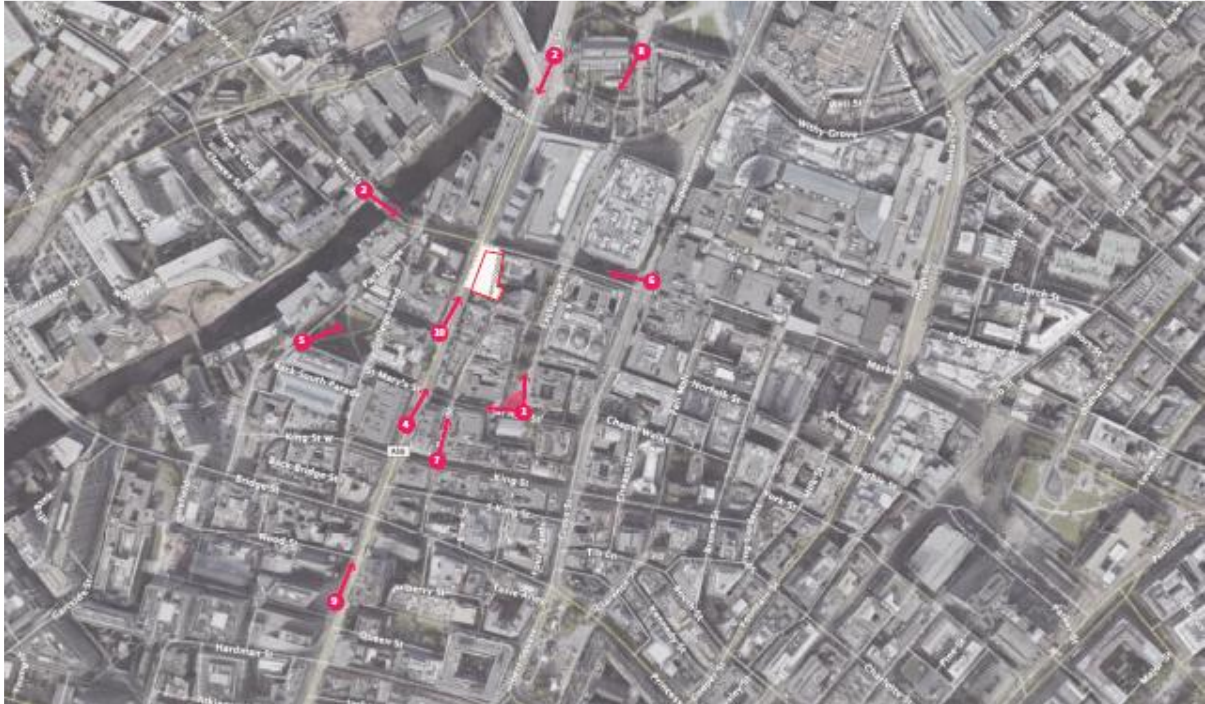
The Townscape and Visual Impact Assessment (TVIA) assesses the baseline position of the site's location and its impact on the heritage assets. The existing building is appropriate to the dense urban grain of the city centre and it addresses this key corner at Deansgate and St. Mary's Gate. However, it does not respond positively to its location within the St. Ann's Conservation Area and does not respond to any of the key characteristics that define the area and give it its special character. The setback of 39 Deansgate detracts from the clearly defined building line along Deansgate. The overall sensitivity of Barton Arcade is considered to be medium as the existing building does not contribute positively to its character, materials, quality and proportions. It is therefore considered that there is some ability to accommodate the proposal without undue harm to this heritage asset. There is potential to use the site more efficiently through increasing density. No. 1 Deansgate is 17 storeys. The proposal would respond positively to the building line, materials, rhythm, detailing and proportions of Barton Arcade and the TVIA concludes that the development would have a minor beneficial impact on the heritage asset.

The ground floor retail uses and active frontages would have a positive effect on townscape character. And a building line consistent with Barton Arcade would enhance the urban grain.

There would be a minor adverse impact during construction as the new building would be higher than the one it would replace but when complete it would be of a higher quality. The proposal would positively define the key junction, address the corner, aid legibility, and conform to the aspirations of the Core Strategy.

The TVIA assesses the impact of the development on 10 key views, paying particular attention to the relationship to listed buildings. The Heritage Statement takes the same views and assesses the impact on the setting of heritage assets. Heritage is an intrinsic part of the townscape assessment so direct and indirect effects on heritage assets have been considered. In the TVIA, heritage is considered as part of the townscape character only, as the setting of heritage assets is covered in the Heritage Assessment. The listed buildings that would be most affected are Barton Arcade and the listed townhouses on the western side of St. Ann's Square. The Grade 1 listed St.

Ann's church and Manchester Cathedral are a distance away and have buildings in between the site so would be indirectly affected. The Grade II listed Haywards building is opposite the site and the Grade II listed Blackfriars Bridge is approx. 100m away. Views 1 and 8 from the Grade 1 listed St. Ann's Church and Cathedral buildings were considered to be of the highest sensitivity. All other views were classed as being of medium sensitivity, apart from View 3 which was classed as low.



The 10 viewpoints

From View 1, the proposal would be highly visible rising above the enclosed space of the former townhouses to the west side of St. Ann's Square. The development would create a new backdrop to the Square and a notable contrast to the historically horizontal form of the group of Grade II listed buildings which broadly retain their 18th century domestic scale. The proposal would not contend with the Grade I listed Church of St. Ann, which is situated to the south end of the Square. The proposal would introduce a dominant modern vertical element into a low-level building line which is otherwise largely 18th century in character, although the sense of enclosure would be retained. The proposal would be read as being in the background, behind the collection of listed townhouses and part of the contemporary skyline. Its height, form and massing would be intrusive and have a moderate adverse impact from this perspective on the setting of the group of Grade II townhouses and the ability to understand and appreciate the architectural form and massing of the enclosed setting maintained in the St. Ann's Square Conservation Area.



View 1 Existing



View 1 Proposed

In View 2, the proposal would largely be obscured by No.1 Deansgate, which is a similar height. The heritage values of the Grade I listed Cathedral would continue to be understood and fully appreciable and the proposal would be read as a contemporary development in keeping with the urban skyline in the distance. It is considered that the proposal would have a neutral heritage impact.



View 2 Existing



View 2 Proposed

From View 3, the proposal would terminate the view, creating a new landmark within the central shopping district and would be read as a complementary addition to the wider townscape. It would be taller than the existing building but would introduce a viewing corridor which would promote key views towards the Grade II listed Royal Exchange in the far distance and would enhance kinetic views between the Parsonage Gardens Conservation Area and into the St. Ann's Square Conservation Area. The proposal would enhance the Deansgate and St. Mary's Gate junction and would not diminish the intrinsic values of the heritage assets in this view or the ability to appreciate them. As such the impact on heritage would be negligible adverse.



View 3 Existing



View 3 Proposed

In View 4, the proposal would be read as a new, landmark on the skyline forming a contemporary backdrop. It would be highly visible above the existing roofline, however any adverse impact would in part be reduced by the detailed design which reflects the architectural rhythm of the streetscape and adjacent Grade II* listed Barton Arcade. The proposal would re-establish the historic street line and thereby enhance the character and appearance of the St. Ann's Square Conservation Area and the setting of the Grade II* Barton Arcade Building. The Grade I listed Cathedral remains the central focal point of the view to the far distance. The building would alter, but not

diminish, the intrinsic values of the identified heritage assets and the experience and appreciation of the buildings to any appreciable degree and the impact would be negligible adverse.



View 4 Existing



View 4 Proposed

In View 5 the proposal would be viewed in conjunction with the buildings that frame Parsonage Gardens. The proposal would be viewed as a contemporary addition to the skyline beyond and would not intrude on the ability to understand or appreciate the character and appearance of the Parsonage Gardens Conservation Area. It is considered that the impact of the proposal within this view would be negligible adverse.



View 5 Existing



View 5 Proposed

For View 6, the change to the view is not considered adverse. The proposal would appear as a strong vertical form but would appear lower than the Royal Exchange which would allow it to retain prominence in the view. The form and architectural style of the proposal is distinctly different, with significant areas of glazing which would allow the form of the Royal Exchange Tower to remain distinct and the proposal to function as a backdrop. The impact on this view is considered to be negligible adverse.



View 6 Existing



View 6 Proposed

In View 7, the proposal would be read as a landmark terminating the view in the far distance. It would be highly visible, but not impede on the ability to understand or appreciate the heritage values of the heritage assets including the Grade II* listed Barton Arcade and the Grade II listed building at 15-17 King Street. The proposal would contribute to the mix of architectural styles creating a contemporary backdrop to the view. The proposal would have no adverse impact upon the settings of any heritage assets in the view, so would have a neutral heritage impact.



View 7 Existing



View 7 Proposed

In View 8 the proposal would terminate the view in the far distance. The development would correspond with the height and contemporary nature of No.1 Deansgate and both would be subservient to the Grade I listed Cathedral, which would continue to dominate the view. The proposal would not intrude on the way in which the Grade I listed Cathedral and Grade II listed Corn Exchange are understood and appreciated, so the impact from View 8 is considered to be neutral.



View 8 Existing



View 8 Proposed

View 9 is to the right of Spinningfields Square, with the Grade I listed John Rylands Library to the left and the Grade II listed building at 105-113 Deansgate dominating the middle ground. No.1 Deansgate is visible in the far distance. The proposal would be highly visible, creating a distinctive landmark in the distance. The development would alter, but not diminish, the intrinsic values of the identified heritage assets, or the experience and appreciation of the buildings or the designated area to any

appreciable degree. The impact of the proposal is considered to be negligible adverse.



View 9 Existing



View 9 Proposed

View 10 is at the north end of Deansgate, with the Grade II* listed Barton Arcade to the right and the Grade II listed Hayward Buildings to the left. The Grade I listed Cathedral terminates the view in the far distance. The proposal would re-establish the historic street wall and has been designed to respond to the architectural qualities of the adjacent Grade II* Barton Arcade. The double height arch detail to the street frontage emulates that of the Barton Arcade, enhanced by the inclusion of decorative metal banding. The recessed corner follows the character and appearance of other buildings within the St. Ann's Square Conservation Area. The development would

improve the public realm at street level. The proposal would have a minor beneficial impact from View 10.



View 10 Existing



View 10 Proposed

Of the 10 Views assessed, the proposal would result in 1 instance of minor beneficial; 3 of neutral; 5 of negligible adverse; and 1 of moderate adverse. Consequently, it is considered that the proposal would not result in any “harm” as defined within the NPPF. Despite having an adverse effect on the setting of the group

of Grade II townhouses fronting onto the west side of St. Ann's Square, the proposal would have a beneficial effect on the setting of the Grade II* listed Barton Arcade and Grade II Haywards Building by improving the pedestrian environment and permeability across the site. Any instances of adverse impact would be outweighed by the public benefits of the scheme.

It should be noted that no views were available from Albert Square at the time of the TVIA assessment as The Square was in use for the Christmas Markets and therefore photography was not possible. However, analysis indicated that there would be no likely significant visual effects from within the Square. The comprehensive viewpoint selection process and testing allowed viewpoints from Piccadilly Gardens to be scoped out of the assessment.

The setting of heritage assets has also been assessed. In determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. The Visual Impact Assessment demonstrates that the proposal would not impact on the ability to appreciate the Grade II* listed Barton Arcade as it would remain a key focal point in the streetscene. It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed'. This would result in a minor beneficial impact.

The existing building would be a 'neutral' contributor to the setting of Barton Arcade and the St Ann's Square Conservation Area. There is therefore scope to enhance the setting of this building and introduce a positive contributor to the character and appearance of the conservation Area. Minor beneficial impact is considered to "enhance the heritage values of the heritage assets, or the ability to appreciate those values to a minor extent." It is considered that the proposal would reinstate a sense of place to this prominent corner within the City Centre and the Conservation Area, whilst causing no demonstrable harm to the setting of the Grade II* listed building. Mention was made in the neighbour comments received about the dome within the Arcade building. The view of the dome when looking southwards along Deansgate is incidental and was never intended to be seen. The proposal would reintroduce the historic building line which characterised Deansgate during the late-19th century and reintroduce a sense of place and cohesion to the streetscape. The proposal has been designed to respond positively to the building line, materials, rhythm, detailing and proportions of Barton Arcade. The townscape context of Barton Arcade is substantially characterised by low quality development such as the Renaissance Hotel complex. The busy junction to the north of Barton Arcade creates a poor pedestrian environment and there is an opportunity to enhance the experience, appreciation and setting of the Grade II* listed building.

The proposal would not adversely affect views towards the Royal Exchange and it would be appreciated as a contemporary development which mirrors No.1 Deansgate in height. Both buildings have minimal visual impact upon the ability to appreciate the significance of the Royal Exchange and the development would not have an undue impact on its setting. The Royal Exchange building is primarily experienced from St. Ann's Square, St. Mary's Gate and Cross Street. With regard to the impact of the development on views from Blackfriars Bridge, View 3 of the TVIA, shows that the Grade II listed Royal Exchange building would still be partially

appreciated from Blackfriars Bridge. The proposal would introduce a viewing corridor which would promote key views towards the listed building and would enhance kinetic views towards the gateway between the Parsonage Gardens Conservation Area and into the St. Ann's Square Conservation Area.

Unlike the existing building, the proposal would be visible from within St. Ann's Square. The proposal would result in a moderate adverse impact upon the setting of the cluster of Grade II listed townhouses to the western side of St. Ann's Square and to the sense of enclosure to St. Ann's Square, which forms the central focus of the Conservation Area. It is considered that this is the only instance of moderate adverse impact and as it would not define the character of the conservation area or diminish the key focus of the Square (which is orientated southwards towards the Grade I listed Church) the development would be acceptable. The impact upon the Conservation Area must be considered within its entirety and the development would result in numerous instances of minor or negligible impact from other viewpoints looking towards the Conservation Area. The extant building has no architectural or historic interest and the proposal would result in a building of a much higher quality design. Buildings should be designed to enhance the existing quality of the built environment and the proposal would provide a contemporary landmark within a currently dilapidated and underutilised corner of the Conservation Area.

The setting of the Grade I listed Manchester Cathedral is largely enclosed, characterised by wide open paths and select areas of greenery and semi-mature trees. The landscaped, open setting of the Cathedral makes a positive contribution to the way in which it is experienced, allowing for the Grade I building to be the focal point of the Cathedral Conservation Area. The existing building at 39 Deansgate is situated in the far distance to the Cathedral and is considered to have a neutral impact upon its setting. Although the development would be partially visible from the Cathedral it would not have an adverse impact, especially as No. 1 Deansgate is visible adjacent to the proposal in the same view and would partially obscure the new building.

Core Strategy policy EN2 'Tall Buildings' states that suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes. This policy encourages tall buildings to be located outside of Conservations Areas but does not preclude this type of development subject to meeting other policy considerations. The proposal would re-introduce the historic building line and bring the front of the building forward to coincide with Barton Arcade, create a more engaging frontage at the pedestrian level, and retain pedestrian flows. The proposal would have beneficial townscape and visual impacts on certain views and improve site character. The scale would respond to the site's context when considering the height of No. 1 Deansgate directly opposite, but also its emerging context to the northern end of Deansgate in the form of the Ramada SRF and the taller buildings being established nearby in Salford. It is acknowledged however that it would be taller than other buildings within the St. Ann's Conservation Area. No. 1 Deansgate has remained the tallest building at the northern end of Deansgate since 2002 and is not subject to any statutory or non-statutory designations and has no special protection in planning terms. A new sense of place could be created around this area that incorporates old and new landmark buildings.

Careful consideration must be given to the impact of a proposal on the setting of heritage assets. Any potential negative impact must be demonstrably outweighed by public benefits, as defined by the NPPF (Para 196).

Public benefits

Despite the moderate adverse impact from View 1 within St. Ann's Square, the Heritage Statement considers the cumulative heritage impact to evaluate the resulting heritage impact. In mitigation the development would deliver substantial public benefits, including:

- The proposal would provide sustained economic growth and generate 227 gross direct construction jobs. In addition, it would generate 36 net indirect construction jobs over the 30-month build period.
- Based on the standard employment densities, the proposal would create an estimated 993 – 1,001 FTE operational jobs (Office – 970 FTE jobs and Retail - 23-31 FTE jobs)
- Utilisation of Local Supply Chains - The project would prioritise local suppliers and where possible those who procure raw materials from local sources. Through this, the scheme would contribute to the expansion of the regional economy rooted in sustainable practices, products, and services.
- Increased Local Expenditure - The proposal would generate additional economic benefits of the local economy through indirect local expenditure. The 723-731 FTE direct uplift of employment opportunities created during the operation of the proposed development would result in a potential uplift in employee spending of approximately £1.9 million – £1.92 million annually based on a 220-day working year with an inflation rate of 10.1% applied.
- Business Rate Contributions – Based on the proposed development's non-residential floorspace and the potential rental rates, the gross business rates contribution to the Council would be approximately £2.3 million per annum.
- The proposal would create 18,283 sq. m of office space that would meet an identified need for high quality space in the City Centre. The proposal would boost the office supply pipeline post 2023 and attract occupiers from key sectors for Manchester including software developers, fintech, banking, media and leisure.
- The applicant would work with the Work and Skills Team to ensure that employment opportunities are made available to Manchester residents. .
- A 'Be Lean, Be Clean, Be Green' design hierarchy would minimise energy demand and associated CO2 emissions. This would be achieved through the adoption of passive measures including enhanced building fabric to meet Building Regulation ADL2A (2016);
- A blue/green roof which would provide a 'stepping stone' for biodiversity, targeting species reasonably possible to benefit i.e. birds, bats, bees and other insects. Planters on the roof terrace and bat/bird boxes and bug hotels would provide resources for species likely to use the River Irwell, enhancing biodiversity at the site and creating an attractive environmental for occupiers. Opportunities for the planting of street trees would be explored within the public realm surrounding the building where feasible.
- The existing building has reached its useful economic life and provides poor-quality accommodation that does not respond positively to the surrounding

context. The proposed building is of exemplary design quality and would revitalise this important gateway corner plot, aiding regeneration in this part of the City Centre.

- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the city centre. It would respond to the architectural rhythms of the adjacent Grade II* listed Barton Arcade
- Optimising the potential of the site to accommodate and sustain an appropriate mix of uses, providing the quality and specification of accommodation required by modern businesses and residents.
- Positively responding to the local character and historical development of the city centre, delivering an innovative and contemporary design which reflects the transformation of the local context while retaining its significant components.
- Creating a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life.
- At present, the building at 39 Deansgate (and other buildings surrounding the junction) create a poor pedestrian environment and therefore have a negative effect on the townscape value. The proposal would regenerate the site with a major contemporary, high quality building in line with the Ramada SRF.
- The proposed development would establish a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the city centre. Notably, the development would reinstate the historic build line and improve the legibility of this prominent corner in the City Centre and create a sense of place.

Any harm to the significance of a heritage asset must be weighed against the potential public benefits. In this instance there would be an adverse effect on the Grade II townhouses in St. Ann's Square but the proposal would have a beneficial effect on the streetscape of Barton Arcade and Haywards building, by improving the pedestrian environment and permeability. The cumulative heritage impact has been balanced against the positive contribution to local character and distinctiveness. Whilst the proposal would have some adverse heritage impact, this would be mitigated by the public benefits. The scale of the development has an adverse impact on identified views but it would not physically harm or substantially diminish the experience and appreciation of any heritage assets.

In light of the above, it is considered that the proposal would respond to the scale and massing of No. 1 Deansgate and the Ramada Complex SRF area. The proposal would preserve and enhance the character and appearance of the Conservation Area and the setting of nearby listed buildings. It would lead to less than substantial harm to heritage assets and when weighed against the public benefits it is considered to be acceptable. The proposal would not have a significant adverse impact on views of importance. It would provide a high quality architectural statement and enhance the City's skyline and have a positive effect on the townscape. The development would therefore be in accordance with the requirements of paragraph 192 (NPPF, 2019).

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 setting of the adjacent listed buildings and the character of the 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 benefits of the development.

Alternative scheme

Options to break up the massing of the development were considered and discounted as part of the development process as detailed in the Planning and Tall Building Statement and Design and Access Statement. Extensive pre-application consultation was undertaken with the Council, Historic England, Places Matter! Design Review and the local community, as detailed in the supporting Statement of Consultation.

A range of alternative scenarios were tested and floorplates for residential and hotel uses were appraised. The residential configuration could provide 10 units across a double banked central corridor. A similar arrangement occurs to the hotel option with the two wings of 3* accommodation providing 20 rooms per floor. Initial massing was worked up based on a 20-storey tower with a rational double banked floorplate which angled away from Deansgate. Ultimately, residential and hotel uses were considered to be unsuitable for the site. Based on the site's context, a business case, viability evidence and agency advice, taken together with the preferences articulated by the Council in the Ramada Complex SRF, it was agreed that a Grade A Office building would respond best to the location.

The evolution of the design has taken into consideration the local context, in particular the Grade II* Listed Barton Arcade, St Ann's Square Conservation Area and surrounding listed buildings. A number of massing tests were carried out early-on in the process and shared with the City Council and Historic England. A number of buildings are of scale in the vicinity including No.1 Deansgate and the Renaissance hotel. It is also important to note that a previous approval granted a 35-storey tower as part of the Ramada redevelopment in 2009.

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 design complements the existing and emerging context, including No. 1 Deansgate and the vision for the Ramada. It provides a high quality building and creates a landmark at a prominent location. The ground floor layout with the chamfered corner would encourage pedestrian movement and improve the street level environment.

The design and materials would relate to the surrounding context and be sustainable, cost effective and durable. The modern design responds to the surrounding historic buildings, including Barton Arcade. The proposal would be a contemporary addition to the skyline and create modern office floorspace within a Conservation Area. The architecture aims to strengthen the heritage setting and within its surroundings.

The materials seek to respond to surrounding heritage assets including Barton Arcade, in a modern contemporary way. The tonal aluminium proposed would provide contrast in light and shade across the folded profiled piers and banding. Anodised aluminium was not considered appropriate owing to the angles and folds in the facade elements, however, there are many metallic PPC coatings that provide a distinctive sheen and depth, whilst giving a more consistent surface finish. As part of the decentralised ventilation strategy, 'look-a-like' spandrel panels with concealed vents at intermediate floor junctions would be overlaid with decorative metal screens. They are envisaged to reflect the layering effect of the delicate ironwork throughout Barton Arcade. The decorative metal screens would be matched to the colour of window framing. A perforated metal vent panel would also be incorporated within the profiled metal banding.

A condition relating to the submission of full specifications and samples of all materials to be used for the external envelope of the building is included on the approval.

Sustainable Design and Construction

An Energy and Sustainability Statement and a BREEAM pre-assessment report outline the sustainability measures proposed, including energy efficiency and environmental design. Sustainability and measures to reduce energy consumption have been considered from the initial phases and for each stage of the build process. The proposal has been developed with sustainable design and innovation as a priority, from controlling solar gain through passive measures to incorporating low and zero carbon technologies to reduce day to day emissions.

A 'Be Lean, Be Clean, Be Green' design hierarchy was adopted during design development to minimise energy demand and CO₂ emissions. This is achieved through: passive measures including enhanced building fabric to meet Building Regulation ADL2A (2016); enhanced air tightness and thermal bridging; heating and cooling by a VRF heat pump system; hot water provided by localised electric water heaters; ventilation provided by mechanical ventilation and heat recovery (MVHR) units; and lighting to be provided to all areas by high-efficacy LED-type fittings.

There is a commitment to a BREEAM 'Excellent' rating with a "Fabric First" approach to sustainability which reduces the energy required to heat and cool the building and negates the need for Photovoltaics to generate energy. Target U-Values for the building envelope are a 28.9% improvement over Part L2A building regulations.

The development has no parking provision and would provide enhanced cycle parking over and above the levels prescribed by both MCC and BREEAM.

The site is highly sustainable and accessible via a range of transport modes including walking, cycling, bus, Metrolink and train. The proposal would remove the existing parking provision on site, and provide 96 secure cycle spaces in the basement. The basement would incorporate a cycle maintenance area; shower and changing cubicles, with vanity area; heated drying area for equipment; lockers for personal storage; accessible WC and shower; and direct access to the main reception lobby via the main core, offering a 'cycle in / cycle out' facility.

The proposal 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 and 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.

Credibility of the Design

The design team has 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 to ensure that it can be delivered.

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 materials proposed are considered to be appropriate for the building's context and are consistent to ensure that the proposals are achievable and deliverable. The final proposals have been costed and fully tested for viability.

Contribution to Public Spaces and Facilities

The proposal would be located on a prominent site and the commercial units would lead to activity at street level. The footways would be improved and opportunities for street trees have been explored.

Effect on the Local Environment

This examines, amongst other things, the impact the scheme would have on nearby and adjoining residents and includes the consideration of issues such as impact on privacy, daylight, sunlight and overshadowing, wind, noise and vibration, night-time appearance, vehicle movements, air quality and the environment and amenity of those in the vicinity of the building.

a) Privacy and overlooking

Within the City Centre there are no prescribed separation distances between buildings, and City Centre developments are, by their very nature, more dense and closer together than in suburban locations. The site layout has been considered carefully in relation to adjacent residential properties.

At the narrowest point, from the face of the angled upper floors of the residential block at No. 1 Deansgate to the north east corner of the proposal, the distance would be 16.3m. At its widest, it would be 18.75m. A taller building would change the outlook for residents in the upper half floors of No. 1 Deansgate. However, the offices would predominantly be in use during weekday working hours (but it is acknowledged that they could be used during evenings and weekends if desired) and would not be facing directly onto bedrooms. Views into living areas would be obscured to some extent by the balconies' external glazing. The proposal would face on to the fully enclosed balconies and not directly into living areas. The office building would be fitted with solar blinds to further limit any potential issues associated with privacy. An office should create less privacy issues than other forms of development such as residential or hotel uses.

Smaller separation distances between buildings are characteristic of dense urban environments and No. 1 Deansgate has benefitted from conditions which are relatively unusual in a City Centre. The smallest distance between the proposal and the nearest apartments at No. 1 Deansgate is over 16m, and as the proposal is for offices and is in the City Centre where developments are located closer together, the impact on privacy is on balance acceptable.

The upper floors of Speakers House overlook the roof terrace and roofscape of Barton Arcade. The proposed offices would predominately be used during working hours Monday to Friday. The office building would be fitted with solar blinds to further limit any potential issues associated with privacy. The applicant has also agreed to obscurely glaze the 3 floors of windows that would directly face into the lightwell that lies between Barton Arcade the application site boundary. This has been conditioned.

b) Sunlight, Daylight and Overshadowing

The application is supported by a Daylight and Sunlight Assessment using the methodologies set out within the Building Research Establishment (BRE) Guidelines entitled 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice'. No. 1 Deansgate, which is situated to the north of the site was considered.

The BRE Guide provides three methodologies for daylight assessment, namely:

- The Vertical Sky Component (VSC);
- The No Sky Line (NSL); and
- The Average Daylight Factor (ADF).

There is also one methodology for sunlight assessment, denoted as Annual Probable Sunlight Hours (APSH).

The assessment concludes that No.1 Deansgate would be fully compliant with both No Sky Line (NSL) daylight and Annual Probable Sunlight Hours (ASPH) sunlight with the proposal.

When assessed against Vertical Sky Component (VSC), 34 out of 39 (87%) rooms in No. 1 Deansgate were compliant. Of the 5 rooms which would not meet the criteria, all 5 would be marginally short of the target reduction of 20%, and none would be

reduced by more than 25% (so are only slightly deficient). Detailed floor plans of No.1 Deansgate have revealed that the 5 affected rooms are dual aspect living kitchen dining rooms on each floor between the fourth and eighth floor. Whilst these rooms would fall marginally short of the 20% target (i.e. between 21.4% and 24.8%), they would still achieve a good VSC level for a City Centre location.

For Average Daylight Factor (ADF), tests revealed that the 5 living kitchen dining areas that would fall short of the VSC targets would achieve ADF levels of between 7.2% and 8.4%. These are all well in excess of the 2% ADF target so all rooms within No.1 Deansgate would comply with the ADF targets.

The results show that all rooms would continue to receive good (high) levels of daylight, in a city centre context. All would receive nearly four times the ADF daylight targets. The living rooms would receive approximately five times the winter sunlight hours target and twice to three times the annual sunlight hours. It would therefore remain a well-lit building with the proposal in place.

Given the above, it is considered that the proposal would not have an unacceptable impact in terms loss of sunlight and daylight with regard to No. 1 Deansgate.

The BRE Guide does not require the assessment of commercial properties and Barton Arcade was excluded from the original assessment. Retail properties rely on artificial light, specific to their layout and displays. It is normal that retail units do not have natural light at the rear. However, the applicant carried out a further assessment in response to concerns raised from neighbours. As the development would be to the north of the listed building, it would have no impact upon the light coming through the Arcade at any time of day. In maintaining views of the sky and light, the architectural character and expression of the glazed roof would remain fully appreciable, forming an integral part of how the heritage asset is experienced and appreciated as a Victorian Shopping Arcade. The existing lightwell which divides the north elevation of the Barton Arcade Buildings from the south elevation of the development would be retained.

There is an apartment at the top of Barton Arcade however the main windows face east/west, and not towards the development. The roof top amenity area associated with the flat is also located to the south and could not be overshadowed.

(c) Wind

A Wind Microclimate Assessment Report examines pedestrian wind comfort and safety in both existing and cumulative surrounds. The assessment was performed using the LDDC variant of the Lawson Comfort Criteria, well established in the UK for quantifying wind conditions in relation to build developments. Although not a UK 'standard', the criteria are recognised by local authorities as a suitable benchmark for wind assessments.

The proposal would make conditions a category windier around the corner of Deansgate and St Mary's Gate, but still suitable for the area's intended use by pedestrians, cyclists and vehicles, and would not require any wind mitigation.

Without mitigation for either the existing or cumulative surrounds, there was assessed to be:

- substantial adverse wind effects in the service courtyard to the east of the development
- moderate adverse wind effects by the service entrance to the east of the development.
- moderate adverse wind effects by the north west entrance, if the recess at this entrance was not accounted for.

Measures to mitigate these adverse effects included the introduction of a wall across the southern edge of the bin store region and a recessed (chamfered) entrance on the north-western corner. These were incorporated into the final design. With the mitigation measures in place, the wind conditions are suitable for their intended usage. Residual effects in the service courtyard were considered to be negligible, with residual effects by the building entrances deemed to be moderate beneficial. It is considered therefore that the proposal would not have a detrimental effect on the wind environment in and around the site.

In response to neighbour comments received, the applicant has undertaken a further wind study focused solely on the impact of the development on the unique ventilation system in place at No. 1 Deansgate. Surface pressure coefficients on No. 1 Deansgate were measured in computational fluid dynamics (CFD) simulations to assess whether more extreme peak positive or negative pressures would be expected due to the development relative to the existing conditions. More extreme peak positive or negative pressures would result in the wind sensors in No. 1 Deansgate reading higher wind speeds and increase the risk of the louvres within the building being forced to close.

Pressures were measured from a southerly sector (the dominant wind direction) and from a westerly sector (the second dominant wind direction). The pressures were assessed on the south, east and west façades of No. 1 Deansgate. The north façade was not assessed as it was considered to be sufficiently far enough away from the development site to be reasonably expected to not be impacted. Surface pressures for 170deg, 260deg and 280deg were consistent between the existing conditions and the conditions with the proposal. Surface pressures for 190deg and 210deg were less extreme with the proposal than for the existing conditions. This should allow the No. 1 Deansgate louvres, which are controlled centrally, to be open for a greater percentage of the year.

In conclusion, the additional wind study found no adverse impacts as a result of the proposal on the operation of the No. 1 Deansgate louvres and found that the proposal should have a beneficial impact on the operation of the louvres from key wind angles.

(d) Air Quality

The site is located within the Greater Manchester Air Quality Management Area which is designated for the potential exceedance of the annual mean nitrogen dioxide

(NO₂) air quality objective. An Air Quality Assessment was undertaken in support of the application.

A qualitative construction phase dust assessment recommended measures for inclusion in a Dust Management Plan to minimise emissions during construction. These measures would mean that the impact of construction phase dust would not be significant and accord with the Institute of Air Quality Management guidance.

The trip generation was screened using the Institute of Air Quality Management and Environmental Protection UK two stage screening process, to determine whether a detailed road traffic emissions impact assessment was required. The trip generation did not exceed the relevant screening criteria and therefore detailed dispersion modelling of development-generated road traffic was not undertaken.

Dust and increased emissions during construction is likely to be temporary, short term and of a minor impact, and could be mitigated by the use of good practice control measures. The traffic generated by the proposal would have a minimal effect on local pollution concentrations. The site is situated in a highly sustainable location within the City Centre which affords significant opportunities for travel by non-car modes including walking, cycling and public transport. The proposal does not propose any car parking but would incorporate 96 no. secure cycle spaces on site.

Overall, the proposed development would be acceptable in air quality terms and would comply with Core Strategy policy EN16 and the relevant provisions of national guidance.

(e) Noise and vibration impact

Whilst the principle of the proposed uses is acceptable, the use of one or both of the commercial units could impact upon amenity within the area through noise generation from within the premises and there could be noise generated from plant and equipment at the site. A roof terrace is also proposed. However appropriate conditions could deal with acoustic insulation, fume extraction and hours of use for the roof terrace. The main use of the building (offices) would not be a noise generating use, however an acoustic report has been submitted, which outlines how the premises and any external plant would be acoustically insulated to prevent unacceptable levels of noise breakout within the building as a whole and to ensure adequate levels of acoustic insulation are achieved within the accommodation. The offices are permitted to open 24 hours a day but the commercial units would have to agree their hours with the Local Planning Authority prior to first operation. Conditions relating to delivery and servicing hours and hours for the use of the roof terrace are recommended.

(f) TV reception

A survey has determined the potential effects on television and radio broadcast services. Impacts to the reception of VHF (FM) radio, digital terrestrial television (Freeview) and digital satellite television services (such as Freesat and Sky), have been assessed. The proposal is not expected to cause any interference to the reception of either television or radio services and mitigation is not needed. However,

a condition requiring a post-construction survey would check for any adverse impact from the development and ensure that any mitigation is completed.

Provision of a well-designed inclusive environment

Access for office users would be off Deansgate and would be step-free from street level. Inclusive access has been integrated into all aspects of the design and the development would be compliant with Approved Document Part M. All parts of the building (with the exception of some plant rooms) would be accessible via step-free level access and/or lifts). The site as a whole is relatively flat, rising approximately 100mm from Barton Arcade to the junction between Deansgate and St Mary's Gate, resulting in a good opportunity for level access across the planned development without the need for any step changes between the office and retail entrances.

Contribution to permeability

The development would not adversely affect permeability within the area and the chamfered corner would enhance pedestrian movement. Whilst a small area of footpath on Deansgate would be lost, it would provide an opportunity to improve the public realm immediately surrounding the building following completion of the new building. The proposal would significantly enhance the streetscene and public realm compared with the existing building and would enhance the legibility of this prominent corner sit, creating a sense of place and rebalancing this end of Deansgate.

Relationship to Transport Infrastructure

The site is within walking distance of bus routes and rail and Metrolink stations and would encourage the use of sustainable modes of transport. A Transport Assessment and Interim Travel Plan detail the traffic and transport impacts, examines highway considerations and promotes suitable and appropriate measures to ensure that all highways impacts have been minimised.

The proposal would be 'car-free' and would remove 13 spaces on site. Despite the site's highly sustainable location there are a number of public car parks in the local vicinity. A secure 'cycle hub' containing 96 spaces and other facilities to encourage occupiers to cycle would be provided in the basement.

Flood Risk

The site lies wholly within Flood Zone 1. A Flood Risk Assessment and Drainage Strategy shows there would be no change in hard surfaced area at the site post-development. Surface water would be discharged to the adopted combined sewer system at locations along the diverted sewer line within the new building envelope.

All feasible SuDS methods have been assessed but given the nature and location of the development site, none are considered feasible other than the blue roof system which would retain the flow of water into the sewer system.

It is proposed to discharge post-development foul water to the adopted combined sewer system. With careful design of the drainage elements, there would be no

residual flood related risks remaining after the development has been completed. Overall, the proposal would fully accord with Core Strategy Policy EN14 and provisions of the NPPF.

Waste management and servicing

The refuse store would be to the rear of the ground floor back of house area. Bin capacity has been calculated using MCC standards, for weekly collections. For the proposal, this equates to a requirement for 44 bins. The most suitable containers for the general waste and recycling streams would be a combination of 1,100l Eurobin and 660l and 240l wheeled bins. Refuse collection for the office use and retail unit 2 would be via the proposed service yard. Refuse collection for retail unit 1 would be from an existing loading bay on St. Mary's Gate.

For servicing and deliveries, vehicles would enter the service yard at the rear of the site via the access off Exchange Street. Access to the service area would be limited by droppable bollards as occurs currently, which are lowered automatically from 7am to 11am for service vehicle access. Direct access to a goods lift within the building would be available via the service yard. There are temporary loading areas on St. Mary's Gate.

The Waste Management Strategy concludes that the forecast deliveries, waste management and refuse collection proposed is appropriate and servicing and waste collection could be undertaken in an efficient manner.

Given the use of the building, most of the stored waste is anticipated to be recycled paper waste. Each of the retail units would be required to provide their own refuse and recycling storage within their demise.

Crime and Security

A Crime Impact Statement has been produced by Greater Manchester Police Design for Security. Several recommendations were made which have been incorporated into the design. A condition has been imposed on the approval requiring the development to achieve full Secured by Design accreditation.

Biodiversity, ecological enhancements and blue and green infrastructure

The site does not currently incorporate any planting or specific features to enhance biodiversity. The proposed green/blue roof would provide a 'stepping stone' for biodiversity, targeting species that could be reasonably expected to benefit such as birds, bats, bees and other insects. The planters on the roof terrace would constitute an additional opportunity to enhance biodiversity, and create an attractive environment. Bat and bird boxes would provide resources for species likely to use the River Irwell. A roof level wild-flower bed is proposed. As part of the sustainable drainage strategy, the development would have a 'blue roof' for rainwater attenuation to reduce the impact of urban runoff. The landscaping, including the green/blue roof, would be actively managed through a Landscape and Ecological Management Plan.

The applicant has reviewed the feasibility of incorporating street trees and there is potential to include a street on the corner of Deansgate and St Mary's Gate. However, this would necessitate the diversion of services in order to deliver an embedded solution and would prove costly. As part of the s278 agreement, the applicant has offered to secure either a tree on the corner of the application site or provide finance for the provision of three street trees in a different public realm location as determined by the City Council.

Archaeology

An Archaeological Desk-Based Assessment establishes that there are no recorded archaeological remains from the prehistoric, Roman, Saxon, Early Medieval and Medieval periods within the site, and limited evidence in its surroundings. It concludes that no further archaeological investigations is required. GMAAS concur with this view.

Local Labour

The applicant is committed to working with the Work and Skills Team at MCC in order to ensure that employment opportunities resulting from the development are made available to Manchester residents during the construction phase through to operational stage to allow hard to reach groups equal opportunity to be successful in applying.

Construction Management

Measures would be put in place to minimise the impact of the development on local residents such as dust suppression, minimising stock piling and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site. Provided appropriate management measures are put in place, the impacts of construction management on surrounding residents and the highway network could be mitigated to be minimal. A condition regarding submission of a construction management plan prior to development commencing has been attached to the approval.

Contaminated Land and Unexploded Ordnance

A Phase 1 site investigation into contaminated land has been submitted. The site is situated in an area that has been densely developed since the 1840s. The surrounding area has remained generally unchanged; however, the site appears to have been redeveloped three times since the 1840s with the re-building of a number of buildings, including the buildings on site following WWII and a shift toward primarily commercial land use.

The risk from onsite sources is considered low due to the lack of significantly contaminative processes and the removal of the majority of made ground through the development of the site. The risk from ground gas is considered low due to the inherent level of protection included within the proposed building design. The risk for offsite sources is considered low. The risk to controlled waters is considered to be low due to the lack of significantly contaminative processes, this site not being within

500m of an SPZ or within 2000m of a potable water abstraction, and the site being covered by hard standing.

To confirm the risks to the identified receptors and the ground conditions in respect to the identified geotechnical and geo-environmental risks, an appropriate intrusive investigation will need to be undertaken. An appropriate condition requiring this and any necessary remediation has been attached to the approval.

An initial risk assessment found that the site is in an area designated as 'Moderate Risk' from Unexploded Ordnance (UXO) and in close proximity to a 'High Risk' area and to the recorded location of a bomb strike. On this basis, a Detailed Risk Assessment Report was undertaken for the site in view of the proposed works; demolition of the existing building, intrusive site investigation and construction of a new high-rise development including deep piled foundations to bedrock.

The detailed risk assessment found that that UXO poses a moderate risk to the proposed works. This is due to an elevated likelihood of German UXO remaining present in undisturbed virgin WWII-era soils. On this basis, intrusive site investigation and foundation piling activities are potentially at risk due to the high force and the blind nature. Consequently, the following activities have been recommended:

1. Prior to any intrusive works, an appropriately experienced person must give a UXO Safety Awareness Briefing (toolbox talk) to all personnel conducting intrusive works.
2. For intrusive site investigation, an appropriately qualified EOD Engineer (banksman) is required to provide a watching brief on all exploratory holes (trial pits, boreholes etc.). The EOD engineer is able to give the above recommended briefings, will identify UXO objects in open excavations and will clear exploratory hole locations using a portable magnetometer.
3. Prior to foundation piling, an Intrusive Magnetometer Probe Survey is recommended to clear all pile locations. This can be done using open-hole drilling techniques and an EOD engineer to use a portable magnetometer within each hole to clear to the maximum bomb penetration depth. One open hole per planned piled foundation location is usually required.

1963 Deed

The Council has reviewed the 1963 deed. Issues relating to private covenants or agreements are not typically matters that may be considered as part of the planning process. In any event, the Council is satisfied that the deed would not restrict the use of the land in the manner suggested by the objector.

Additional responses to neighbour comments

A detailed TVIA has comprehensively assessed the potential impacts of the proposals on the local townscape. A reference to the Visual Representation of Development Proposals Technical Guidance Note 06/19 published by the Landscape Institute in October 2019 has been added to the updated TVIA. The TVIA assessment has been carried out in accordance with the updated Guidance Note. The visualisations were produced by Virtual Planit, a specialist visualisation studio with over 20 years experience in producing visualisations for the purposes of TVIAs.

The TVIA is not part of an EIA. The Guidelines for Landscape and Visual Impact Assessment state that an assessment of significance is not required for non-EIA assessments but it does not state that to include an assessment of significance would be either confusing or misleading. Where reference is made to EIA guidance, this is purely to fully explain the methodology and criteria used of potential effects resulting from the proposal.

The process for selecting key views was carried out in accordance with the Guidelines with input from the planning consultant and heritage consultant, and the views were agreed with the Local Planning Authority prior to undertaking the assessment.

The TVIA does not form part of, or include, a formal heritage assessment which would consider the historic significance of a heritage asset within the wider setting, but considers the effects on heritage purely as an intrinsic part of the townscape.

The Landscape Institute Guidance states that the cumulative landscape and visual effects must be considered in an LVIA when it is carried out as part of EIA. As this assessment does not form part of an EIA, the cumulative effects were omitted. A cumulative assessment has however been undertaken for completeness. A large number of schemes have been scoped out of the cumulative assessment and the majority of the remaining schemes have been assessed as having no potential visual relationship with the site, and do not have the potential to impact on the townscape character around the site. 2 remaining schemes were considered:

- 17/70626/FUL Embankment West, Salford.
- 19/74205/FULEIA One Heritage.

Photomontages from the key viewpoints have demonstrated that there would be no visibility of either of the schemes from any of the key viewpoints and they are located outside the immediate townscape character area containing the proposal, so there would therefore be no cumulative visual effects or cumulative townscape effects. The proposal is in accordance with the vision outlined in the SRF, and therefore has the potential to result in positive cumulative townscape effects.

The current building is considered to make a neutral contribution to the setting of the Grade II* listed Barton Arcade and the wider streetscape setting of the designated heritage asset has been identified within the significance appraisal as being of low significance. The proposals are considered to enhance the setting of the listed building to a minor extent.

The harm to the character and appearance of St. Ann's Square has been acknowledged throughout, forming a key discussion point for design development. Historic England were consulted pre-application and noted no substantial issues with the proposed height (Deansgate elevation) but agreed that the proposal would result in an adverse impact upon the setting of the Grade II listed townhouses to the west side of St Ann's Square. However, the proposed development would result in a beneficial impact on the setting of the Grade II* listed Barton Arcade Building and Grade II listed Haywards building. Historic England were satisfied with the VIA

information and had no objection to the demolition of the existing building. They generally agreed with the 'moderate adverse impact' from Viewpoint 1.

The scale of the proposal has been developed in response to the site's existing context within the St. Anns Square Conservation Area and adjacent to No.1 Deansgate, but also to its emerging context with the Ramada Complex SRF area and the cluster of taller buildings being established across the River Irwell in Salford. A further cluster of taller buildings is being created at the southern end of Deansgate. The character of Deansgate and the City Centre more widely is evolving and dynamic with the creation of height at key gateways into the City. As tall building clusters are established at the opposite end of Deansgate, this has already altered the previous symmetry of the street. The proposed development would help to balance this end of Deansgate. Massing tests were carried out early on and shared with Manchester City Council and Historic England for feedback.

The Ramada SRF has been endorsed as a material consideration in the determination of planning applications. The lapsed planning application was referenced to indicate that a building of scale in the vicinity of No.1 Deansgate had previously been considered acceptable to the Council.

The existing building does not form part of the designated listed building at Barton Arcade, nor is it within its curtilage. Its redevelopment would not result in physical change or alteration to the adjoining listed building and all works would be carried out within the boundaries of the site. Listed Building Consent is therefore not required. The application red line boundary does not encroach on Barton Arcade but is subject to a Party Wall Agreement which will seek to rationalise and resolve the gable wall build-up following demolition of the existing building. No Certificate B notice is required to be served.

The proposal would reinstate the historic building line and rationalise the footway in line with the remainder of Deansgate to the south. 4.4m is considered to be an acceptable width for maintaining pedestrian flow. Outdoor seating is in place on other parts of Deansgate where the pavement is already narrower.

Policy CC1 gives encouragement to development in certain locations within the City but doesn't preclude development in locations not listed. There is overall support for high density development in the City and for the redevelopment of previously developed sites.

The country is facing challenging times as a result of Covid-19. However, in Manchester, there remains a significant demand/supply imbalance for prime office stock and it is anticipated that occupiers will continue to favour high-quality buildings in the City Centre. Grade A office space in Manchester is becoming increasingly constrained and the City continues to attract significant interest from existing and new businesses. The proposal would help meet this identified demand. Despite there now being a downgraded growth forecast due to Covid-19, small growth is still expected, including from 'north shoring', where large occupiers are looking at Manchester as a viable location to relocate their London staff.

The TVIA has not been re-written, but the report takes on board comments raised by neighbours. The updated TVIA has additional explanatory text to address concerns raised. The conclusions of the TVIA are unchanged.

The proposal has been subject to rigorous viability/technical feasibility testing to ensure it meets the applicant's brief and is deliverable. However, viability is just one element of design feasibility alongside other matters including Area; buildability/complexity; plannable as office space, and contextual/ technical considerations. The proposals have been designed to make maximum efficient use of a prominent brownfield site, to secure the highest quality design and materiality, and to generate the widest possible range of public benefits.

The pre-application comments received from various parties resulted in a series of alterations to the emerging scheme, including:

- Reduction in height from 20 storeys to 15 storeys over ground and mezzanine (17 storeys in total);
- Removal of car parking spaces from the basement and addition of cycle storage facilities accessed via a dedicated ramp;
- Choice of a tonal aluminium façade treatment instead of stone cladding;
- Creation of a blue/green roof to enhance biodiversity and manage surface water drainage;
- Enhancements to the surrounding public realm (to be agreed by s278 Agreement); and
- Restriction of hours of use of the roof terrace to limit potential impacts on surrounding residential amenity.

The original TVIA did not conclude that 'moderately significant' effects trip the threshold for EIA. The proposed development was subject to screening by the City Council which concluded that an Environmental Statement was not required. The technical assessments submitted also support this. The screening opinion issued by the City Council lists the potential impacts associated with the proposal and sets out mitigation associated with each potential impact topic area in line with Regulation 5.

The applicant is aware of the location of the fume extraction points from the Barton Arcade commercial units and the proposal would not impact on their ability to continue discharging fumes from them as existing.

The other comments made by neighbours have been covered elsewhere in this report.

CONCLUSION

The proposal would have a positive impact on the regeneration of this part of the City Centre, contribute to the supply of Grade A office accommodation, provide significant investment in the City Centre supporting the economy, and create both direct and indirect employment. The proposal is in accordance with relevant National and Local Planning Policies. In addition, a convincing, well considered approach to the design, scale, architecture and appearance of the building has resulted in a high quality development that would make a positive contribution to the streetscene. Any harm to

heritage assets would be less than substantial and would be outweighed by the public benefits of the scheme, in accordance with the provisions of Section 66 and Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990.

Accordingly, this application is recommended for approval, subject to conditions.

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 Director 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

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:

Application Forms, Certificates, Notices and Covering Letter prepared by CBRE (February 2020);

Planning and Tall Building Statement prepared by CBRE (February 2020);

Statement of Consultation prepared by CBRE (February 2020);

Economic Statement prepared by CBRE (February 2020);

Design and Access Statement (ref. 6145-SRA-XX-XX-RP-A-02003 P03 S2) prepared by Sheppard Robson Architects (January 2020);
 Heritage Statement: Significance and Impact prepared by Stephen Levrant Heritage Architecture (January 2020);
 Daylight and Sunlight Assessment prepared by GIA (November 2018);
 Wind Micro-Climate Assessment Report prepared by GIA (December 2019);
 Crime Impact Statement prepared by GMP Design for Security (December 2019);
 Transport Statement (ref. 70691-CUR-00-XX-RP-TP-001) prepared by Curtins (January 2020);
 Interim Travel Plan (ref. 70691-CUR-00-XX-RP-TP-002) prepared by Curtins (January 2020);
 Waste Management and Servicing Strategy (ref. 70691-CUR-00-XX-RP-TP-003) prepared by Curtins (January 2020);
 Phase 1 Geo-environmental Report (ref. 1901-02 Rev P02) prepared by Renaissance (January 2020);
 UXO Risk Assessment prepared by IGE Consulting (January 2020);
 Flood Risk Assessment & Drainage Strategy (ref. 3174-03 Rev A) prepared by IGE Consulting (December 2019);
 Archaeological Desk-Based Assessment prepared by Orion Heritage (January 2020);
 Air Quality Assessment prepared by BWB Consulting (January 2020);
 Noise Impact Assessment prepared by BWB Consulting (January 2020);
 Preliminary Bat Roost Assessment (ref. 12095_R01a) prepared by Tyler Grange (January 2020);
 Energy, Sustainability and Waste Management Statement (ref. Z30031 Rev. 1) prepared by Energy Council (February 2020);
 Ventilation Strategy (ref. 2217-EDPI-XX-XX-RP-Z-57-10001) prepared by EDPI;
 Television and Radio Reception Impact Assessment prepared by G-Tech Surveys (January 2020);
 Operational Management Strategy prepared by CBRE (February 2020);
 Construction Management Plan including Demolition Management Plan prepared by CBRE (January 2020);
 Acoustic Technical Note (ref. MCA2017/TN/39D/SG) prepared by BWB Consulting (March 2020);
 Summary of Public Benefits prepared by CBRE (April 2020);
 Acoustic Technical Note (ref. MCA2017/TN/39D/SG) prepared by BWB (May 2020);
 Townscape and Visual Impact Statement Main Report (ref. 2071-06-LV-003-03) prepared by Planit-IE (May 2020);
 Townscape and Visual Impact Statement Appendix 1 - Townscape Assessment (ref. 2071-06-LV-002-02) prepared by Planit-IE (May 2020);
 Townscape and Visual Impact Statement Appendix 2 - Visual Assessment (ref. 2071-06-LV-001-02) prepared by Planit-IE (May 2020);
 Townscape and Visual Impact Statement Appendix 3 - Townscape Figures (ref. 2071-06-FB-003-01) prepared by Planit-IE (May 2020);
 Townscape and Visual Impact Statement Appendix 4 - Views (ref. 2071-06-FB-002-02) prepared by Planit-IE (May 2020);
 Townscape and Visual Impact Statement Appendix 5 - AVR Methodology (ref. 2071-06-FB-004-00) prepared by Planit-IE (May 2020), and
 Analysis of Impact on 1 Deansgate Louvres prepared by GIA (September 2020)

Application Drawings:

Location Plan (ref. 6145-SRA-XX-XX-DR-A-02101)
 Site Plan (ref. 6145-SRA-XX-XX-DR-A-02001)
 Existing Ground Floor Plan (ref. 6145-SRA-XX-00-DR-A-02801)
 Existing First Floor Plan (ref. 6145-SRA-XX-01-DR-A-02802)
 Existing Roof Plan (ref. 6145-SRA-XX-RF-DR-A-02804)
 Existing Typical Floor Plan (ref. 6145-SRA-XX-XX-DR-A-02803)
 Proposed Basement Plan (ref. 6145-SRA-XX-B1-DR-A-02199)
 Proposed Ground Floor Plan (ref. 6145-SRA-XX-00-DR-A-02110)
 Proposed Mezzanine Floor Plan (ref. 6145-SRA-XX-01-DR-A-02111)
 Proposed Level Three Floor Plan (ref. 6145-SRA-XX-03-DR-A-02113)
 Proposed Level Seven Floor Plan (ref. 6145-SRA-XX-07-DR-A-02115)
 Proposed Level Fifteen Floor Plan (ref. 6145-SRA-XX-15-DR-A-02117)
 Proposed Roof Plan (ref. 6145-SRA-XX-RF-DR-A-02118)
 Proposed Typical Lower Floor Plan (Levels 1-2) (ref. 6145-SRA-XX-ZZ-DR-A-02112)
 Proposed Typical Lower Floor Plan (Levels 4-6) (ref. 6145-SRA-XX-ZZ-DR-A-02114)
 Proposed Typical Upper Floor Plan (Levels 8-14) (ref. 6145-SRA-XX-ZZ-DR-A-02116)
 Existing North Elevation - City Context (ref. 6145-SRA-XX-XX-DR-A-02851)
 Existing East Elevation - City Context (ref. 6145-SRA-XX-XX-DR-A-02852)
 Existing South Elevation - City Context (ref. 6145-SRA-XX-XX-DR-A-02853)
 Existing West Elevation - City Context (ref. 6145-SRA-XX-XX-DR-A-02854)
 Proposed North & East Elevation (ref. 6145-SRA-XX-XX-DR-A-02151)
 Proposed South & West Elevation (ref. 6145-SRA-XX-XX-DR-A-02152)
 Proposed North Elevation City Context and Street Scene (ref. 6145-SRA-XX-XX-DR-A-02051)
 Proposed East Elevation City Context and Street Scene (ref. 6145-SRA-XX-XX-DR-A-02052)
 Proposed South Elevation City Context and Street Scene (ref. 6145-SRA-XX-XX-DR-A-02053)
 Proposed West Elevation City Context and Street Scene (ref. 6145-SRA-XX-XX-DR-A-02054)
 Proposed Sections A-A & B-B (ref. 6145-SRA-XX-XX-DR-A-02161)
 Proposed Typical Façade Bay Study (ref. 6145-SRA-XX-XX-DR-A-02501)
 Proposed Retail Façade Bay Study (ref. 6145-SRA-XX-XX-DR-A-02502)
 Demolition Plan (ref. 6145-SRA-XX-ZZ-DR-A-02805)
 Topographic Survey (ref. SSL:19457:100:1:1:TOPO-UTIL)
 Tree Pit Feasibility Note (ref. DNG-REN-00-00-SK-C-01001)

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 materials 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) No demolition shall occur until a detailed bird nest survey, undertaken by a suitably experienced ecologist, has been carried out immediately prior to the demolition and written confirmation has been provided that no active bird nests are present, unless the species present is feral pigeon, in which case a general license issued by Natural England authorising destruction of feral nests could be provided. All of the required information/evidence as above shall be submitted to and approved in writing by the City Council as Local Planning Authority prior to the demolition of the existing building commencing.

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

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

07:30 to 20:00, Monday to Saturday

10.00 to 18.00 on Sundays and Bank Holidays

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

6) Before any unit within the development requiring fume extraction is first brought into use, 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. An odour impact assessment is required together with suitable mitigation measures, information regarding the proposed cleaning/maintenance regime for the fume extraction equipment, and details in relation to replacement air. 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 eaves level and/or any openable windows/ventilation intakes of nearby properties. Any scheme should make reference to risk assessments for odour and noise and be based on appropriate guidance such as that published by EMAQ titled 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems', dated September 2018. The scheme shall be implemented in accordance with the approved details prior to first occupancy and shall remain operational thereafter.

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

7) 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, including a section on air quality and the mitigation measures proposed to control fugitive dust emissions during the enabling and build phases;
- Compound locations where relevant;
- Details regarding location, removal and recycling of waste (site waste management plan);
- Phasing and quantification/classification of vehicular activity
- Types and frequency of vehicular demands
- Routing strategy and swept path analysis;
- Parking for construction vehicles and staff;
- Sheeting over of construction vehicles;
- A commentary/consideration of ongoing construction works in the locality;
- Construction and demolition methods to be used, including the use of cranes (and their location);
- The erection and maintenance of security hoardings;
- Details on the timing of construction of scaffolding;
- Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times
- Community consultation strategy, including details of stakeholder and neighbour consultation prior to and during the development along with the complaints procedure.

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.

8) a) No commercial unit within the ground floor shall become operational until the opening hours for each unit have been submitted to and approved in writing by the City Council as Local Planning Authority. Each commercial unit shall operate in accordance with the approved hours

b) The proposed office floors are permitted to be used 00.00 to 00.00 (24 hours a day)

c) The external roof terrace shall not be used outside of the hours of:

07:00 and 23:00 Monday to Friday

10:00 and 22:00 on Saturdays, Sundays and Bank Holidays

The roof terrace shall be used solely in association with the office use within the building only and for no other purpose and shall have no sound or amplified sound played within it and shall not contain any external speakers.

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 policy DC 26 in accordance with the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

9) a) 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 before the development commences. The scheme shall be implemented in full before the use commences.

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.

Where any Class A3/A4/A5 use is proposed, before development commences on this use, 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 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.

b) Upon completion of the development and before the development 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 the 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. The report and any necessary measures shall be approved in writing by the City Council as Local Planning Authority and the development shall be implemented in full in accordance with the approved details before the new use becomes operational.

Reason - To ensure an acceptable development in the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

10) a) 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 on this element of the scheme, 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.

b) Upon completion of the development and before any of the external plant is first operational, a verification report will be required to validate that the work undertaken confirms to the above noise criteria. The report shall give the results of post-completion testing to confirm that the proposed noise limits are being achieved once the plant and any mitigation measures have been installed. Any instances of non-conformity with the above criteria shall be detailed along with any measures required to ensure compliance. The report and any necessary measures shall be approved in writing by the City Council as Local Planning Authority and the development shall be implemented in full in accordance with the approved details before the plant is first brought into use.

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

11) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse for the different parts of the development (i.e. both the commercial and office space) 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. The scheme shall include:

- Estimated volumes and types of waste produced by the development,
- Details of internal and external stores for both waste and recycling, including any plans and designs,
- Location of the proposed collection point and details of the route the collection vehicle will take,
- Details of how waste will be transferred between stores and to the collection location,
- Details of number and capacity of bins proposed and collection frequency.

Reason - To ensure an acceptable development and to protect amenity, pursuant to policy DM1 of the Manchester Core Strategy.

12) In terms of air quality, the development shall be carried out in accordance with the following report:

Air Quality Assessment prepared by BWB (ref. MCA2017, dated January 2020)

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 policies EN16, SP1 and DM1 of the Core Strategy.

13) 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.

14) 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 Practice 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. 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.

In the event of the surface water draining to the public surface water sewer, the pass forward flow rate to the public sewer must be restricted to 5 l/s.

Foul and surface water shall be drained on separate systems.

The drainage scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy.

15) 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 in writing by the City Council as local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

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

16) (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 operational elements of the development shall be submitted to and approved 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 to the Local Planning Authority for consideration.

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

17) a) Before development commences, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority.

b) When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

18) a) 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 Travel Plan shall also include details of the cycle hire scheme at the hotel and how that will be monitored as part of the Travel Plan process.

b) Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered under part a) shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan 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.

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

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

20) Within 3 months of first occupation of the building, written evidence shall be provided to the City Council as local planning authority that the development has been built in accordance with the recommendations contained within the submitted Crime Impact Statement, ref. 2019/0797/CIS/01, Version B, dated 23/12/19, and that a secured by design accreditation has been awarded for the development.

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.

21) 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 within 6 months of Practical Completion of the building hereby approved.

Reason - In order to minimise the environmental impact of the development pursuant to the principles contained in the Guide to Development in Manchester 2 and policies SP1, DM1 and EN8 of the Core Strategy.

22) No externally mounted telecommunications equipment, except that relating to the servicing of the building hereby approved, shall be mounted on any part of the building, including the roof.

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

23) 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 Television and Radio Reception Impact Assessment by GTech Surveys Limited, received by the Local Planning Authority on 25 February 2020. 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.

24) a) Prior to the commencement of development, a programme for the submission of final details of the landscaping, ecological enhancements and public realm 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:

- (i) The proposed hard landscape materials, including the materials to be used for the footpaths surrounding the site and for the areas between the pavement and the line of the proposed building;
- (ii) Any external lighting;
- (iii) The ecological enhancements to be installed at the building to enhance and create new biodiversity within the development;
- (iv) The landscaping proposed for the roof terrace
- (v) A strategy for the planting of street trees within the pavement adjacent to the site, or a mechanism for funding the provision of off-site street trees, including details of overall numbers, size, species and planting specification, constraints to further planting and details of ongoing maintenance.

The approved scheme for part (v) 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,

b) The above details 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 details.

Reason - To ensure that a satisfactory landscaping scheme and ecological enhancements for the development are carried out, in accordance with saved policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

25) Prior to any part of the building first being brought into use, a servicing management strategy that details the scheme proposed for the servicing of the office floors and commercial units shall be submitted to and approved in writing by the City Council as Local Planning Authority. The strategy shall give details including the duration, time and frequency of servicing, size of vehicles required and the proposal for parking and manoeuvring of vehicles around the site. The development shall be carried out in accordance with the approved details.

Reason - To ensure an acceptable development and in the interests of amenity and highway safety, pursuant to policy DM1 of the Core Strategy.

26) The lowest 3 floors of windows on the southern elevation of the building hereby approved that directly face into the lightwell that lies between Barton Arcade and the application site boundary shall be obscurely glazed in accordance with the agent's email of 10 November 2020, and shall remain so in perpetuity.

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

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 126328/FO/2020 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
Corporate Property
City Centre Regeneration
Central Neighbourhood Team
Work & Skills Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester

**Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Oliver West (Sustainable Travel)
Strategic Development Team
United Utilities Water PLC
MCC Flood Risk Management
Civil Aviation Authority**

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
Work & Skills Team
Greater Manchester Police
Historic England (North West)
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
United Utilities Water PLC
MCC Flood Risk Management

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



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Application Number	Date of Appln	Committee Date	Ward
127538/FO/2020	12th Aug 2020	19th Nov 2020	Piccadilly Ward
127539/LO/2020			

Proposal 127538 -Erection of 11 storey building on site of 67 Piccadilly, as a Hotel (Use Class C1) with associated ground floor retail and leisure uses (Use Class A3 (Restaurant and Café), A4 (Drinking Establishment)and D2 (hotel leisure gym/ fitness area); provision of flexible amenity space at roof level; installation of external plant at roof level; provision of new public realm and associated works following demolition of 67 Piccadilly/4 - 6 Newton Street ('67 Piccadilly')including internal and external alterations to 69-75 Piccadilly (Halls Building) (comprising refurbishment and infilling of an existing rear void of to provide a 9-storey infill) relating to the reuse, refurbishment of the building for use along with the new 11 storey building.

127539- Listed Building Consent for internal and external alterations to 69-75 Piccadilly (Halls Building) (including refurbishment and infilling of an existing rear void of to provide a 9-storey infill and formation of connections) relating to the reuse, refurbishment and extension of the building for use along with an adjacent new 11 storey building as a Hotel (Use Class C1) on site of 67 Piccadilly (application ref no 127538)

Location 67-75 Piccadilly And 4-6 Newton Street , Manchester, M1 2BS

Applicant Southern Green Properties Ltd, C/o Agent,

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

Executive Summary

67 Piccadilly would be demolished and replaced with an 11 storey building which would be linked to 69-75 Piccadilly (Grade II Listed), which would have a 9 storey infill extension on Back Piccadilly, to create a 151 room hotel with ground floor bar / restaurant and ancillary facilities and a basement gym. There have been no objections as a result of publicity and neighbour notifications.

Key Issues

Principle of the proposal and the schemes contribution to regeneration:

The development is in accordance with national and local planning policies, and the scheme would bring significant economic benefits in terms of investment, job creation and tourism. This is a highly sustainable location.

Economic Benefits: It is estimated that visitors staying in the hotel would support annual spend of almost £5.5m in the local economy This spend would be the equivalent of supporting an estimated 50 FTEs locally, generating annual GVA of £2.4m.

£27m of construction spend would deliver around 228 construction full time equivalent (FTE) jobs, and a further 500 indirect and induced FTEs, creating around £50m GVA. Once operational the hotel and ground floor uses would support 186 FTEs, generating an annual total GVA contribution of £6.1m. The development would contribute business rates worth £3.9m over the first ten years of operation.

Heritage: 67 Piccadilly is in a poor condition and requires internal and external scaffolding to prevent it being a public safety risk. It is not listed but is in a conservation area and is a non designated heritage asset. It has been refurbished on a number of occasions and has been substantially altered such that there is little of the original layout or historic interior remaining.

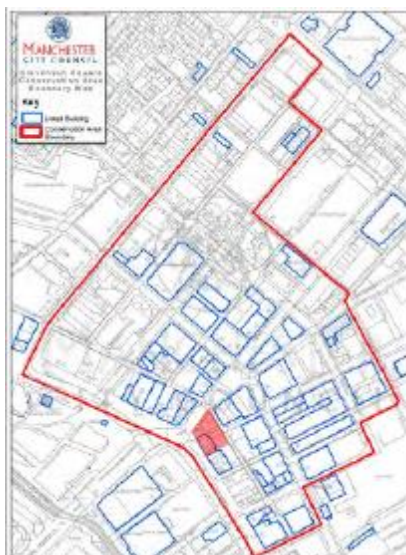
Neither Historic England nor the Victorian Society object to its demolition. The Victorian Society support the principle and design of the 11 storey building and the conversion of the listed buildings, they object to the impact of the infill to the rear of the listed building and its impact on the understanding of the historical footprint and functioning of the building and the architectural interest of its rear elevations. The infill is necessary to make the development viable and allow the refurbishment of the listed building. The infill would be set back from the main building line to reveal the original form and allow an understanding of the void which would be read as a clear intervention that is subordinate to the Listed building. The original façade would be revealed within the hotel rooms.

The proposal would bring significant public benefits, including investment in the City Centre, job creation, both during construction and upon completion, supporting tourism, optimising the use of a site currently occupied by vacant buildings and providing a high quality development building which would enhance the setting of the Conservation Area and adjacent Listed Buildings. Notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, there is a clear and convincing case that the harm caused is outweighed by the benefit of bringing the site back into use.

Design: Details of the design and images are presented in the report below.

Climate change: This would be a low carbon building in a highly sustainable location. Sustainability principles would inform the hotels operation and construction process which would prioritise local sourcing and use of materials, minimise and recycle waste and ensure efficiency of number of vehicle movements. A full report is attached below for Members consideration.

DESCRIPTION OF SITE



The 0.9 hectare site is bounded by Piccadilly, Newton Street, Back Piccadilly and 77-83 Piccadilly. It is on a gateway route from Piccadilly Station and a key pedestrian route close to Piccadilly Gardens. It is occupied by 69-75 Piccadilly (Halls Buildings) a 5 storey Grade II Listed building and 67 Piccadilly (Prince of Wales Building) also 5 storeys. Apart from the pub in the ground floor and basement of 69-75 Piccadilly both buildings have been vacant for some time. 67 Piccadilly has had significant structural interventions and has been supported by external and internal scaffolding since 2002 due to concerns of its structural integrity. Semi-permanent advertising hoardings have entirely concealed 67 Piccadilly for around 13 years. 77-83 Piccadilly is also Grade II Listed. The site is in the Stevenson Square Conservation Area.

The scaffolding and advertising hoarding and the lack of visible activity at the site has a detrimental impact on the quality of the townscape and character of the Stevenson Square Conservation Area and the setting of adjacent listed buildings. This part of the Conservation Area has a poor quality environment with a feeling of dilapidation and decline and the site is in need of significant investment.

The site overlooks Piccadilly Gardens and there is a high level of passing footfall on Piccadilly with about 3500 people cross Newton Street every hour. There are a variety of uses in the surrounding area including: an established residential population (Kingsley House, 15 Newton Street, 77-83 Piccadilly and 56 Dale Street) offices, hotels and serviced apartments, retail units and bars and restaurants.

A number of nearby buildings have been improved and converted including 21 Piccadilly (Travelodge Hotel), Gateway House (serviced apartments), Easy Hotel at 35 Newton Street and The Cow Hollow Hotel at 57 Newton Street. A derelict site on Aytoun Street has been redeveloped as a Holiday Inn. Other Major development schemes have been delivered close to the site at Piccadilly Plaza and Piccadilly Triangle and Kampus.

69-75 Piccadilly is a symmetrical five-storey stone building in Victorian Gothic style, with grouped windows in the centre bays. It was completed in c1871 as 'Halls Buildings', combining warehousing, offices and shops. It originally comprised two buildings, each with its own entrance. It was modernised and altered in 1949 but occupation of the upper floors appears waned throughout the 1950s and 1960s and appears to have remained largely vacant since the 1970s.



69 -75 Piccadilly (Piccadilly)



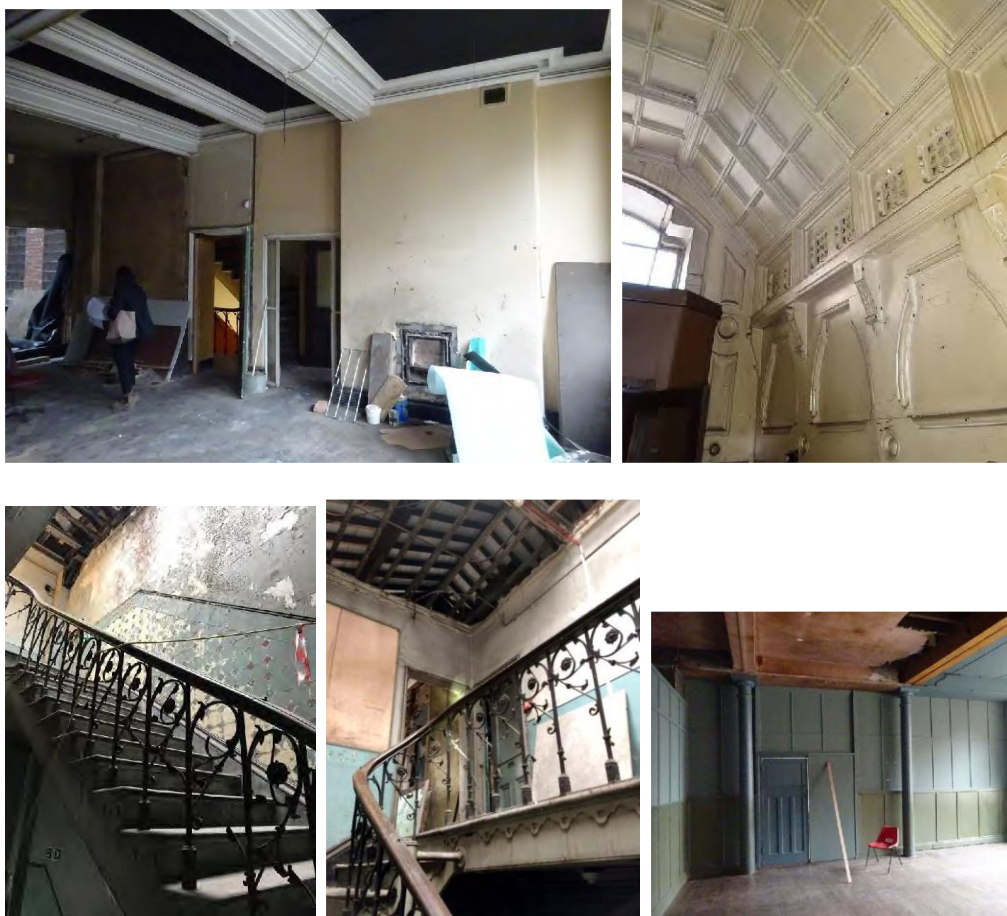
WAREHOUSE FACADE TO BACK PICCADILLY

FOUR CONDITION OF LIGHTWELL

69-75 Piccadilly (Back Piccadilly)

Key remaining features include the following of high significance:

- High-quality external elevations, primarily on the principal front façade to Piccadilly – which was designed in buff stone ashlar with ornately decorated corbels, pediments, polished marble and stone columns and sill courses/overhanging eaves.
- Largely complete survival of its original planform.
- The two principal staircase halls to No. 69 and No. 75, which originally gave access to the upper office floor suites. The staircase halls are of particularly high quality and level of completeness, including original decorative wall tiles, wrought iron stair balustrades depicting foliage, the original fourth floor cast iron spiral staircase, and plaster corning.



Other areas of high interest include:

- Most of the original panelled doors with their original glass room numbers and some surviving ironmongery/letterboxes, and the three surviving original cast iron fireplaces (now removed and stored on site);
- Original staircase tiles to all floors;
- Original central lightwell with timber windows ,original borrowed lights to all rooms surrounding lightwell and inspection benches;
- Original plaster and cornice features;
- Original sash windows.
- Original fitted benches/counters/drawers.



Internal images of 69-75 Piccadilly (current condition)

67 Piccadilly was built as Hotel in 1841 before being converted into a warehouse. It has undergone several refurbishments which have included internal reconfiguration and refurbishments both internal and external over the last 100 years. This was firstly due to its conversion into a Warehouse building around 1846 and then further refurbishments which took place in the 1910s and again in the mid-to-late 20th century. Consequently, it now retains little of its historic interiors. The building retains some original sash windows and decorative plaster. The original roof was altered following war time bomb damage when the overhanging eaves and most original

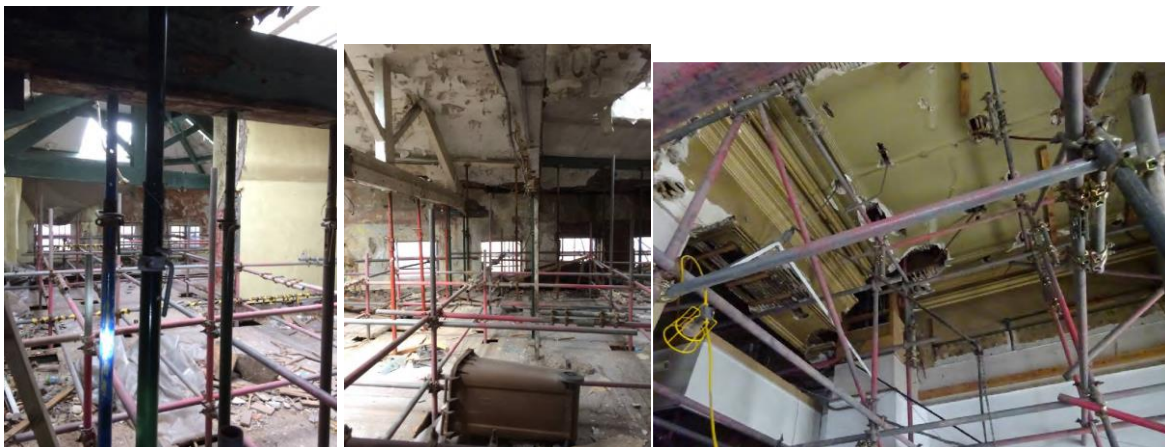
chimney stacks were removed. The building has been unused and semi-derelict for over 15 years and has been concealed beneath scaffolding for approximately 13 years. The main structural roof timbers and floors are damp with dry rot. Acrow type props support timber beams and joists and lateral ties have been installed to the staircase and eaves. The structures above the roof line, such as chimneys and lift shaft show signs of mortar weathering. The steel work of the lift shaft is corroded and is stabilised by a temporary strapping system. Timber windows are decaying, and internal plaster finishes are suffering from damp and condensation. Access into the building is restricted to essential personnel only and is considered unsuitable for occupation.



67 Piccadilly circa 1973



2006 Prior to erection of Scaffolding



Current internal condition

Despite its current condition the building **could be classified as a non-designated** heritage asset because of its age and local historic and architectural interest. However, it is considered that it would be unlikely to meet the criteria for local listing and it is noted the 3 applications to have the building spot listed (1990, 2000 and 2007) have all failed.

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 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. There is a notable transition in scale of buildings from the north and north east of the Northern Quarter between different character areas including those within the adjacent Smithfield Conservation Area out towards Piccadilly Gardens and the commercial core. An exception to this occurs in the Newton Street area, and in Stevenson Square, where there is a change in spatial quality as the streets open up. These areas contain moderately tall buildings that create a varied form as a back-drop to these open spaces.

The Stevenson Square Conservation Area also contains some larger more modern buildings including Chatsworth House (8 storeys) and Griffin House on Lever Street which predate the designation of the Conservation Area. Elsewhere building heights vary from 3 to 7 storeys but tend to have greater floor to ceiling heights than modern buildings. To the south, building age and style is more varied with Piccadilly Gardens dominated by the 1960's City Tower Complex (30 storeys), the 6 storey One Piccadilly Gardens completed in 2003, 7 storey 1 Portland Street and the 9 storey Westminster House on Aytoun Street. The buildings to the rear of the site along Back Piccadilly are typically 5 or 6 storeys.

The following listed buildings are part of the setting of the site: 8-12 and 14-16 Newton Street, St Margaret's Chambers, Clayton House (59-61 Piccadilly), Gardens Hotel (49 Piccadilly), Kingsley House (Newton Street), 56 Dale Street and the Portland Thistle Hotel (Portland Street). All of these are Grade II Listed.

The site is close to Piccadilly Railway Station, Metro link, Metroshuttle services and a wide range of bus services. It falls within Flood Risk Zone 1 and is at low risk and is within a critical drainage area.

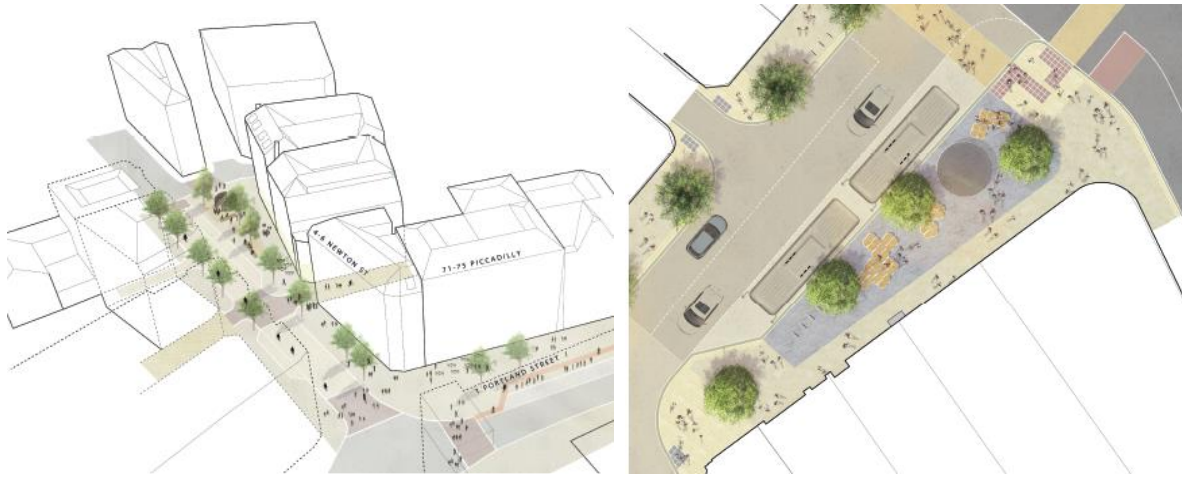
The principle of demolishing 67 Piccadilly was established through approvals in 2001 (061157/FO/CITY2/01) and most recently through consent for an 8-storey building to form 42 residential units and 2 no. commercial units (ref no 080437/CC/2006/C2) which expired in 2007.

Description of the Proposals.

The applications propose the demolition of 67 Piccadilly and the erection of an 11 storey building (38.4m above ground level). It would be linked to 69-75 Piccadilly which would be extended through a linked 9 storey infill facing the Back Piccadilly elevation. The resulting linked blocks would be used as a 151 room Hotel (Use Class C1) with ground floor retail and leisure uses (A3 Café / Restaurant) and A4 (Drinking Establishment) and ancillary facilities and a Gym (D2 use) within the basement. 97 rooms would be in the new build element and 54 in the listed building with 7 room types including fully accessible rooms and interconnected rooms.

The listed building consent application seeks consent for the creation of the 9 storey infill and internal and external alterations to 69-75 Piccadilly relating to the linked reuse and refurbishment of the building.

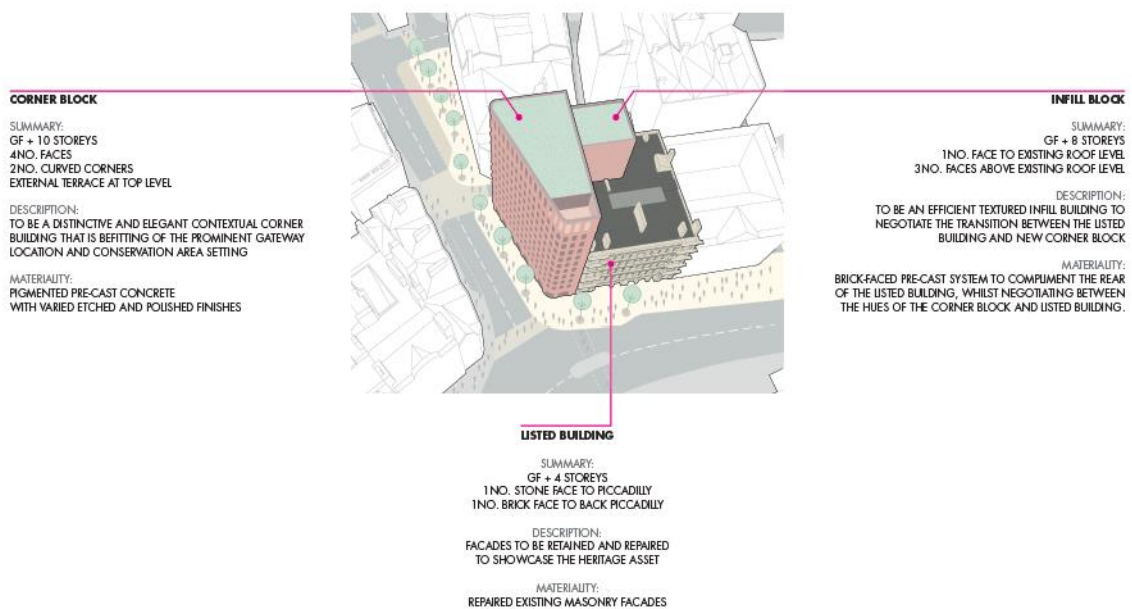




The application includes proposals for a phased upgrade of the public realm on Newton Street between Piccadilly and the Easy Hotel at 35 Newton Street.

The Hotel would operate as a 4* Pestana Hotel. Pestana have hotels in a number of major cities across the world including Lisbon, Berlin, London, Barcelona, New York and Caracas.

The total floorspace would be 6,395 sqm (re-use is 2,923sqm and new build is 4,158sqm). A variety of room types would reflect the unique character of rooms within the Halls Building.



The ground floor would contain the reception and active uses including a lounge, café and bar facility. The pub on the ground floor of the Hall's Building would be stripped back to the shell of any original fabric and details of the final fit out would be agreed through an application for listed building consent. The fitness studio, gym and plant rooms would be in the basement of the Hall's Building and a roof top terrace

space that can support events and function would be created at level 11 of the new build element along with external plant on the roof of level 10 on the rear infill. Plant would also be located in the sub-basement to the Halls Building. With the exception of the guest fitness studio, the basement would primarily be for back-of-house, including a 16 space cycle store. Entrances to the bar would be on Newton Street and Piccadilly to maximise street level activity. Taxi drop-off / pick-up would be located adjacent to the Newton Street entrance. The service entrance would be on Back Piccadilly.

Accessible provision includes level thresholds to entrances, rooms located immediately adjacent to the accessible circulation core, which also accommodates an emergency refuge location; adjoining room with inter-connecting doors to allow for group accommodation with a wheelchair user; compliance with clear opening requirements at all entrances; provision of anti-slip floor finishes, open-plan hotel ground floor lobby and lounge supporting clear way-finding to the primary circulation lobby; circulation lobby located on the spine of the scheme, to support inclusive access to all parts of the building, accommodating fully compliant stair core and lifts. Parking for disabled people would be available in nearby multi-storey car parks. There are 22 bays within 500m of the site (City Park, Tariff Street (14) 500m, NCP Piccadilly Gardens (6) 200m and NCP Piccadilly Plaza (2) 350m). In addition, the applicant has provided a commitment that they would ensure that the parking needs of all disabled guests are met at a reasonable cost, and this is included in the recommended conditions.

The new building at 67 Piccadilly would have a tri-partite sub-division with a clearly expressed top, middle and bottom, reflecting the style of many City Centre buildings. The main 'body' would comprise a grid of vaulted arched window modules to create depth and a distinctive form. The 'top' would be an elongated version of the same vaulted arched module to create a loggia with a mix of metal balustrading and glazed infills. The ground floor would have larger openings to reflect the more public uses and thicker pilasters would establish a solid connection to the ground.

The façade would feature large windows set within the arches with a mix of red /brown pre-cast acid etched pigmented concrete at the middle and top and purple / brown polished pre-cast pigmented concrete at the bottom.

The facade of the infill would be red brick with large orthogonal windows articulated through a simple pressing of the surround to create depth. The 'top' of the infill would provide a continuation of the window module with a hit and miss brickwork screen creating natural ventilation to the plant layout behind.

The conversion of the listed building involves retaining, refurbishing and reinstating features of architectural and historic interest as far as is feasible and practical and where the building condition allows. This would include

- Maximising retention of the overall internal building layout;
- Retaining the primary façades;
- Utilising the 'office' and 'warehouse' spaces to provide bespoke room types;
- Retaining lath and plaster ceilings, where still intact;
- Retaining original cornice to the landings and restoring / redecorating;

- Revealing existing masonry walls, where treatment is not required;
- Retaining and refurbishing existing windows;
- Retain doors, sealed shut where not aligned with proposed layouts;
- Re-use historic doors within hotel rooms to preserve character;
- Retain examples of original workbenches to lightwell;
- Refurbish architraves and skirting, where possible;
- Refurbish balustrade to original wrought iron design;

The principle works to the listed building to facilitate its conversion to a hotel would include the following:

- Retaining the lightwell void and installing a new glazed lantern to enclose the space. Remove all sides of original timber lightwell windows and replace with a new timber window system using the same design;
- Remove the brick and glass block side elevation to all floor levels, and replace with matching timber windows, restoring the lightwell back to its original appearance;
- Remove all original borrowed lights to all rooms surrounding lightwell, to maximise hotel bedroom floors;
- Remove all modern interventions and additions beneath the public house and create a tenant ready shell;
- Remove non-original vestibule walls and doors installed in 1949 refurbishment;
- Create raised floors across each hotel floor level for services and extension into each landing area to both staircases. The new raised floor level will stop short of the original balustrade (which will still be seen from within the stairwell), and result in the addition of a new riser to each landing level;
- Utilise the northern corner room on all floor levels of No. 67 as access to the proposed hotel lifts (located in the new build). This would include inserting new openings in the chimney breast and wall to access the rear of the hotel lifts, and remove the original windows to each floor level and extend the room into the new build element;
- Install new lowered ceiling level, incorporating services etc to each floor level within the current corridor which links No. 67 and No. 69;
- Construct new walls to the corridor face of each of the existing corridors in order to form improved fire/acoustic insulation (former offices). Within the character "Office" bedrooms (south-west half of building) which would result in this stretch of cornice having to be removed and re-formed on the new wall. The original expression of openings/joinery would be expressed on the inside face of each hotel bedroom;

- Both original wrought iron and cast iron decorative staircases to Nos. 69 and 75 would be retained and redecorated. All areas of missing original decorative iron components would be recast and replaced. The partially open voids to the bottom of the balustrade would be filled with simple metal components, whilst the existing handrail would be restored. Due to the low height and unsecure structural stability of the balustrading, a secondary system of support, which would also address the low height of the balustrade, will be fitted to the stairwell face of the staircases.
- All areas of original decorative glazed dado tiles to both staircases and landings would be retained and cleaned, with large areas of overpainting to tiles being cleaned. Missing tiles will be salvaged from elsewhere and/or made like-for-like;
- Install single-pane secondary glazing within the reveals to the Piccadilly elevation;
- Restore original timber panelled walls and ceiling;
- Utilise the northern corner room on all floor levels of No. 67 as access to the proposed hotel lifts (located in the new build). This would include inserting new openings in the chimney breast and wall to access the rear of the hotel lifts and removing the original widows to each floor level and extend the room into the new build element;
- Infilling of north corner to the rear of Hall's Building with a new build extension to each floorplate, located above the projecting first floor wing (which will be retained) to create 2 additional rooms (floors 1 to 9). The new build extension will be brick with decorative detailing. Elevation would retain one out of two original sash windows to the 2nd, 3rd, and 4th floor levels, to be expressed within en-suite bathrooms;
- Construct new en-suites to bedrooms, allowing for the new walls to be carefully scribed around original cornicing. The formed ceiling cavity to the en-suites will be utilised for M&E etc to avoid this being seen in the landing areas Reuse original panelled/glazed doors to new en-suites;
- Divide the original warehouse spaces to the rear into bedrooms using stud partitions.
- Remove all areas of later plaster and paintwork in order to expose the original and intended exposed brickwork.

New services and vertical circulation are proposed within the new building and infill which would be linked via the existing party walls to the listed building. This would minimise interventions to the historic fabric.

The landscaping would be phased over three stages. Phase 1 would comprise works immediately associated with the building including the widening of the existing junction

crossing and introduction of the new loading bay area. 5 street trees are proposed. The wider footpath would create space for spill out from the building.

Other components to be delivered in later phases (2&3) would include the creation of a pocket square further north of Newton Street; and the introduction of a further 9 street trees along Newton Street and Piccadilly (subject to the constraints of below ground services).

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.

Small deliveries and collections could take place at the hotel entrance from the proposed drop-off layby on Newton Street. The large entrance off Back Piccadilly would be used for larger deliveries and collections.

Refuse storage capacity has been based on MCC's GD04 Guidance and British Standards, and it has been calculated that the 151no. room hotel with amenity facilities would operate on a weekly collection of 3 to 5 times per week for the various refuse types: • Non recyclables • Dry mixed recyclables • Glass re-cycling • Organic re-cycling.

The development would be expected to achieve a BREEAM rating of at least 'very good'. A review of the material selection has considered embodied carbon. Materials would be selected which have a low environmental impact throughout their life cycle through an assessment of its life cycle and integrating this in the design decision-making process.

The applicants have noted the following within the documents submitted in support of the application:

- Pestana have an appreciation of the value of the refurbishment of the Grade II Listed Halls Building and commitment to delivering a high quality and viable hotel scheme;
- The redevelopment of the Site would represent an important step towards delivering the full regeneration potential and agglomeration impacts of the Northern Quarter and will make a positive contribution towards the growing demand of the City's hotel sector supporting the city's growth trajectory and leading tourist destination;
- New jobs (circa 159 new permanent jobs in a range of skills, together with temporary jobs during the construction period) would be created delivering significant returns for the local economy alongside training and apprenticeships. There would be opportunities for local people to access employment for example through the use of a Local Labour Agreement;
- A viability appraisal prepared in support of the application confirms the need to deliver a minimum of 151- rooms to ensure deliverability of the proposals. A number of refurbishment options have been appraised and the preferred scheme is both the most viable option and the least intrusive in terms of the historical and architectural significance of the Grade II Listed Halls Building. It is also critical to ensuring the long term reuse of the Halls Building;

- The proposals would deliver clear social and environmental benefits by re-activating an existing heritage asset through its continued use alongside newly created retail and leisure space;
- The vision for Newton Street & Piccadilly frontage is to transform this vehicular dominated space into a high quality streetscape focussed around pedestrians & cyclists. The use of a cohesive material and street furniture palette would unify the street and help reduce vehicle speed. The widened footpaths would allow generous space for spill-out, letting the buildings address the streets. The pocket break-out area encourages dwell space, accommodating a pavilion structure and bespoke seating elements under tree canopies
- The new public realm would draw people into the area to appreciate and understand the value of securing a viable use the retention and maintenance of the heritage asset;
- Enhanced permeability and legibility would be delivered around the Site which is pinch point for both pedestrians and motorist. It will encourage greater pedestrian flows via important north-south and east-west connections through this part of the City Centre;
- The proposals would have a high quality building design, which responds sensitively to the wider heritage context;
- The provision of active frontages would enhance and new pedestrian routes.

This planning application has been supported by the following information:

Application forms and certificates and plans; Design and Access Statement; Public Realm and Landscape Strategy; Planning Statement (including Blue and Green Infrastructure Statement); Statement of Community Consultation; Viability Report; Heritage Statement; Condition Report; Structural Statement; Noise Survey and Acoustic Insulation Report; Wind Desktop Study; Sunlight and Daylight Assessment; Air Quality Assessment; Environmental Standards Statement Energy Statement / BREEAM / Sustainability Strategy; M&E Statement including Ventilation Statement; Phase I Ecological Survey and Bat Survey (and 2020 addendum; Phase 1 Geo-environmental Assessment; Archaeological Desktop Assessment ; Drainage Strategy prepared by Clancy; Transport Statement and Interim Travel Plan; Site Waste Management Strategy; Crime Impact Statement; TV Reception Survey; Demolition and Construction Management Plan; Local Labour Agreement ; and Operational Management Strategy.

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 and as a public interest development (127538); and, as affecting a listed building (127539). Site notices have also been placed adjacent to the application sites. A further 10 day notification of neighbours (127539) took place when it emerged that some of the tables within the Sunlight, Daylight and Overshadowing Report were incorrectly formatted.

No representations have been received.

Manchester Conservation Area and Historic Buildings Panel –stated that the existing building had merit and was a fine corner stop to Piccadilly and despite its current condition made a positive contribution to the conservation area. It still retains a good level of detailing and excellent curved corner on Newton Street. It should be integrated into the proposal. A façade retention would be preferable to its total loss. The proposal dominates the corner which does not need any additional height and didn't need to become a gateway / landmark. The proposal towers above the existing gable end looked particular stark when viewed from the Station. The concrete façade is a poor quality material. The works to the listed building are destructive and particularly the works to the lightwell. The removal of the roof and build up at the rear was detrimental.

Historic England – Did not wish to offer any comments and suggest that the views of the City Council's specialist conservation advisers were sought as relevant.

Victorian Society – The Victorian Society have no objection in principle to the 11 storey hotel, the conversion of the Halls building, the detailed design of the new build or the detailed internal works to the listed building. They note that the new build has well-articulated facades of high-quality details and materials, and will make a positive contribution to an extremely prominent location. The conversion works seem well considered and preserve much of the interesting surviving interiors. Whilst they regret the loss of the original lightwell, they understand the difficulties that retaining and restoring it would present to the fire strategy and insulation and request that the new lightwell is built to match the old as exactly as possible, and recommend that the exact details of the joinery are made subject to condition.

They object to the new block at the rear of the Halls building, which would severely harm the significance of the building. They appreciate that there are good reasons, in terms of circulation and the distribution of services and that a choice has been made to compromise the rear of the listed building to reduce the height of the new build. They consider this to be wrong in terms of minimising harm to the significance of the designated heritage assets.

They think that the contribution made by the rear elevations to the building's significance is under-acknowledged. It is a building of two contrasting aspects: to Piccadilly it presents a polite, symmetrical façade, faced with stone and designed in what the list entry describes as an 'eclectic Venetian Gothic style'; to Back Piccadilly the construction is brick with extensive glazing supported by exposed cast-iron columns, arranged on an L-shaped footprint in order to provide a dual-aspect to at least part of the building, and hence to allow as much light as possible into the interior. This contrast reflects the original functional arrangement with formal office spaces to the front, and open-plan warehousing and light-industrial uses to the rear. Such an arrangement, and the resulting contrast in architectural expression, is a broadly recognised characteristic of Manchester Warehouses, and in general makes an important contribution to the significance of each example. In this particular case the functional demands of the working part of the building have resulted in a striking articulation of the massing to the rear, with what is in effect a large cut-out to the north-west corner. This cut-out adds considerably to the architectural interest of the building; it is perhaps more characterful than the façade to Piccadilly and makes a key contribution to the building's significance, not only because it is a clear

expression of historic uses and constraints, but also because of its high aesthetic value. Accordingly, it also contributes to the character and significance of the Stevenson Square Conservation Area. The consider that the proposed infill block would entirely flatten the Back Piccadilly façade of the building, destroying the existing articulation of masses and obscuring the functional interest of the existing plan. This will result in a high degree of harm to the significance of the listed building, and will also cause some harm to the Stevenson Square Conservation Area through the further erosion of its character.

In their opinion the adverse impact on the significance of the Halls building from the alterations to the massing at the rear is severe, and is not outweighed by the reduction in height of the new corner block that it enables and they therefore strongly object to these proposed alterations, and urge your authority to withhold consent, and to work with the architects to develop a solution that respects the existing profile of the rear of the listed building.

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 in Construction and Servicing Management Plans.

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) - Has no objections but recommends 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.

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. The Report is inconclusive about the presence of Pipistrelle bats and they recommend a condition requiring further investigation **including** visual inspection via cherry picker/aerial methods. The Ecology Report discusses the status of both black redstart and peregrine as species of local and national importance and makes recommendations for the installation of features of value to peregrine and/or black redstart and they recommend that these along with other biodiversity features are required by a condition.

Flood Risk Management Team – Have recommend conditions to ensure surface water drainage works are implemented in accordance with Suds National Standards and to verify the achievement of these objectives including details of blue /green roof system 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 with the aim of achieving greenfield runoff rates, where feasible.

Environment Agency – No comments received.

United Utilities – No comments received

Greater Manchester Archaeological Unit – Accept the conclusions and recommendations of the desk based archaeological study (DBA) that the site is unlikely to retain any below ground archaeological interests or heritage assets of significance. The Prince of Wales Building is of some local historical significance, if only for being an example of the adaptation of a large, architecturally impressive building for a variety of purposes and recommend that prior to the commencement of any soft-strip or demolition 67 Piccadilly be subject to an English Heritage Level 3 building survey and that this work should be undertaken by a suitably qualified and experienced archaeological contractor

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.

Counter Terrorism Unit – No comment received.

ISSUES

Local Development Framework

The principal document within the framework is **The Core Strategy Development Plan Document 2012 -2027** ("the Core Strategy") was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, 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 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 - 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.

S05. 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.

S06. 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, a social 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 which would assist in building a strong economy. 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 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 deliver economic and commercial development in the Regional Centre. It would close to sustainable transport options and utilise the City's transport infrastructure. It would enhance the built environment, creating a well-designed place that would enhance and create character and reduce the need to travel

It would re-develop an underutilised site, part of which is in a poor condition and a blight on the streetscape and restore a vacant listed building. The development would create employment during construction and permanent employment in the hotel and ground floor bar on completion and assist in building a strong economy and

assist economic growth. It would complement the established community in the area and guests use of local facilities and services would support the local economy.

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.

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 re-use a site that has been vacant for many years and 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. 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. Manchester's economy continues to grow 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 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 would use local restaurants and bars.

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 design has been considered by a range of stakeholders including Historic England and Places Matter. It would maximise the use of the site. The new build elements would be a tall building within its context but would be of a high quality which would raise the standard of design in the area. It would be a high density development, maximising the use of the site and promoting regeneration and change. The new build elements would be a

larger than the current built form but is required to deliver a viable development which would minimise the harm on the setting of adjacent heritage assets. It would complement the organic growth which has taken place in the Northern Quarter and Piccadilly over the past 25 years and would not have a detrimental impact on the prevailing character of the Conservation Area or the setting of the adjacent listed buildings. The development would enhance quality introducing complementary activity that would add value. The form of development and its ground floor layout would improve legibility, visual cohesiveness, connectivity and integration. 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.

The Heritage Assessment has identified key views and assesses its impact on these. The supporting documents 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 limited 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 adjacent listed buildings or the Stevenson Square 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 191 states that where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision.

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.

Paragraph 200 states that Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

The proposal would re-use a vacant listed building and re-develop a site whose condition has a negative impact on the setting of nearby heritage assets and introduce a good quality form of development that would make a positive contribution to the townscape and enhance the setting of 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. The recording of 67 Piccadilly would retain a record of this building prior to its demolition.

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 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 concludes that there is a need for further investigation as to the presence of Pipistrelle Bats and for the development to include measures to support Perigine Falcons and Black Redstarts. These measures to improve biodiversity should be a condition. 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 sets out objectives for environmental improvements in City in the context of objectives for growth and development. The contribution of the proposal 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 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 are appropriately managed.

DC22 Footpath Protection - The development would 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.

It is considered that the following design principles and standards are relevant to the consideration of this application:

- Each new development should have regard to its context and character of area. New developments should acknowledge the character of any Conservation Area within which they lie and will only be accepted where they preserve or enhance the special quality of the conservation area;
- Infill developments should respect the existing scale, appearance and grain and make a positive contribution to the quality and character of the area;

- The design, scale, massing and orientation of buildings should achieve a unified urban form which blends in and links to adjacent areas. Increased density can be appropriate when it is necessary to promote a more economic use of land provided that it is informed by the character of the area and the specific circumstances of the proposals;
- Developments within an area of change or regeneration need to promote a sense of place whilst relating well to and enhancing the area and contributing to the creation of a positive identity. There should be a smooth transition between different forms and styles with a developments successful integration being a key factor that determines its acceptability;
- Buildings should respect the common building line created by the front face of adjacent buildings although it is acknowledged that projections and set backs from this line can create visual emphasis, however they should not detract from the visual continuity of the frontage;
- New developments should have an appropriate height having regard to location, character of the area and site specific circumstances;
- Developments should enhance existing vistas and create new ones and views of important landmarks and spaces should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises;
- Visual interest should be create through strong corners treatments which can act as important landmarks and can create visual interest enliven the streetscape and contribute to the identity of an area. They should be designed with attractive entrance, window and elevational detail and on major routes should have active ground floor uses and entrances to reinforce the character of the street scene and sense of place.

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 is located within the north of the HS2 SRF area known as Piccadilly North. The SRF provides guidance for development proposals around Manchester Piccadilly Station and seeks to maximise the "regenerative and growth potential" around a new multi-modal transport interchange. 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 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.

‘Made to Move’ Beelines Strategy (2018) - This sets out to provide 1,000 miles of walking and cycling routes across Greater Manchester, both promoting sustainable transport and connecting communities. The overall objective is toward encouraging sustainable, active modes of transport as the primary choice for residents and visitors in the city. In addition, it sets out to provide 1400 new crossings that again remove physical barriers dividing communities and provide safer walking routes through the city. Much of these changes are to be primarily community led.

The strategy addresses problems with connectivity, air quality, and propensity for cycling in addition to supporting other alternative modes of transport to reducing commuter parking in the area. It also presents the possibility to deliver new temporary street improvements to trail new schemes for local communities, and public realm improvements with walking and cycling routes integrated.

There are two of these new ‘beelines’ with funding planned in the Northern Quarter, nearby the Site. In the January 2020 investment plan for Beelines, two routes were announced that will run nearby to the Site, and other parts of the Northern Quarter:

- Piccadilly to Victoria (proposed for February 2022);
- Northern and Eastern Gateway (proposed for September 2021)

The proposed improvements to the public realm would complement the Bee Line Strategy.

Conservation Area Declarations

Stevenson Square Conservation Area Declaration

The application site lies within Stevenson Square conservation area located on the north-eastern edge of the city centre of Manchester. It was designated in February 1987 and was subsequently extended in December 1987 to include houses on Lever Street and Bradley St. 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. One of the key aims for the area is to improve and restore this characteristic where it has been eroded.

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.

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 in the Northern Quarter and Piccadilly area over the past 20 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 attracts 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. Manchester attracted over 63.8million visitors to Manchester in 2018, with overnight visitors accounting for 7.5% of this, equating to 4.8 million people, and 59 million day trippers. 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 was around 80% (2019) indicating an undersupply in the market.

Manchester's cultural, tourism and leisure sector has grown significantly, a feature of a service-based high growth economy. The growth in the visitor economy has been underpinned by, and been a catalyst for, an increase in the supply of city centre

hotels over the last decade. There will be a need for further hotel accommodation to support the city's growth ambitions.

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 applicant is keen to expand their brand into the UK regions. Manchester' would be their second in the UK. A number of Pestana's hotel schemes have involved the redevelopment of historic buildings. This hotel would develop a largely 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 current condition of the site creates a poor appearance. With the exception of the ground floor pub there is a lack of street level activity and there has been some antisocial behaviour associated with the site and the shelter afforded by the scaffolding. This creates a poor arrival experience for visitors arriving from Piccadilly Station and a poor quality back drop for one of the City's key public spaces. The development would enhance the street scene and the design would respond to its context and the area's heritage. The relative value of 67 Piccadilly as a potential non-designated heritage asset is discussed below. High quality development would deliver significant regeneration benefits by activating key street-frontages and help 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.

Based on average occupancy rate and average spend per night, visitors would spend 5.5m in the local economy on transportation, retail, food and beverage and entertainment.

£27m of construction spend would deliver an estimated 228 construction full time equivalent (FTE) jobs, and a 500 indirect and induced FTEs. This would create around £50m GVA through the direct, indirect and induced impact of the construction phase.

Once operational the hotel would support 151 FTEs, and the ground floor retail and leisure would support 36 FTEs, generating an annual total GVA contribution of £6.1m. The development would contribute business rates worth £3.9m over the first ten years of operation. Estimated spend by guests in the local economy would be £5.5m annually supporting the hospitality and cultural offers in the city. This spend would be the equivalent of supporting an estimated 50 FTEs locally, generating annual GVA of £2.4m.

CABE/ English Heritage Guidance on Tall Buildings

The new build and infill could be considered to be tall in their immediate context. There are other buildings nearby which are taller or of a similar height although none form part of this street block. Given this context the proposal has been assessed against the relevant criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE as far as they are considered relevant to this application.

One of the main issues to consider in assessing this proposal is whether the scale of the development and the loss of a building which is a non-designated heritage asset is appropriate.

Design Issues, relationship to context and the effect on the Historic

Environment. This considers the design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces.

The key issues to consider are to consider are: the justification for the loss of 67 Piccadilly; the appropriateness of a new building and infill extension of the height proposed in this location; the impact on the character of the Stevenson Square Conservation Area and the setting of the adjacent grade II listed buildings and non designated heritage assets; and, consideration of the impacts in the context of the requirements of the Core Strategy, Section 16 of the NPPF and Sections 16,66 and 72 of the Planning and Listed Buildings Act.

The Core Strategy seeks to ensure that new development complements the City's building assets, including designated and non-designated heritage assets. The impact on the local environment, the street scene and how it would add to its locality is also important. It is considered for reasons set out in the following sections that the proposal would enhance and complement the character and distinctiveness of the area and would not adversely affect established valued townscapes or landscapes, or impact on important views. The improvements to this prominent location would contribute positively to place making.

67 Piccadilly has deteriorated over time but this is given minimal weight in line with paragraph 191 of the NPPF and the demolition is justified on the basis of the proposed design and the enhancements and public benefits which the proposal would deliver at the site and in the Conservation Area. The contribution of the scheme to context and character would deliver a viable use of the site which would enhance the special quality of the Stevenson Square Conservation Area.

The design was discussed widely at pre-application with a range of stakeholders, including Historic England and Place Matter to ensure that it is viable and deliverable, of a high quality and appropriate.

The wider development of the site presents an opportunity to enhance the setting of the Stevenson Square Conservation Area, and preserve the setting of adjacent listed buildings and the street and townscape as required by the Planning Act, NPPF and Core Strategy as well as sections 66 and 72 of the 1990 Listed Buildings Act.

Significance of 67 Piccadilly, Viability and the case to Support Demolition and Impact on Significance of 69-65 Piccadilly (Halls Building).

The principle of demolishing 67 Piccadilly has been established by the 2001 and 2006 consents. The site should make a positive contribution to the character of this part of the conservation area but its current condition detracts from the cohesion of the townscape and the character and appearance of the Stevenson Square Conservation Area.

A significance assessment has used recognised criteria to assess the heritage significance of the site. It was been assessed by Historic England's listing inspectors in 1990, 2000 and 2007 and on each occasion, they commented that it is too altered and does not retain sufficient original fabric to be of special interest, and does not meet the criteria for listing. The principle of a taller building here was accepted through the consent to demolish it and build an 8-storey building in 2001/ 2006 consents.

The building did make a positive contribution to the Stevenson Square Conservation Area but its condition/completeness has deteriorated and it has been almost entirely concealed beneath scaffolding and hoardings for 14 years. This deteriorated condition and requirement for external scaffolding to support it means that it now has a negative impact on the Conservation Area. Externally it does retain original sash windows and decorative plaster including stucco plaster detail on the curved corner at the junction of Newton Street and Back Piccadilly its historic interest has been diminished by the extent to which they have been altered.

Substantial internal alterations and reconfigurations during the 1840s, the 1910s and again in the mid-to-late 20th century mean that little of the historic interiors remain. The roof was substantially rebuilt and altered during the 1940s following bomb damage when the original deep eaves, attic windows and chimney stacks were removed. Parts of the building has been unsafe for over 20 years and its continuing deterioration has resulted in it being supported externally and internally at every floor level with scaffolding and it has been deemed unsafe to enter for several years.





Images of current condition internally

Its local architectural and historic interest mean that it could contribute to the Stevenson Square Conservation Area, the evidential, historical, aesthetic and communal heritage values of 67 Piccadilly are considered to be low and the building is of local interest only.

The impact of the loss of the building does still need to be considered despite its condition and paragraph 197 of the NPPF states that in this case a balanced judgement is required which has regard to the scale of the building's loss and its significance. Paragraph 191 states that where there is evidence of deliberate neglect of, or damage, its deteriorated state should not be taken into account in any decision. This needs to be considered as part of that balanced judgement given the lack of investment in the building over the past 20 years.

Consideration has been given as to whether 67 Piccadilly could be retained and refurbished as part of the Hotel and whether it would be feasible, and from a Heritage Impact point of view desirable, to retain the building's façade both at the existing height and with an additional 5 storeys to a similar height of the proposal. Façade retention may be acceptable where a building has an undistinguished interior but valuable interior. The retention of the façade would deliver some heritage benefits but should only be supported where it is imperative and there is strong and convincing justification for the demolition of the rest of the building. It is not considered that the contribution of the facades to the streetscape is such that their retention would outweigh the other public benefits of the proposal outlined below.

A viability report, has been independently assessed on behalf of the Council. This reviewed the purchase price on a per bed basis against comparable hotel development sites and concluded that the proposal is the only financially viable

option to deliver a development of the quality required in this prominent location. These options were analysed independent of the current condition of the building and it was confirmed that the viability of this option was further strengthened by the poor condition and health and safety risks posed by the condition of 67 Piccadilly. The configuration of rooms within a cleared footprint would allow for the majority of rooms to be a uniform shape providing a standard and efficient layout, including accessible units. On balance the benefits of a viable development proposed would outweigh any case to support the retention and refurbishment of the facade.

The construction of the floors has nominal floor boarding and ceilings which could not support loads applied for the new hotel use and fit out without substantial refurbishment. The proposed layout would use the majority of this building as circulation space which have increased dead and imposed loading.

Even if the current condition of 67 Piccadilly is disregarded as required by Paragraph 191 of the NPPF, the demolition of 67 is on balance acceptable and necessary to enable a viable use the adjacent listed building. The proposal would facilitate much needed investment in the listed building and further consideration of how this would realise the optimum viable use is set out below.

The loss of 67 Piccadilly would have both positive and negative benefits on the character and appearance of the Conservation Area and the setting of adjacent listed buildings, but the overall harm is considered to be less than substantial. It would, for reasons set out in the following sections, allow a development that would both enhance and have a beneficial impact on, the character of the Stevenson Square Conservation Area and the setting of adjacent listed buildings.



2001 Approval

Design Issues in relation to context including principle of an 11 storey Building in this Location



The historic uses within the Stevenson Square Conservation Area varies from Victorian commercial area of Oldham Street to the north and the commercial northern side of Piccadilly and Piccadilly Gardens, to the 18th and 19th century warehousing and former residential area to the south. The southern half of the area retains a greater sense of earlier warehouse development, with smaller warehouse buildings sitting amongst larger examples on narrower, fully enclosed historic streets, which provide a dense urban form and enclosed streetscapes. Appreciation and understanding of the main commercial and light industrial uses of the area during the 19th and early-20th century is only fully understood when travelling south-west to Piccadilly, and north-west to Oldham Street. The location of this site on the boundary of the Conservation Area illustrates the change of historic context to the northern side of the boundary, compared to the entirely modern streetscape to the south. On the opposite side of Piccadilly are more modern buildings from the 1990s and 2000s. The listed building makes a positive contribution to the character and appearance but the Conservation Area but the continued deterioration of 67 Piccadilly and its concealment behind scaffolding has a negative impact.

The main objective in the Conservation Area is to preserve and enhance its character, and development and activity which enhances its prosperity in the context of its special architectural and visual qualities is encouraged. One of the

characteristics on the area is its closely woven narrow streets but this changes around Newton Street where the spatial quality opens up. There are taller buildings here that create variety and form a back-drop to these open spaces.

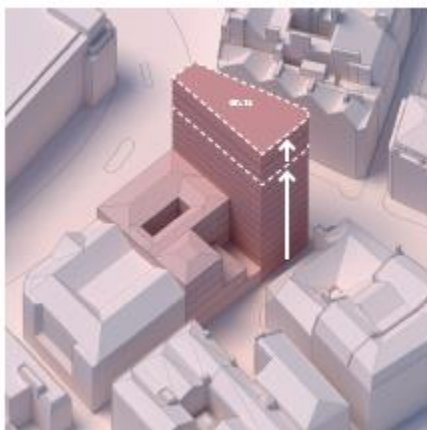
Newton Street and Port Street converge at Dale Street where the area is dominated by wide expanses of roads and traffic islands. A number of recent developments around Great Ancoats Street end of Newton Street are taller than their immediate neighbours. These buildings are representative of the growth of the City Centre and assist wayfinding and stronger connections to Ancoats. The corner of Piccadilly and Newton Street is a prominent corner perform a wayfinding function to the Northern Quarter and Ancoats. The proposal would improve connections within the area and improve the route to and from Piccadilly Station.



Application site with Oxid House, Astley House and the Nuevo Building at the junction of Newton Street and Great Ancoats Street.

The scale of the new build is required to deliver a viable development that would better reflect the sites location at the interface of the Northern Quarter and the Commercial and Retail Cores. The proposal would improve legibility and introduce greater levels of activity.

INITIAL MASSING FOR BRIEF



MASSING EXTENSION OF CORNER PLOT TO ACHIEVE VIABILITY FOR THE SITE

DEVELOPED OPTIMISED MASSING



OPTIMISED MASSING TO ACHIEVE VIABILITY AND RESPOND TO CONTEXT

Height options analysis

A viability appraisal has established the quantum of accommodation required to deliver a viable development and this requires the demolition of 67 Piccadilly. The height and overall massing has been through an iterative process which has taken into account the need to respond to the surrounding context whilst allowing the required quantum of development to come forward. This would enable public benefits to be delivered that would outweigh any harm.

Feasibility studies have assessed the massing required to deliver a viable development whilst retaining 67 Piccadilly and minimised the harm to the character of the Conservation Area and the setting and character of the adjacent listed buildings. The initial massing shown above, extruded the footprint of the corner plot to a viable height. This resulted in a dominating form that would over-shadow the Listed Building and have a significant impact on the historic setting of the site in the Stevenson Square Conservation Area. Whilst viable, it would be a poorer design and would not have a significant positive effect on the Conservation Area and would have a high level of harm to the setting of listed building. Therefore, it would not secure an optimum viable use for the site in line with paragraph 196 of the NPPF. To reduce the height of the corner plot it would be necessary as per the proposals to build in the void to the rear of the Listed Building and maximise the site's footprint. This connects the buildings and assists with the supply of new services for the Listed Building and minimises overall physical intervention.

The design of the new build would be bold but contextual. It would deliver regeneration benefits and it would create a point of orientation in some longer distances views from Piccadilly Gardens, Portland Street and routes from Piccadilly Station.

Paragraph 200 of the NPPF states that Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably. The height, scale, colour, form, massing and materials of new buildings should relate to the existing high-quality buildings and complement their

character. The building would enhance the sense of place and would acknowledge the characteristics of massing, proportions, elevational subdivision, colours and materials of adjacent buildings in a contemporary manner. The new build elements would respond to the adjacent Halls Building picking up the regular size and rhythm of window openings and establishing a definite plinth level to the ground floor.





The new building would have a tri-partite subdivision typical of the larger historic buildings within the Conservation Area. The materials and fenestration would differentiate the ground floor, the middle section and the top. It would retain the sense of enclosure, define the street block and follow the historic back of pavement building line. The arched form of the main facades and curved corners to Piccadilly / Newton Street and Newton Street / Back Piccadilly would give the building a distinctive form which would be of a quality and would reflect this gateway location. It would relate to the overall form to the arched window openings and strong corners that are characteristic of the Conservation Area.

The base would have large glazed openings which would be more in keeping with the character of other similarly aged buildings on Piccadilly than the current raised ground floor. Thick pilasters would establish a solid connection to the ground. The

string-course, which includes space for signage, would create a strongly grounded 'table-top' for the rest of the building.

The middle section would have a strong vertical emphasis with large scale modelling principally expressed through deep arched reveals. This would reflect the size and proportion of the fenestration of adjacent warehouses, including the deep modelling that characterises buildings in the Conservation Area. The rhythm and size of the window openings reflect original window openings in the Halls Building.

The top would be defined by elongated arched openings with a thick capping piece providing a distinctive addition to the skyline.

The infill block would have a similar tripartite form but would be more utilitarian to reflect the warehouse design to the rear of the Listed Building and neighbouring buildings. The top would be defined by a textured brick parapet and a hit and miss brick plant screen. The repetitive form of the façade would create a strong visual relationship with the adjacent Listed Building. Visual interest and quality would be expressed through the use of layered brickwork window reveals.

The proposed materials would reflect those found in the conservation area and complement the wider townscape in terms of colour and textures. Materials in the Stevenson Square Conservation Area are mainly brick or stone. The solidity of the new-build would be in-keeping with that context. The use of an acid etched red pre-cast concrete and red/brown brick would complement the tones of adjacent buildings. The polished purple/brown pre-cast concrete base would respond to the context and would contrast with the upper floors.

Paragraph 127 of the NPPF advocates development which adds to the quality of an area, establishes a sense of place, is visually attractive as a result of good architecture, is sympathetic to local character and optimises the potential of the site. The current experience at street level is poor with little activity on Newton Street and Back Piccadilly and those parts of the site have an impression of decline, which contrasts to high levels of vibrancy on Piccadilly and in the Northern Quarter. There is a need to generate more street level activity. The ground floor reception area and lounge/ lobby would wrap activity around on 3 sides from Piccadilly to Back Piccadilly and visibility into the ground floor unit on Piccadilly would be improved. There is potential for enhanced activity levels to the Back Piccadilly from this unit which would further enhance activity and create a vibrant street-scene.

Despite the demolition of 67 Piccadilly, this development provides an opportunity to enhance the character of the Conservation Area, and preserve the setting of the adjacent listed buildings and enhance street and townscape in line with the Planning Act, NPPF and Core Strategy as well as sections 66 and 72 of the 1990 Listed Buildings Act.

Direct impact on Listed Building

There is a need to evaluate the impact on the fabric, character and setting of the grade-II listed Halls Building in the context of Section 66 of the 1990 Act. The key test is whether the proposal affects the significant fabric or appreciation of the special interest

of the building. Therefore, it is important to determine the degree of change and whether the alterations and additions would result in a negative perception of the building or diminish its values as a designated heritage asset.

The legislation also requires “*great weight*” to be given to the desirability of preserving the character and appearance of the listed building when determining the proposals which requires careful analysis of the physical and visual relationship of the proposal.

Where a negative impact is identified, it is necessary to determine whether the development is proportionate to the significance of the component and mitigated by its balancing planning benefits. This determination must be made having demonstrably applied the statutory presumption in favour of preservation of the character-defining fabric and character of listed buildings established in Section 66.

However, fabric change in itself is not deemed to be harmful, unless it demonstrably erodes some characteristic which contributes to the defined character of the listed building. Therefore, the 1990 Act requires decision-makers to apply proportionate weight to the desirability of preserving the: significant fabric, architectural character, and historic interest of designated heritage assets when determining planning proposals, balanced against identifiable public benefits. The key Planning consideration is thus whether the cumulative impact of the proposal would cause any demonstrable, unmitigated ‘*harm*’ or erode identified values. The primary significance of Nos. 69-75 Piccadilly relates to the fact it is largely as built and retains many original features.

Key features element of high heritage significance within the building are as follows:

- The building is a good example of a combined warehouse, office and shop development, which is very little altered. The building is thought to have been designed by the eminent local architects Clegg & Knowles whom designed a large number of warehouses and offices in the city centre between the 1860s and 1880s;
- Through the largely complete survival of its original planform, and fixtures and fittings such as staircases, tiling, doors/architrave, cornice and skirting, and the remaining clear hierarchy of original spaces resulting in the clear understanding of the original use and functions of the building;
- Office accommodation was located to the principal front (Piccadilly) side of the building, which employed a higher quality of internal decoration, including plaster cornice, plain plastered ceilings, plastered walls, skirting and doorframes, two remaining near to as built;
- Fitted benches/counters/drawers, and primary access via the high quality and ornately decorative main staircases are retained;
- The rear rooms of the building (back Piccadilly), much simpler in decoration, and were used as warehousing and light manufacturing. These areas consisted of painted brick walls (some have been later plastered), no, or little cornice, exposed downstand beams to ceilings, no skirting and primary access via the utilitarian service staircase and industrial hoist onto Back Piccadilly;

- The original central lightwell and its surviving original timber casement windows, which was designed specifically to allow natural light into the centre of each floorplate through a system of integral casement windows, fitted workbenches and borrowed lights, which define the surrounding rooms as workrooms/showrooms;
- The high-quality external elevations, primarily on the principal front façade to Piccadilly – which was designed in buff stone ashlar with ornately decorated corbels, pediments, polished marble and stone columns and sill courses/overhanging eaves;
- The two principal staircase halls to No. 69 and No. 75, which originally gave access to the upper office floor suites. The staircase halls are of particularly high quality and level of completeness, including original decorative wall tiles, wrought iron stair balustrades depicting foliage, the original fourth floor cast iron spiral staircase, and plaster corning.

Other areas of high interest include the survival of most of the original panelled doors with their original glass room numbers and some surviving ironmongery/letterboxes, and the three surviving original cast iron fireplaces (now removed and stored on site

Isolated areas of the lightwell windows (such as replacement casements, frame) which have since been altered are of considered to be of low significance/no significance.

A conservation-led approach has been adopted based on the preparation of a Heritage Assessment. A series of design parameters emerged, and the weight given to the heritage value of the original and altered fabric has informed the proposals with a detailed understanding of heritage significance balanced against the building constraints and a need to modernise the buildings services. The aim has been to ensure that the maximum amount of fabric remains intact to allow the former use and design of the building's layout to be understood.

The adaptation of the Listed Building to a highly-serviced 4*plus hotel requires enhancements that are essential for the successful re-use. However, the proposals have sought to minimise and carefully control these enhancements, where possible through repair and preparation of the existing fabric to allow for retention.

The aim is to consolidate the existing structure and bring the building to a state of good repair for adaption to its new use. Where removal does occur, it has prioritised; removing non-original fabric, retaining examples of the original fabric or emulating the original design due to the technical performance required in a modern building. Some removals such as original doors and inspection benches would result in instances of minor adverse impact but the approach where original elements are removed is one of retaining or reusing at least some examples in situ or elsewhere within the building.

The overall physical impact of the proposals would be beneficial although there are some instances of minor adverse impact. Most of these such as the insertion of bulkheads, secondary glazing, new walls to form corridors, improvements for fire insulation, raised floors and new linkages with the new building at 67 Piccadilly are necessary to facilitate the delivery of the hotel accommodation to the required

standards. The area where the impact is highest is the replacement of the internal lightwell on a like for like basis. The form, material and construction of the original windows has been assessed to determine how it can be adapted while achieving the safety standards necessary for internal lightwells of modern buildings. The existing fabric is not capable of being enhanced to the necessary standards for reasons of fire safety, structural integrity and acoustic separation. These factors are essential to viability and critical to the successful re-use of the Listed Building. The appraisal of the existing fabric has confirmed that the retention of the lightwell glazing is not viable with any re-use, where a fire risk assessment identifies a risk to life safety when in use. This would equally apply to the building's operation as offices.

The insertion of the infill to the rear would erode the understanding of the plan form but the reuse of the current rear façade within the rooms, and the set back and distinctive architectural form of the infill, would retain some element of this understanding and allow it to be reinstated in the future. The new construction would allow the building to be more sympathetically serviced and generate additional floor area, which is critical for commercial viability.

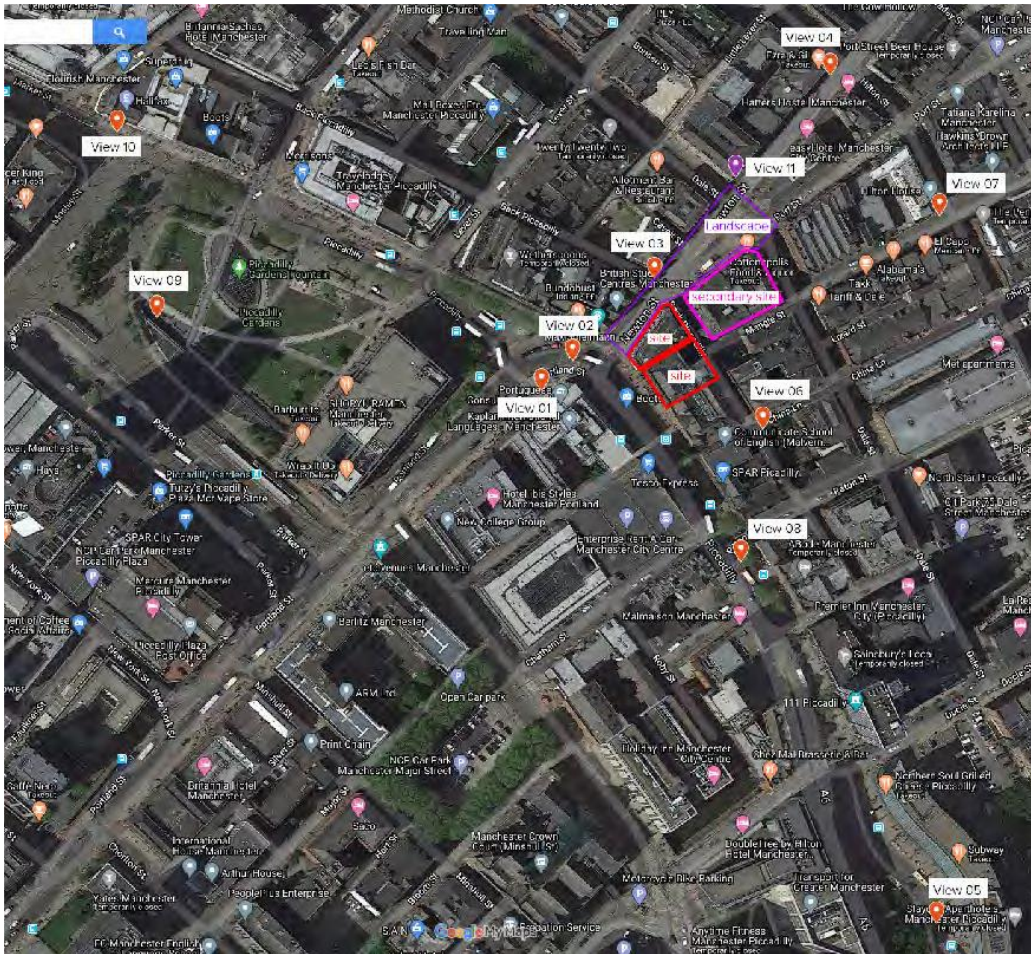
A number of beneficial impacts would be derived from the removal of elements that detract from the buildings architectural value, such as the non-original ground floor fit out.

The impacts that allow the re-use of the building, would cause some harm. This harm would be less than substantial and is necessary in order to realise the public benefits derived from the proposals to deliver a viable use of the building which minimises harmful heritage impacts required to provide the necessary levels of safety and thermal comfort whilst ensuring the reuse of the Grade II Listed building. It is considered that in the context of the buildings constraints the proposal positively responds to the character of the building and its historic fabric.

The adverse heritage impacts are more than outweighed by the extensive beneficial impacts which would restore the character and architectural expression of the building. The alterations and adaptations proposed are sensitive to the architectural, historic and aesthetic values of the building, which would be thus be conserved by facilitating its continued use as a high quality hotel.

Overall Impact on Designated and Non Designated Heritage Assets and Visual Impact Assessment

Conserving or enhancing heritage assets does not necessarily prevent change and change may be positive. The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments and Archaeology and open spaces has been considered. A Visual Impact Assessment (VIA) has assessed the likely townscape impacts based on comparison from relevant viewpoints, focused on the visual impact on the townscape, the settings of listed buildings, and the character and appearance of the Stevenson Square Conservation Area. Eleven views were identified at different distances with 3 having a medium sensitivity and 2 low to medium sensitivity. The proposal was modelled for all views to create an accurate representation of the façade treatment, scale and massing.



View 1

Most buildings are of a similar height, although their appearance, materials and uses differ. The proposal would introduce a new built form of medium height but its considered design, materials, colour palate and detailing would create a building of high quality at a busy junction in the Conservation Area. The building responds to its surrounding context. The rhythm and size of windows compliments the original windows in 67-69 Piccadilly and the widened pavements and mature tree planting to Newton Street helps to soften this busy and tight junction. The proposal would not diminish the understanding or appreciation of the heritage values of the surrounding listed buildings or the character and appearance of the Stevenson Square Conservation Area, and the impact is considered to be negligible beneficial.



View 2

The new building would respond to the adjacent listed 69-75 Piccadilly picking up the regular size and rhythm of window openings, and establishing a definite plinth level to the ground floor. The design and materials would allow for the ground floor level of the listed building to be understood as part of the hotel and is itself improved with a sense of vitality, visibility and active frontages onto Piccadilly. The design, materials, colour palate and detailing forms a building of high quality design at this busy junction in the Conservation Area. The proposal would not diminish the understanding or appreciation of the heritage values of the surrounding listed buildings or the character and appearance of the Stevenson Square Conservation Area, and can, in fact be seen to strengthen and reactivate this corner. Consequently, the overall residual impact is considered to be minor beneficial.



View 3

The proposal would replace a negative component of the Stevenson Square Conservation Area with a building of high quality design and materiality. The rounded corners respond to similar corner treatments in surrounding streets. The north elevation can be seen to extend into Back Piccadilly. The junction between the new hotel building and the extension element of the Grade II listed 69-75 Piccadilly would be defined with a step back from the building line of the listed elevation, allowing for the two buildings to be read both separately and together whilst the listed elevation of Nos. 69-75 can still be read. The new building would establish a definite plinth to the ground floor which improves the sense of vitality, visibility and active frontages. The realignment of the pavements to Newton Street and the mature trees enhances this further. The proposal would not diminish the understanding or appreciation of the

heritage values of the surrounding listed buildings or the character and appearance of the Stevenson Square Conservation Area, and improve, strengthen and reactivate this corner and the overall impact would be moderate beneficial.



View 4

The new building would form a new landmark in the distance, helping to reinforce this busy junction. This is enhanced by mature tree planting and footway widening. The additional height would alter, but not diminish, the intrinsic values of the heritage assets, or the experience and appreciation of the Stevenson Square Conservation Area to a great degree and the residual impact is negligible adverse.



View 5

The proposal would be glimpsed imperceptibly in the far distance view, and would have no impact on the setting of any listed buildings or the Stevenson Square Conservation Area and the impact would be neutral.



View 6

The proposal would be largely concealed by 67-69 Piccadilly and would only be glimpsed obliquely in the middle distance of this view and would have no impact on the setting of any listed buildings or the Stevenson Square Conservation Area such that overall residual impact is considered to be neutral.



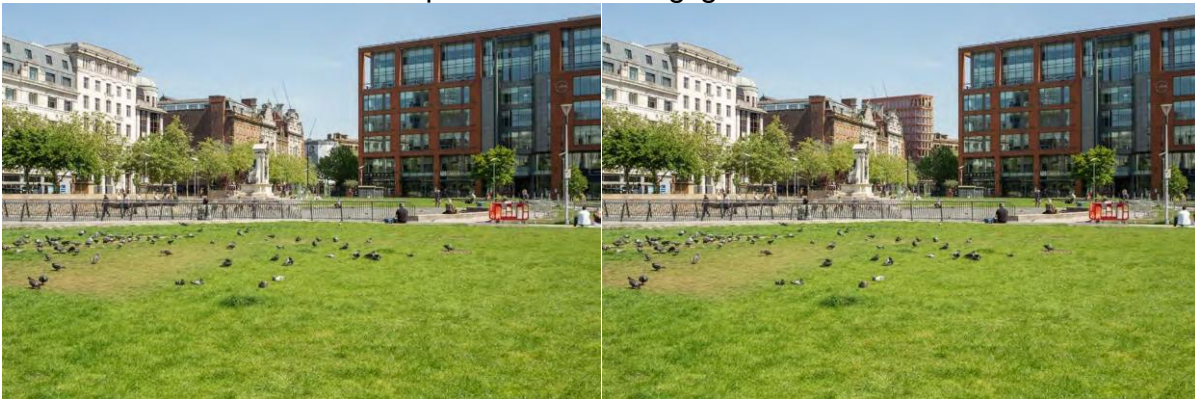
View 7

The height of the proposed extension would be taller than the established 19th century former warehouses. The use of red brick with brick detailing would help to echo and continue the established architecture of this area. The overall residual impact is considered to be neutral.



View 8

The building would be taller than its immediate neighbours. Due to the internal planform and arrangement of lift cores, the eastern elevation has areas of blank wall and windows which activate the corner. The additional height partially alters the existing, varied and dynamic roofscape of the adjacent buildings, primarily the decorative corner tower of the Grade II listed 77-83 Piccadilly. However, overall the proposal would not diminish the character and appearance of the Stevenson Square Conservation Area and the impact would be negligible adverse.



View 9

The new building extends above the surrounding listed buildings on the northern side of Piccadilly. The new built form would not greatly diminish the understanding or appreciation of the heritage values of the surrounding listed buildings from this position, which due to the robust nature of their designs and varied decorative roofscape, remain largely unaltered and the impact would be negligible adverse.



View 10

The proposal would only be glimpsed in the far distance and would have no impact on the setting of any listed buildings or the Stevenson Square Conservation Area. The overall residual impact is considered to be neutral.

**View 11**

The hotel would be higher than the surrounding buildings in the foreground, but the detailing of the elevations, which includes sculptural splayed openings and spandrel details, would help to mitigate the increased height by introducing a contextually designed element that takes its design cues from the surrounding 19th century warehouses. The red colour palette relates well to red brick and the rhythm of deep, round-headed windows responds to the large repetitive window openings of the adjacent Grade II listed former warehouse. The robust architectural design and scale of the surrounding listed buildings allows for their understanding and appreciation to not be greatly diminished from this viewing place. Consequently, the overall residual impact is considered to be negligible adverse.

Development at the site could enhance the character and appearance of the conservation area and improve pedestrian environment and permeability. The proposal would be a high-quality, distinctive building that would improve an entrance to the Northern Quarter and enhance the setting of the adjacent heritage assets.

The verified views indicate that the development would be contextually responsive and whilst there would be 4 instances of adverse harm, this harm is considered to be negligible. The intrinsic value of the heritage assets, or the experience and appreciation of the buildings or the designated area are not diminished to any appreciable degree. In the remaining views the impact is either beneficial or neutral. The level of harm can therefore be considered as less than significant and the proposal would not prevent the appreciation or significance of the townscape value of adjacent buildings or, the ability to appreciate the heritage values of the adjacent listed buildings.

Notwithstanding the loss of 67 Piccadilly, the proposal would enable a greater understanding of and enhance the heritage values and significance of the remaining affected assets and better reveal their significance in line with NPPF paragraphs 192-197 and 200-201. In accordance with and Section 66 and 72 of the Listed Building Act 1990 the development would have special regard to the desirability of preserving the setting of adjacent listed buildings and the character of the Conservation Area.

There would be considerable enhancement of the urban form and pedestrian environment. The impact of the proposal, including that on heritage assets, would not outweigh the regeneration benefits resulting from development.

The loss of 67 Piccadilly would due the sites current condition would result on balance, in a positive impact on the character and appearance of the Conservation Area. It would allow the site to be redeveloped comprehensively and the benefits of the wider development would have an overall beneficial impact to the character of the Conservation Area and the setting, character and appreciation of the architectural and historic value of the Halls Building. The overall development would not diminish the setting of other adjacent listed buildings. The harm resulting in the demolition of 67 Piccadilly, would also be mitigated and outweighed by the public benefits of the wider regeneration of the site.

Consideration of the merits of the proposals within the National and Local Policy Context relating to Heritage Assets

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 paragraph's 192, 193, 194, 196, 197, 200 and 201.

The NPPF (paragraph 193) stresses that great weight should be given to the conservation of heritage assets, irrespective of the level of harm. 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 justified.

The impact of the proposal, including the demolition of a non-listed building on the setting of the adjacent Listed Buildings and the character of the Stevenson Square Conservation Area would be less than substantial. Paragraph 196 of the NPPF states that where a proposal would lead to less than substantial harm, it should be weighed against the public benefits including securing its optimum viable use. The construction of a new build element on the site of the unlisted 67 Piccadilly enables and facilitates the effective and sensitive reuse and refurbishment of the adjacent Grade II listed 69-75 Piccadilly. The new building would be of a high quality, on a Gateway site which has used its historic context in its design.

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.

The public benefits arising from the development, would include:-

Heritage Benefits

- Delivering of the optimum viable use of the site would allow for a sensitive restoration of the Listed Halls Building in line with paragraph 196 of the NPPF. The demolition of 67 Piccadilly would cause some harm but be outweighed by the substantial benefits of the scheme which would include improvements in townscape terms and to the setting of the adjacent Listed Building and the character of the Conservation Area.
- Beneficial impacts to the listed building result from the alterations undertaken to enable the active reuse and refurbishment of the long derelict Grade II listed building, which would include the full restoration of the two high significance original decorative wrought iron staircases and high significance glazed tiling to every floor level, the removal of a number of detrimental and low significance alterations carried out in the 1940s, and the restoration and repositioning of key features of high significance such as original workbenches and fire surrounds;
- Ensure the appropriate adaption of significant interior spaces to respond to the contemporary requirements of the operation and functionality of the building;
- Enhance physical and visual accessibility internally and externally and maintain historic circulation patterns; and
- Celebrate the distinctive plan-form and orientation, in line with the intended design.

As is demonstrated by the impact assessment, although the demolition of the unlisted 67 Piccadilly would result in less than substantial harm to the character and appearance of the Conservation Area, the proposal would result in a demonstrably beneficial impact overall.

Wider public benefits

Whilst outlined in detail elsewhere in this report of the proposals these would include:

- Putting a site, which currently has an overall negative effect on the townscape value, back into viable, active use;
- Regenerating a major City Centre gateway site containing underutilised and largely vacant buildings;
- Establishing a strong sense of place, enhancing the quality and visual permeability of the streetscape and the architectural fabric of the City Centre;
- Optimising the potential of the Site to meet demand for additional hotel rooms within Manchester City Centre to support the city's growth trajectory as a leading tourist destination by providing the quality and specification of accommodation required by a 4* luxury boutique hotel;
- Creating new jobs and delivering significant returns for the local economy alongside training and apprenticeships;
- Providing a new public space and facilities for residents, workers and visitors to the area creating a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life and which

has been demonstrated to boost commercial trading and lead to significant improvements in users physical and mental health;

- Positively responding to the local character and historical development of the City Centre, delivering an innovative and contemporary design which reflects and compliments the neighbouring heritage assets and local context;
- Contributing to sustained economic growth;
- 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.
- Retention and continued use of existing use of the public house together with an improve leisure offering.

The benefits of the proposal would outweigh the level of harm caused, are consistent with paragraph 196 and 197 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement.

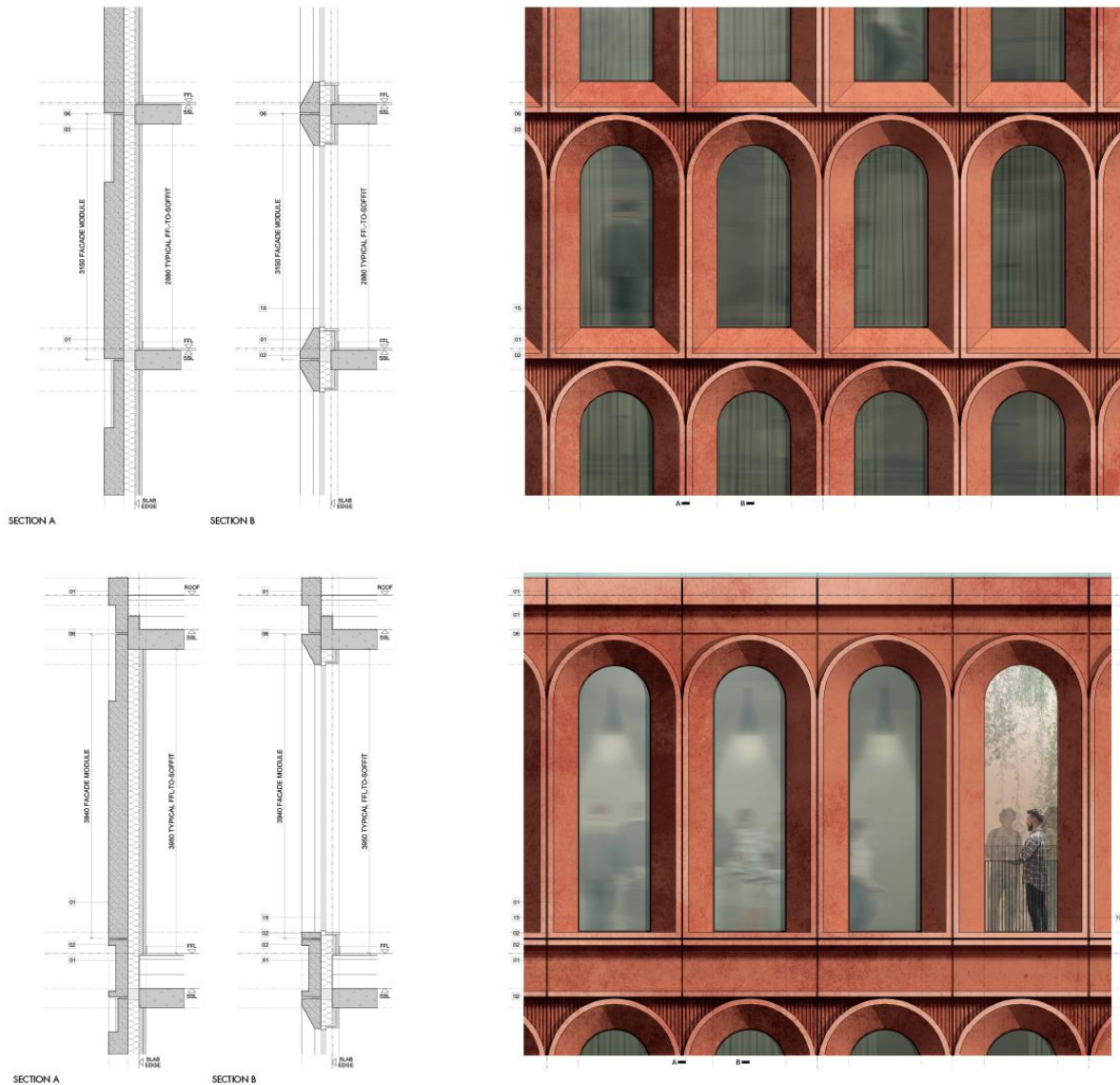
The character and fabric of the Halls Building, setting of adjacent listed buildings and character of the Stevenson Square Conservation Area would not be fundamentally compromised and the impacts would be outweighed by the public benefits.

Architectural Quality

The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures.

The design of the new building and infill would be a contemporary interpretation of the tripartite subdivision which characterises City Centre buildings. The Piccadilly / Newton Street façade refers to the formal frontages of the adjacent Victorian and Edwardian buildings which are regimented, highly decorative and richly dressed in terracotta, stone and masonry and which displayed the wealth and success of the textile companies on which they were founded.

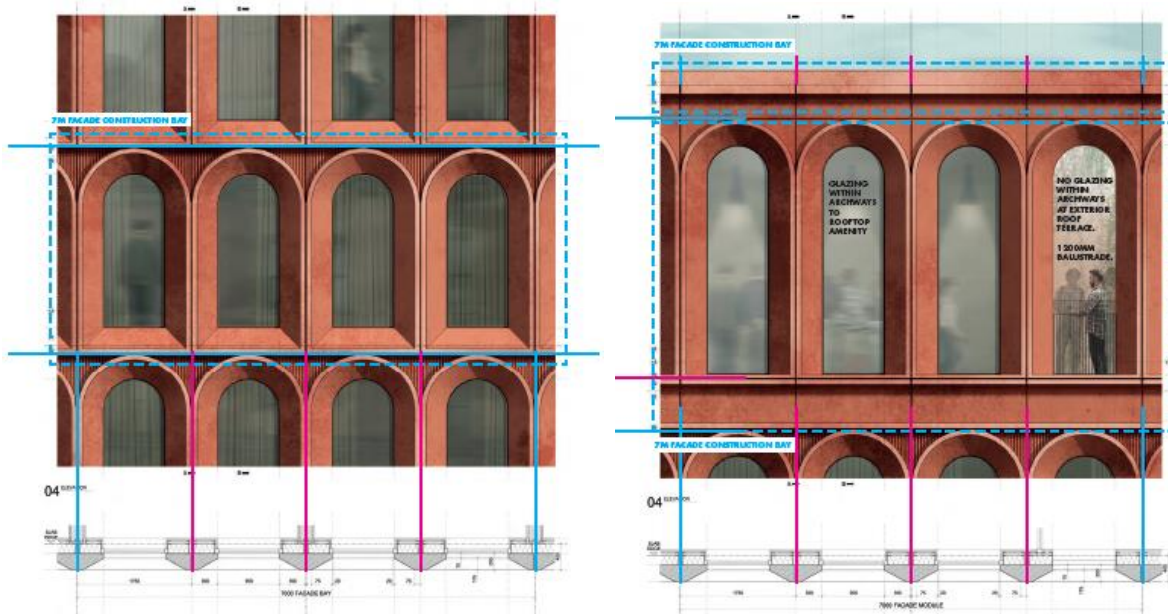
The facades to the new build on Piccadilly/ Newton Street would have a strong vertical emphasis, with deep set arches and large recessed orthogonal windows to Back Piccadilly to provide relief, depth and texture. The repetitive main 'body' with smaller window modules that are set-back and have greater detail than the ground floor level references a contextual architectural aesthetic. The vaulted arched design on Piccadilly and Newton Street would be distinctive and reference the language of the Listed Building. The façade to Back Piccadilly represents a contrasting less decorative response that would again align with the façade treatment found on the secondary facades of the Victorian and Edwardian buildings which characterise the conservation area. The manner in which how those facades turn corners, making the transition between the decorative and the utilitarian is also expressed through the architectural form.



The decorative profile over the windows (shown above) would create depth and shadow amplifying the arch.

The pre-cast façade would be formed from intersecting modules designed to disguise the construction joints. There would be a mock joint at every window bay which also emphasises the arched module, which when repeated across the whole façade.

The construction joints would have a PPC mastic aggregate finish to match the facade. These would be 20mm wide but set-back and appear as a shadow gap between the vaulted archways. The joints have been incorporated into the design on all facades. The depth of the facade from front face of masonry to front of glazing is proposed as 250mm.



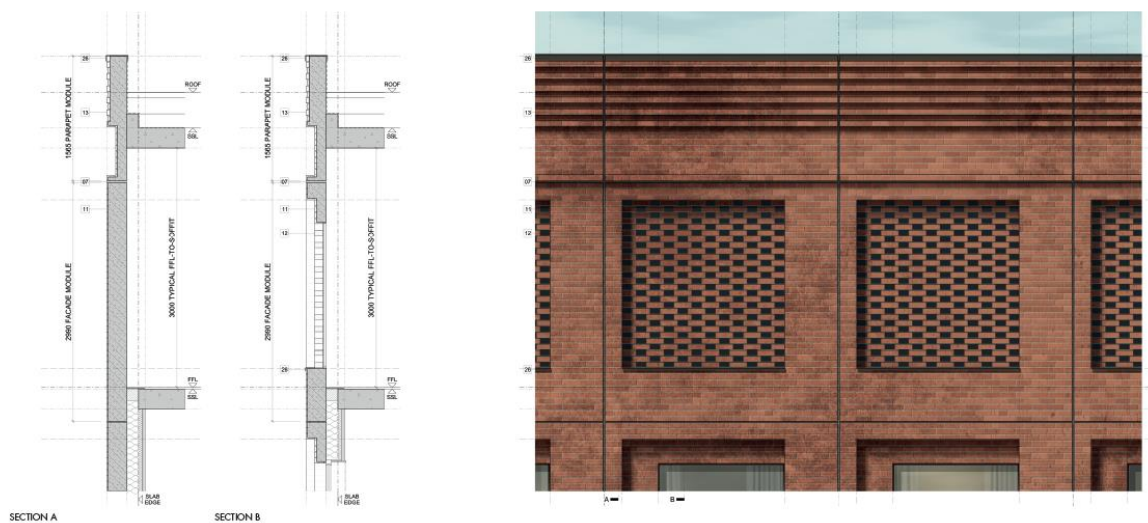
The 'top' of the building would form a variation of the main body and appear separate to the hotel rooms below. The substitution of the profile over the window with a thick capping piece identifies the termination of the building. The finishes mirror that of the main body to provide continuity. Where the activity behind becomes an external terrace, the facade forms an open loggia with the window replaced by a metal balustrade.



There are larger openings at the ground floor to reflect the more public ground floor. The pilasters would be thicker to establish a solid connection to the ground. The string-course, creates a table-top for the rest of the building to rest on. The arch to the window opening would be a highly polished surface that reveals larger pieces of aggregate in the material. The use of a darker colour would also provide a strong contrast to the main facade.

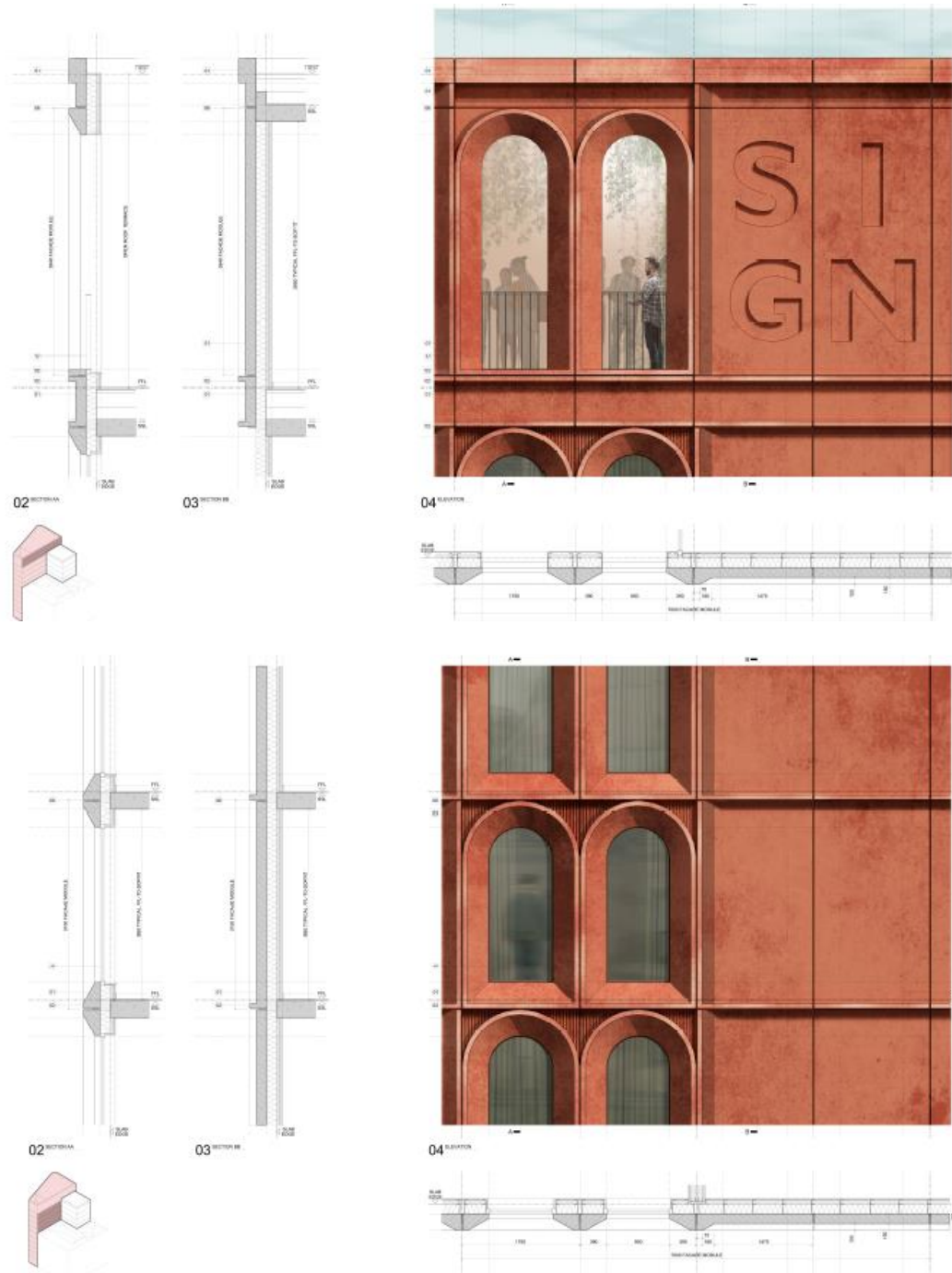


On the rear infill the design of the main body of the facade would reference the warehouse design to the rear of the Listed Building, and other neighbouring buildings. The window would be articulated through a simple pressing of the surround to create depth.



The 'top' would provide a continuation of the window module below, with a hit and miss brickwork screen to provide natural ventilation to the plant area. The top would have articulated brick coursing, similar to the parapet of the Listed Building. The finish would mirror that of the body to provide continuity. The hit and miss screen would create a decorative screen from street view, which is replicated across the front of the block with a gable to the party wall face.

The majority of the elevation facing Piccadilly Station would be solid but would have a level of articulation expressed through the panellised design and some arched window wrap round from the main façade to create interest and animation.



The design has minimised the amount of joints in the façade to maximise the buildings expression as a ‘carved’ block. The overall approach of the pre-cast panels, the textured expression and the depth of the window reveals of between 150 and 225 mm would ensure a strong relationship to the nearby Victorian and Edwardian Building’s. The hotel bedrooms and amenity would be ventilated by the use of mechanical supply and extract air handling units with heat recovery. The new air handling units would be located on the roof to provide the freshest air possible. This strategy enables the use of fully glazed windows without louvres.

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

The application includes a public realm Masterplan to improve the pavement and carriageway between Piccadilly and Dale Street. The first phase of this would comprise street tree planting and improvements to Piccadilly and Newton Street.

Piccadilly and Newton Street are important pedestrian routes and the junction is a gateway to the Northern Quarter. The carriageways are wide but the reduction of traffic on Newton Street into Portland Street provides an opportunity to rebalance the space and create a better quality street level environment which would better accommodate the high levels of pedestrian footfall. The proposals would promote an environment where pedestrian come first with walking becoming the main way of getting about the city, where it is safer and easy to cross streets.

The footways on Newton Street and Piccadilly would be widened as part of this proposal which would create greater space for spill out. The crossings at the junction of Newton Street and Piccadilly would be widened.



There would be a cohesive palette of materials, planting and street furniture to create a public realm which is distinctive, legible with a distinctive identity. The street trees would reinforce character and the importance of routes. As part of the wider Masterplan a layby for buses which as often currently idling within the carriageway would also be provided on Newton Street and the approval of this in principle has been accepted by the Head of Highways.



The public realm would encourage greater pedestrian flows and improve the pedestrian experience considerably enhancing the sense of place. 14 street trees would be planted in the master plan with cycle stands, street furniture and a pavilion structure.

Credibility of the Design

A range of specialist consultants have contributed to the scheme and the historic context has underpinned 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 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.

Relationship to Public Transport Infrastructure (Parking, Servicing and Access, Green Travel Plan / Cycling Provision/ Parking (including Disabled Parking provision)

This highly accessible location would encourage the use of all sustainable forms of transport. The proximity to shops, restaurants, bars and visitor attractions mean that many guests would access these facilities by walking.

The hotel would be marketed as a car-free but parking space is available within nearby car parks. 16 cycle spaces would be provided for guests and staff within the building. Parking for disabled people would be available in nearby multi-storey car parks. There are 22 bays within 500m of the site (City Park, Tariff Street (14) 500m, NCP Piccadilly Gardens (6) 200m and NCP Piccadilly Plaza (2) 350m). The applicant has provided a commitment that they would ensure that the parking needs of all disabled guests are met at a reasonable cost, and this is included in the recommended conditions

City Car Club is available for the use of guests who may need access to a car and the nearest Car Club parking bay is located on Chatham Street.

A condition would require a Travel Plan to be agreed prior to occupation with implementation to be monitored and revised within 6 months of occupation.

The hotel would require deliveries each day. Servicing areas and entrances would be on Back Piccadilly and Newton Street and connect with the back of house facilities on the ground floor and basement including the kitchen and bin store.

A traffic assessment aims to minimise disruption to the highway and adjacent businesses and Highways are satisfied that the proposal is unlikely to generate any significant impact in terms of highway safety. They have recommended a Servicing Management Strategy condition to manage all refuse and delivery requirements. A scheme of highway works to include TRO amendments, redistribution of parking bays, footway improvements and the relocation of the bus stop have also been agreed in principle and are required should approval be granted.

Given the above, the proposal would not produce a significant increase in traffic flow/loading requirements on the streets surrounding the development

Sustainability including Sustainable Construction Practices and Circular Economy

A Whole Life Carbon Analysis has been undertaken to reduce carbon emissions and a more detailed Analysis will be carried as part of detailed design development. The proposals aim to go beyond the requirements of the current Core Strategy to contribute towards the City's 2038 Net Zero Carbon target.

The Applicant employs a sustainability programme across their global hotel brands named 'Planet Guest'. This programme sets-out a sustainable vision for the hotel's operation from energy and resources to education and community, as they strive to be more environmentally friendly. It targets six key areas to cultivate their business development in line with respect for people and the planet. These are: • Supporting and interacting with the community; • Corporate social responsibility; • Respect for the environment; • Education and culture; • Support for entrepreneurship; • Restoration and preservation of heritage. The proposals for this site seeks to engage with all of these areas, with attention naturally drawn to the re-use of the Listed Building.

They also enlist several material initiatives across their operations to reduce their impact on the environment, including: • Linen and towel re-use; • Water consumption • Energy monitoring and efficiency; • limiting use of plastic; • Second-life consumables; • Environmental clean-ups; • Protection of wildlife and habitats • Creating activity groups, such as the 'Green Brigade', This holistic approach to operation is a positive move towards sustainable hotel use, with the additional benefit of being able to extend this awareness to guests, suppliers and the public.

There is an economic, social and environmental imperative to improve the energy efficiency of domestic and commercial buildings. 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 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 development will be designed and specified in accordance with the principles of the energy hierarchy in line with the adopted Core Strategy Policy EN 4. 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 sites highly sustainable location should reduce its impact on the environment.

The ESS and ES indicates that the new build element would achieve a 15.19% reduction over the Part L 2013 baseline improving upon the core Strategy through enhanced fabric plus efficient servicing and renewable energy generation.

The development would target a BREEAM Very Good rating for both the new build and refurbishment of the Halls Building. The BREEAM Pre-Assessments shows that the building is expected to perform as follows:

The new build energy strategy incorporates an enhanced 'fabric led' material specification, an element of renewable energy generation plus high-quality design and construction standards to improve the energy efficiency of the building. Variable refrigerant flow heat pumps will ensure an energy efficient heating system.

The energy strategy for the listed building would include a significant improvement over the original baseline specification allied with efficient mechanical and electric servicing including variable refrigerant flow heat pumps. This uplift in specification has been demonstrated by 73.98% reduction in building emission rate compared to the baseline specification.

In terms of the initial Whole Life Cycle Carbon Analysis analysis an estimated 32% of the carbon footprint has been saved through avoiding an entirely new building.

The building would be thermally tight, with low energy systems such as LED lighting and high efficiency heat recovery, enabling the building to achieve the "Innovative" standard. This represents a 60% improvement on typical hotels, but will be verified during detailed modelling at the next design stage.

Air Source Heat Pumps would meet the heating and cooling loads ensuring a highly energy efficient heating system delivering heating and cooling, dependent upon ambient temperatures. This technology has a low 'carbon footprint' due to the inherent efficiency of the process. It is a well-established technology with an anticipated long lifespan which can be operational for up to 20 years.

The design incorporates features that reduce energy demand and carbon emissions:

- The lighting in common areas would include active sensors;
- Guestroom heating, cooling and lighting demands would be met with a card based, door locking system;
- The fit-out specification of guest bathrooms would seek to minimise water demand.
- Water efficiency measures (such as dual flush toilets, flow restrictors and reduced volume baths) would limit potable water demand. This would reduce water heating energy loads and also cut the process energy required to supply clean drinking water.

A review materials has considered embodied carbon aimed at reducing the environmental and social impact of the material used through BREEAM, including using the Green Guide to Specification to compare the life cycle impact of different façade options and undertaking material efficiency appraisal to explore opportunities to design out waste through the life of building. Materials would be selected which have a low environmental impact throughout their life cycle through conducting a life cycle assessment and integrating its outcomes in the design decision-making process. An IMPACT compliant Life Cycle Analysis (LCA) tool would be utilised and an assessment carried out to measure the environmental impact of the building. The design team will use this tool to measure

Reductions in the lifecycle impact of materials used in construction would be achieved through the following:

- Selection of materials which have a low environmental impact throughout their life cycle for the main building elements;
- Responsible Sourcing of Materials – All timber used on the project would be responsibly sourced in accordance with the UK Government's Timber Procurement Policy (FSC sourced timber, for example); Materials will be selected which have a low environmental impact throughout their life cycle; Suppliers and manufacturers who operate Environmental Management Systems would be prioritised; Consideration will be given to local sourcing of construction materials where feasible; The use of thermal insulation which has a low embodied environmental impact relative to its thermal properties would be specified throughout the development to reduce the construction phase impact of this scheme upon climate change.
- Material Efficiency – At the Preparation, Brief and Concept Design RIBA stages; targets would be set, opportunities identified, and methods put in place to optimise the use of materials. This is to avoid unnecessary materials use arising from over specification without compromising structural stability, durability or the service life of the building

A Construction Resource Management Plan would be produced to limit on and off-site environmental impacts of construction. The waste management strategy would also include the following: Pre-demolition/Pre-refurbishment audit of all existing buildings, structures or hard surfaces to promote resource efficiency via the effective management and reduction of construction waste; Procedures to reduce construction waste related to on-site construction and off-site manufacture/ fabrication; Diverting non-hazardous construction (on-site and dedicated off-site manufacture/ fabrication), demolition and excavation waste from landfill.

A building specific adaptation strategy would be undertaken to encourage consideration of Design for Disassembly and Adaptability and implementation of measures to accommodate future changes to the use of the building and its systems over its lifespan. This strategy would ensure that there is unnecessary materials use, cost and disruption arising from the need adaptation owing to changing functional demands and maximise the reclamation and reuse of materials at final demolition as part of a circular economy.

Effects on the Local Environment/ Amenity

Tall Buildings should not cause unacceptable levels harm to the amenity of surrounding land and buildings in relation to sunlight and overshadowing, wind, air quality, noise and vibration, construction, operations and TV reception. However any harm does need to be considered with reference to site context.

Daylight, Sunlight and Overshadowing

The nature of high density City Centre development 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 computer software to measure the amount of daylight and sunlight available to windows in 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).

This assessment is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider these impacts. 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 light to buildings can be inevitable

The neighbouring residential properties at 15 Newton Street (Kingsley House) and 56 Dale Street have been identified as sensitive in terms daylight. Sunlight Impacts have only been modelled for sensitive windows facing towards the site.

BRE Guidance states that the guidelines may be applied in relation to hotels where occupants have a reasonable expectation of daylight. In a city centre hotel, patrons will not typically be occupying the room during the day, rather attending business functions or sight-seeing/shopping. Therefore, it is not necessary to consider the impacts on the transient/occasional occupants of a hotel room. However, the impacts on the hotel has been analysed.

The assessment has scoped out other residential properties due to the distance and orientation from the site. The BRE Guidelines suggest that residential properties have the highest requirement for daylight and sunlight and states that the guidelines are intended for use for rooms in rooms where light is required, including living rooms, kitchens and bedrooms.

The BRE Guide recommends that the cumulative impact of adjacent consented developments should be included as part of the assessment. There are no other schemes under construction which would require that a separate assessment of the cumulative impact was carried out.

Daylight Impacts

The BRE Guidelines provides methodologies for daylight assessment. The methodologies are progressive, and can comprise a series of 3 tests. All 3 of these tests Vertical Sky Component (or VSC), Daylight Distribution (NSL) and Actual Daylight Factor (ADF) have been carried out in relation to this proposal.

VSC considers how much Daylight can be received at the face of a window by measuring the percentage that is visible from the centre of a window. The less sky that can be seen means that less daylight would be available. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%. If a room has two or more windows of equal size, the average of their VSCs may be taken. The reference point is in the external plane of the window wall. Windows to bathrooms, toilets, storerooms, circulation areas and garages need not be analysed.”

NSL assesses how light is cast into a room by examining the parts of the room where there would and would not be a direct sky view. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value. Any reduction below this would be noticeable to the occupants.

The Guidance states that a reduction of VSC to a window more than 20% or of NSL by 20% does not necessarily mean that the room would be left inadequately lit, but there is a greater chance that the reduction would be more apparent. Under the Guidance, a scheme would comply if figures achieved are within 0.8 times of baseline figures as occupiers would not notice such a reduction. For the purposes of the sensitivity analysis, this value is a measure against which a noticeable reduction in daylight and sunlight would be discernible and is referred to as the BRE target.

Average Daylight Factor (ADF), assesses how much daylight comes into a room and its distribution within the room taking into account factors such as room size and layout and considerations include: The net glazed area of the window in question; The total area of the room surfaces (ceiling, walls, floor and windows); and the angle of visible sky reaching the window(s) in question

ADF makes allowance for the average reflectance of the internal surfaces of the room. The criteria for ADF is taken from the British Standard 8206 part II which gives the following targets based on the room use: Bedroom – 1% ADF; Living room – 1.5% ADF; Kitchen – 2% ADF. Where a room has multiple uses such as a living kitchen diner (LKD) or a studio apartment, the highest value is taken so in these cases the required ADF is 2%.

A key factor to be considered in relation to the 2nd and 3rd tests is that these assess daylight levels within a whole room rather than just that reaching an individual window and are therefore a more accurate reflection of any overall daylight loss. The assessment submitted with this application has **considered all 3 progressive tests for daylight assessment within the guidance.** TBC

The Guidance acknowledges that in a City Centre a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings. VSC levels diminish rapidly as building heights increase relative to

separation. As such, the adoption of the standard target values should not be the norm in a city centre as this would result in very little development being built.

The assessment has been carried out on the basis of layout drawings for the surrounding buildings, however it has not been possible to access properties. Floor levels have also been assumed for the adjoining properties which dictates the level of the working plane relevant for the No Skyline assessment. Realistic worst-case assumptions have been applied.

Further advice is provided about the sensitivity of a window to change in order to understand the level of impact where the target values are not met. This location could be deemed to be one where different target values should be adapted. There should be an expectation that a higher degree of obstruction is inevitable in an area such as this, with modern high-rise buildings.

The windows in an urban location may be less sensitive to change, than those located in sub-urban, less dense areas. The existing windows are in a city centre location where there is an expectation for a higher density of development and they are considered to have a medium sensitivity, rather than a high sensitivity, which would relate to a suburban site. The significance of any effect is determined by the assessment of its magnitude against their sensitivity.

The impacts of the development within this context are set out below.

15 Newton Street

18/60 (30%) of windows do not meet the VSC daylight target however and 19/19 (100%) of rooms are compliant for NSL with the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target).

56 Dale Street

2 living rooms are affected one is served by 3 windows (4th floor apartment) and one by 6 windows (3rd floor apartment).

The 6 windows in the 3rd floor apartment do not meet the VSC daylight target but the room is compliant with the NSL BRE target

The 3 windows in the 4th floor apartment meets the VSC target but the room does not meet the NSL BRE target. However the reduction in that room is 24% compared with the 20% target.

Given the above, the effect on daylight is considered to be negligible given the city centre location and in terms of 56 Dale Street, the dense urban characteristic of this part of the Northern Quarter.

Sunlight Impacts

For Sunlight Impact assessment the BRE Guide sets the following criteria:

The BRE 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.

As with daylight in a situation where sunlight to a window is reduced by over 20% (BRE target), it does not automatically mean that sunlight to that room will be insufficient it just means that the loss may be more noticeable to the occupier of that room.

For both 15 Newton Street and 56 Dale Street 100% of windows are compliant for APSH criteria against the BRE Target.

Overshadowing

There are no open amenity spaces in the vicinity of the Development site that justify the need for a permanent shadowing and sunlight hour's appraisal

Additional Considerations

The buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context and it is generally acknowledged that when buying/renting properties in the heart of a city centre, amenity levels would less than could be expected in the suburbs.

Overall Impact on amenity of residents of 15 Newton Street and 56 Dale Street

Manchester has an identified need for additional hotel accommodation and the city centre has been identified as the most appropriate location for this type of development. The proposal would re-use of a brownfield site which has a negative impact on the surrounding townscape efficiently. It is considered on balance that the level of impact and the public benefits to be derived weigh heavily in favour of the proposal.

Wind

Changes to the wind environment can impact on how comfortable and safe the public realm is. A Wind Microclimate report has focused on the impact on people using the site and the surrounding area using the Lawson Criteria, the recognised benchmark standard. This has been modelled using Computational Fluid Dynamics,

adjusted with meteorological data from Manchester Airport, which simulates the wind effect and is an acceptable industry standard alternative to a wind tunnel test.

The report concludes that pedestrian level wind conditions in and around the existing site are expected to rate as safe and comfortable for all users. No significant cumulative effects with the future surrounding developments are expected. The streets around the site are expected to be suitable for pedestrians

Conditions on the 11th floor terrace would be suitable. The roof terrace may benefit from further development of the balustrades during the detailed design stages and final detail of this should be a condition.

Air Quality

An Air Quality Assessment notes that during construction dust and particulate matter may be emitted but any impact would be temporary, short term and of minor significance and minimised through construction environmental management techniques. A Construction Management Plan would require contractors' vehicles to be cleaned and the access roads swept daily.

The site is within an Air Quality Management Area (AQMA), which could potentially exceed the annual nitrogen dioxide (NO₂) air quality objective. The principal source of air quality effects would be from more vehicle movements. The hotel would be car free and would not significantly affect air quality. A condition would ensure that emissions from energy and/or heating plant would not impact on local air quality requiring the adoption of that good practice principles in design and operation. 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 could be short-term impacts during construction, especially during the demolition, piling and excavation phases. However, appropriate noise and vibration monitoring and management should ensure all impacts are minimised as far as reasonably practicable. The applicant and their contractors would work with the local authority and local communities to seek to minimise disruption.

There are no amenity issues that would impact on surrounding residential properties over and above those expected in the city centre. There would be no noticeable increases in traffic. All fixed plant and equipment and operational noise from commercial activities would be specified to meet the City Councils noise criteria. A noise assessment indicates glazing is capable of creating acceptable internal noise levels and acceptable internal noise levels are achievable through the selection of façade elements which would be secured a condition. The level of noise and any mitigation required for the operation of the ground café and bar and the rooftop amenity space and any plant and ventilation should be a condition.

The implementation of 'best practicable means' would minimise noise and vibration during construction such as observing hours of construction, selection of appropriate plant and equipment, the use of barriers and enclosures and the implementation of

on-site management and monitoring of noise and vibration levels. The contractors would be required to engage directly with local residents and a Construction Management Plan would be required through a condition. .

TV and Radio reception

A pre-construction signal survey and reception impact assessment has determined the potential effects on the local reception of television and radio broadcast services. Due to the existing good coverage and the lack of antennas in any theoretical signal shadow zone, the hotel would not impact the reception of Freeview services. There is a possibility of interference to some satellite dishes on rooftops. The proposal is unlikely to adversely impact the reception of VHF(FM) radio broadcasts due to the existing good coverage in the survey area and the technology used to encode and decode radio signals. Should there be any post construction impact a series of mitigation measures have been identified which could be controlled by a condition.

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 CABE and EH and as such the proposal would provide a building of a quality acceptable.

Crime and Disorder

Increased footfall and improved lighting would improve security and surveillance. Greater Manchester Police confirm that the scheme should achieve Secured by Design accreditation and a condition is recommended.

Archaeological issues

Greater Manchester Archaeological Unit accept that no further archaeological work is necessary. However, 67 Piccadilly is of local historical significance and prior to the commencement of any soft-strip or demolition it should be the subject to an English Heritage Level 3 building survey and a condition is recommended.

Waste and Recycling

There would be dedicated recycling and refuse areas in the basement. The hotel management would move the bins to the collection area on Back Piccadilly on collection days. Level access would be provided between the bin store and the public highway. The number of bins for each waste stream complies with MCC standards.

Flood Risk and Drainage Strategy

The site is in Flood zone 1 and is low risk site for flooding. 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.

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. The proposal would not increase impermeable area and surface water runoff would be restricted to the permitted flow granted by United Utilities. Surface water would discharge to the public combined sewer on Gore Street subject to agreement with United Utilities. 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. There is a limited external space associated with the development and the geometry of the space is significantly constrained, and the magnitude of the development requires substantial foundations limiting drainage options internally at basement level. However, improvement of existing conditions can be achieved at roof level and the design allows for a combination of blue and/or green roof. This would be designed to restrict flow from the roof to the minimum practical level. This is anticipated to be 5 l/sec but subject to detailed specialist design of the roof system which accords with the City Council Strategic Flood Risk Assessment (SFRA) for brownfield sites within critical drainage areas.

Any increase in foul water discharge would be insignificant in flood risk and drainage terms with foul and surface water flows discharged into the public sewer network.

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 on the site are of ecological value in terms of their plant species 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 on site.

The buildings are categorised as offering negligible suitability for both loft-dwelling and crevice-dwelling bat species. No bats or signs of bats were detected within the site in 2019 and 2020. The immediate habitat is poorly connected offering poor suitability for foraging and commuting bats despite Manchester city containing a number of roosts attributed to the Pipistrelle bats. GMEU however have noted that the Report is inconclusive about the presence of Pipistrelle bats and a condition which requires further investigation in relation to their presence should be attached. A flattened roof with shelter, protruding ledges/window cills, mantels and other miscellaneous architecture could offer potential nesting opportunities for black redstarts or Peregrine Falcons. If work is undertaken during March-September a final inspection of the roof is recommended immediately prior to the commencement of any demolition works; this should be carried out by a suitably experienced ecologist

with knowledge of peregrine and black redstart nesting preference and can be secured through a condition.

The planting of street trees, the pocket square and blue / green roof along a requirement for the provision of bat and bird boxes would secure improvement to biodiversity and help to 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.

Contaminated Land Issues

A Phase 1 Preliminary Risk Assessment has identified potential contamination sources, pathways and receptors. Made ground associated with the construction of the existing buildings and in the surrounding area could have been contaminated by historic processes, infilled land and mobile ground gas. Therefore, further investigative works in the form of as a minimum a Phase 2 investigation is recommended to quantify any risk and identify appropriate mitigation. This should be secured by a condition.

Disabled access – The building would be fully accessible. The hotel would have 9 accessible rooms (6%) spread across all floors. The hotel would ensure that inclusive access is available at each level for occupants and visitors. There would be step free routes to all parts of the development and lift access would meet statutory requirements. Entrances to the hotel and retail units would be clearly identifiable and have level access.

Ceiling track hoists would be included within 1 of the accessible rooms. A condition would require the level of demand to be monitored for a 12 month period to establish if further hoists are required.

Local Labour - A Local Labour Agreement document confirms that opportunities would be maximised and this would be secured by planning conditions. The Council's Work and Skills team would agree the detailed form of the Local Labour Agreement.

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;
- The proposal would not cause harm to the natural environment and would reduce carbon emissions 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.

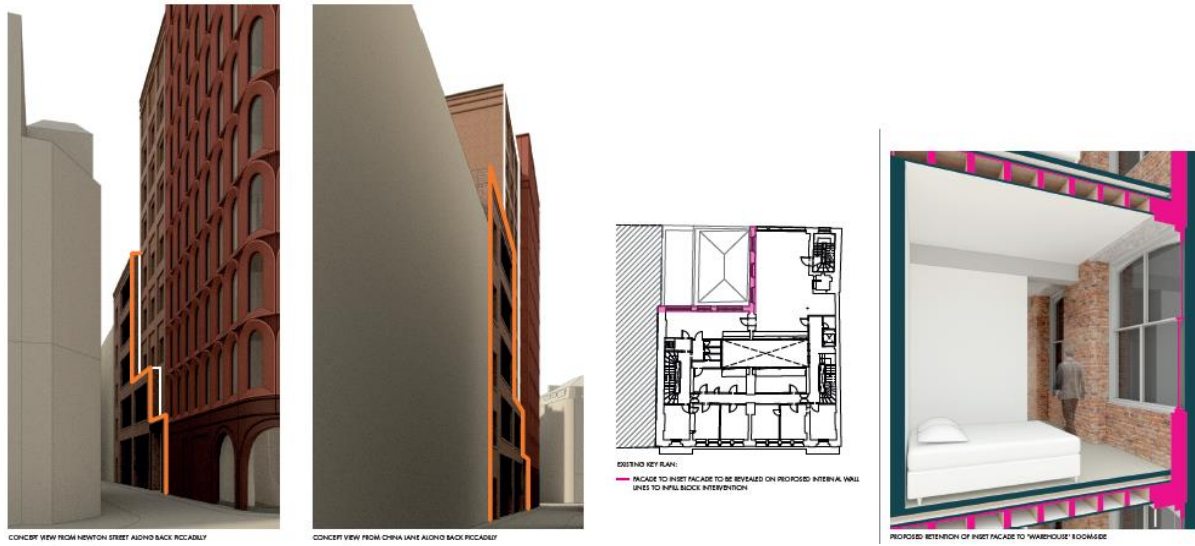
- Will provide access to services and facilities via sustainable modes of transport, such as through cycling and walking. The proposed development is very well located in relation to Metrolink, rail and bus links;
- Will not result in any adverse impacts on the air quality, flood risk, noise or pollution 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 Victorian Society Comments

The infill is necessary to make the development viable and allow the largely vacant listed building to be refurbished and brought back into use. The infill would be set back from the main building line to reveal the original form and allow an understanding of the void that was in this location such that it would be read as a clear intervention that is subordinate to the Listed building. The original façade would be revealed within the hotel rooms. The only alternative to the infill would be to have a taller building on the site of 67 Piccadilly which would require an additional 3 storeys of accommodation.

A further option considered an increased set-back to reveal more of the inset facade. However, this had significant implications on viability as 2 rooms were lost per floor on the Infill Block resulting in increased height to the Corner Block (see B, left). This additional height would have a dominant impact on the block and conservation area.

The hotel accommodation within the rear of no.69-75 Piccadilly would offer warehouse-style rooms that reveal the facade within the internal space to characterise and represent the original form (see image left). This would include refurbished; brickwork and fixed-shut windows.



Impact of Covid 19

During the latter stages of the preparation of this planning application, the impacts of Covid-19 have been felt globally. Most countries expect and recovery to become embedded by 2023 at the very latest and stimulus programmes are geared to accelerate recovery before then. Other major investments continue to come forward in the City and the investment proposed remains fully committed.

Conclusion

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.

The proposals would be consistent with a number of the GM Strategy's key growth priorities and would promote and support sustainable economic growth. It would deliver a high quality building and regenerate a site which is principally characterised by a poor quality environment. The site is considered to be capable of accommodating a building of the scale and massing in order to deliver a viable development proposed whilst avoiding any substantial harm to the setting of adjacent listed buildings or Stevenson Square Conservation Area.

The proposal would establish a sense of place, would be visually attractive, sympathetic to local character and would optimise the use of the site and would meet with the requirements of paragraph 127 of the NPPF.

The economic, social and environmental gains required by para 8 of the NPPF are set out in the report and would be sought jointly and simultaneously. The current site does not deliver fully on these objectives and has not done for some time.

The NPPF (Paragraphs 192, 193 and 196) requires that all grades of harm to a designated heritage asset are justified on the grounds of public benefits that outweigh that harm. Paragraph 197 requires in the case of applications which directly

affect non designated heritage assets a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset.

The setting of the listed Halls Building and the character of the adjacent Conservation Areas is currently undermined by the sites appearance. The loss of 67 Piccadilly and the infill would cause less than substantial harm. It is considered that in terms of delivering a development on the site which is viable, the demolition and infill to the rear would on balance be the less harmful solution in terms of impact on the character of the Conservation Area and setting of Listed Buildings that other viable alternatives. The level of harm is justified by the public benefits derived from the comprehensive redevelopment of the site. These benefits would endure for the wider community and not just for private individuals or corporations

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 setting of the adjacent listed buildings and the character of the 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 benefits of the development.

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 Director 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

127538/FO/2020 : **APPROVE**

127539/LO/2020 : **APPROVE**

Article 35 Declaration : 127538/FO/2020

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 : 127538/FO/2020

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 Plan 1936-FCBS-ZZ-SP-PL-A-01SP and Location Plan 1936-FCBS-ZZ-XX-PL-A-0001;

(b) Dwgs 1936-FCBS-ZZ-SP-PL-A-05SP, 1936-FCBS-ZZ-B2-PL-A-05B2, 1936-FCBS-ZZ-B1-PL-A-05B1, 1936-FCBS-ZZ-GF-PL-A-05GF, 1936-FCBS-ZZ-01-PL-A-0501, 1936-FCBS-ZZ-02-PL-A-0502, 1936-FCBS-ZZ-03-PL-A-0503, 1936-FCBS-ZZ-04-PL-A-0504, 1936-FCBS-ZZ-05-PL-A-0505, 1936-FCBS-ZZ-06-PL-A-0506, 1936-FCBS-ZZ-07-PL-A-0507, 1936-FCBS-ZZ-08-PL-A-0508, 1936-FCBS-ZZ-09-PL-A-0509, 1936-FCBS-ZZ-10-PL-A-0510, 1936-FCBS-ZZ-RF-PL-A-05RF, 1936-FCBS-ZZ-ZZ-PL-A-0701, 1936-FCBS-ZZ-ZZ-PL-A-0702, 1936-FCBS-ZZ-ZZ-PL-A-0703, 1936-FCBS-ZZ-ZZ-PL-A-0801, 1936-FCBS-ZZ-ZZ-PL-A-0802, 1936-FCBS-ZZ-ZZ-PL-A-0803, 1936-FCBS-ZZ-ZZ-PL-A-0804, 1936-FCBS-ZZ-ZZ-PL-A-0805 and 1936-FCBS-ZZ-ZZ-PL-A-0806;

(c) Dwgs 1936-FCBS-ZC-ZZ-PL-A-0901, 1936-FCBS-ZC-10-PL-A-0902, 1936-FCBS-ZC-GF-PL-A-0903, 1936-FCBS-ZC-ZZ-PL-A-0904, 1936-FCBS-ZC-10-PL-A-0905, 1936-FCBS-ZB-ZZ-PL-A-0911 and 1936-FCBS-ZB-09-PL-A-0912;

(d) Illustrative Views 1936-FCBS-ZZ-ZZ-PL-A-0951, 1936-FCBS-ZZ-ZZ-PL-A-0952, 1936-FCBS-ZZ-ZZ-PL-A-0953, 1936-FCBS-ZZ-ZZ-PL-A-0954, 1936-FCBS-ZZ-ZZ-PL-A-0955 and 1936-FCBS-ZZ-ZZ-PL-A-0956;

(e) Survey Plans 1936-FCBS-ZA-B2-PL-A-10B2, 1936-FCBS-ZA-B1-PL-A-10B1, 1936-FCBS-ZA-GF-PL-A-10GF, 1936-FCBS-ZA-01-PL-A-1001, 1936-FCBS-ZA-02-PL-A-1002, 1936-FCBS-ZA-03-PL-A-1003, 1936-FCBS-ZA-04-PL-A-1004 and 1936-FCBS-ZA-RF-PL-A-10RF;

(f) Preparation Plans 1936-FCBS-ZA-B2-PL-A-11B2, 1936-FCBS-ZA-B1-PL-A-11B1, 1936-FCBS-ZA-GF-PL-A-11GF, 1936-FCBS-ZA-01-PL-A-1101, 1936-FCBS-ZA-02-PL-A-1102, 1936-FCBS-ZA-03-PL-A-1103, 1936-FCBS-ZA-04-PL-A-1104 and 1936-FCBS-ZA-RF-PL-A-11RF;

- (g) Intervention Plans 1936-FCBS-ZA-B2-PL-A-12B2, 1936-FCBS-ZA-B1-PL-A-12B1, 1936-FCBS-ZA-GF-PL-A-12GF, 1936-FCBS-ZA-01-PL-A-1201, 1936-FCBS-ZA-02-PL-A-1202, 1936-FCBS-ZA-03-PL-A-1203, 1936-FCBS-ZA-04-PL-A-1204 and 1936-FCBS-ZA-RF-PL-A-12RF;
- (h) Intervention Sections 1936-FCBS-ZA-ZZ-PL-A-1403, 1936-FCBS-ZA-ZZ-PL-A-1411 and 1936-FCBS-ZA-ZZ-PL-A-1421;
- (i) Intervention Elevations 1936-FCBS-ZA-ZZ-DR-A-1503, 1936-FCBS-ZA-ZZ-DR-A-1505 and 1936-FCBS-ZA-ZZ-DR-A-1507;
- (j) Sections (c) and (d) of the Materials New Build Section of the Deloitte Design Response Tracker 30 10 20 and 1936-5-SKETCH-Stage 2-Response to Planning Design Queries_201102
- (k) Sections 6.6.1 - 6.6.5 (Hotel Operation) , 8.00 (Design Strategies), 7.1 and 10.2 (Accommodation Schedules) of the PICCADILLY HOTEL, 67-75 PICCADILLY / 4-6 NEWTON STREET, MANCHESTER, DESIGN AND ACCESS STATEMENT JULY 2020 by FCBS;
- (l) 67 - 75 Piccadilly / 4 - 6 Newton Street, Waste Management and Servicing Strategy Curtins Ref: 71462-CUR-00-XX-RP-TP-003
Revision: V03 Issue Date: 17 July 2020 (Refuse Storage , management and capacity only) as amended by 71462 CUR 00 XX DR TP 75010 Rev P03;
- (m) Recommendations in sections, 3, 4 and 5 and 6 of the Crime Impact Assessment Version C dated
- (n) Recommendations within Clancy Consulting, Drainage Strategy, 67-75 Piccadilly / 4-6 Newton St, Manchester, 17th July 2020, 1/20573/REP/004 Rev P2;
- (o) Recommendations / measures within 67 - 75 PICCADILLY / 4 - 6 NEWTON STREET, MANCHESTER, Proposed Hotel, Air Quality Assessment Prepared for: Crookes Walker Consulting
- (p) 67 - 75 Piccadilly / 4 - 6 Newton Street, Interim Travel Plan, Curtins Ref: 71462-CUR-00-XX-RP-TP-002, Revision: V03
Issue Date: 17 July 2020
- (q) Measures detailed within PICCADILLY HOTEL, MANCHESTER, ENVIRONMENTAL STANDARDS AND ENERGY STATEMENT JULY 2020 REF: 2018.222;
- (r) Pestana Hotels OPERATIONAL MANAGEMENT STRATEGY FOR PICCADILLY HOTEL PART OF PROPOSALS FOR 67-75 PICCADILLY /4-6 NEWTON STREET MANCHESTER 13th JULY 2020;
- (s) Crosby Grainger Architects Condition Survey 2019; and
- (t) 1936-7-SCHED-Material Schedule_200716

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) The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the building works for the redevelopment of the site has been made, and evidence of that contract has been supplied to the City Council as local planning authority.

Reason - In the interests of visual amenity and for the avoidance of doubt, and to ensure that redevelopment of the site takes place following demolition of the existing building pursuant to saved policy DC18 of the Unitary Development Plan for the City of Manchester, policies SP1, EN3 and DM1 of the Core Strategy and the National Planning Policy Framework.

4) (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:

New Build and Infill -Samples and specifications of all materials as set out in Material Schedule Rev A prepared by FCB received on 10.11.20 to be used on all external elevations, drawings to illustrate details of full sized sample panels that will be produced. The panels to be produced shall include jointing and fixing details between all component materials and any component panels , details of external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management; and

Listed Building - a programme for providing Details of all internal and external materials;

(b) Submission of a Construction Environmental Management Plan (CEMP) (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle;

(c) The sample panels and quality control management strategy (New build and Infill only) shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

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

5) 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 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.

6) 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;
- *Mitigation against risk of accidental spillages into watercourses
- *A detailed demolition method statement and vibration monitoring, to ensure protection of listed building during demolition and construction works and fit out works
- *Communication strategy with residents and local businesses which shall include details of how there will be engagement, consult and notify them 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).

7) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction 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 of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

8) Before any works necessary to implement the approval commence a methodology and specification for any associated scaffolding and support structure 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.

9) Before development commences the following details shall be submitted to an approved in writing by the City Council as Local Planning Authority:

A room by room inventory of features / fixed heritage assets and what is intended for their retention / reuse and a strategy for how any existing / original features including original partitions will be reused in the scheme which should include the reuse/ repair and refurbishment of original doors; and

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.

10) Notwithstanding the drawings approved in condition 2, prior to the commencement of development details of the following shall be submitted to and agreed in writing by the City Council as local planning authority:

(a) A schedule of any intrusive investigations and mitigation/ repair including details of the need for the works, the number, sizes, locations and method statement for each task including building protection works;

(b) A schedule of paint sampling including all painted surfaces such as the staircases, windows, walls and ceilings and panelling (which may have originally been a exposed wood finish)as a record and in order to inform the proposed decoration,;

(c)Method statement for removal of any fabric as part of any strip out works (including original floor, wall, ceiling finishes) exposed during strip out works within 69-75 Piccadilly for (a) the ground floor and (b) the upper levels (which shall be subject to a watching brief) and for; any proposals to repair fabric or structural works / repairs;

(d) Full details of all of the proposed structural works, fire treatment, floor protection, detailed investigation works and structural repairs to staircases including those as outlined in the supporting structural engineers report;

(e) Full scaled drawn details of M & E (Air conditioning and other internal and external plant) including elevations, sections and reflective ceiling plans; and

(f) Final lightwell design and reinstatement;

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 so careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy DC19.1; of

the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy

11) Notwithstanding the details within condition 2 (d) and the Crosby Grainger Architects Condition Survey 2019 (sections 2,3 and 4) no development shall commence in relation to the following items within the building pertaining to the approved change of use unless and until final details (including where appropriate specification and method statement) or revised / updated specification and schedule of works in relation to the following have been submitted to and approved in writing by the City Council as Local Planning Authority subject to validation on site:

- (a) Works requiring immediate attention/investigation;
- (b) Works Strategy: Elevations;
- (c) Works Strategy: Roof;
- (d) Works Strategy: Basement Floors;
- (e) Works Strategy: Floors 1-3;
- (f) Works Strategy: Floor 4
- (g) Works Strategy: Lightwell
- (h) Works Strategy: Stairwells
- (i) South Elevation (front, on to Piccadilly)
- (j) West Elevation (side, rear)
- (k) North Elevation (rear, onto Back Piccadilly)
- (l) Roof Level
- (m) B2 Sub Basement
- (n) F1 First Floor
- (o) F2 Second Floor
- (p) F3 Third Floor
- (q) F4 Fourth Floor
- (r) E Lightwell Elevations
- (s) S Stairwells
- (t) S1 Stairwell 1
- (u) S2 Stairwell 2
- (v) S3 Stairwell 3
- (x) Ceilings including repair and reinstatement of cornices;
- (y) Repair and relocation / reuse of fixtures and fittings and miscellaneous heritage items;
- (z) Reuse and repair of cast iron fireplaces;
- (aa) Lath and plaster wall repair and reinstatement;
- (bb) Window repair, reinstatement, replacement; and
- (cc) Reuse and repair of panelled doors and associated fixture and fittings

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) Notwithstanding the details as set out in condition 2 above no development shall commence in relation to the following work and installations 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) Installation of shop front - final details of the shop front and signage zone design to ground floor unit 69-75 Piccadilly;

(b) Internal hotel fit out including all finishes (to be informed by (b) above) and fixtures and fittings;

(c) Details of the bulkheads;

(d) Details of repairs and upgrade of existing roof;

(e) Details of the New rooflight design, specification and details (These should be to a conservation specification and be low profile);

(f) Details of secondary glazing;

(g) Details and strategy for reusing original panelled / glazed doors to the new en-suites;

(h) Details of the ground floor door opening in original panelling through to 67 Piccadilly and associated partitioning in this area;

(i) Full details of how the staircase landing and handrail is being raised and modified and the interface with existing features and detailed works to repair staircases including the stone cantilevered staircase to basement;

(j) Details of the work benches and raking 'scoop' feature (with a view to try and retain elements of this design or look at an adaptation in the same way as the benches to respect existing fabric and this element of the original design) including final details of the proposed joinery work to modify these features as well and details of their repair and restoration;

(k) Details of new openings to form lift lobbies

(l) A schedule of removal of redundant signs and external fixtures and fittings and details and including method statements for repair work and making good to external elevations;

(m) Details of any proposed dampproofing;

(n) A strategy for the location and detailing of all building services including electrics and plumbing, telecommunications, fire/security alarms, any aerials and CCTV cameras (and associated cabling and equipment);

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.

13) 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 hotel first commences.

Reason - Pursuant to National Planning Policy Framework policies (PPS 1 (22) and PPS 25 (F8))

14) No development shall take place until surface water drainage works details have been submitted to and approved in writing by the Local Planning Authority in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

*Utilisation of green/blue roof solutions as per the Clancy Consulting, Drainage Strategy, 67-75 Piccadilly / 4-6 Newton St, Manchester, 17th July 2020, 1/20573/REP/004 Rev P2

*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 of the proposed drainage system;

*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 elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to Core Strategy policies EN08 and EN14

The development shall be constructed in accordance with the approved details within an agreed timescale.

15) 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.

16) Prior to the commencement of development a programme for submission of final details of the public realm works and highway works for each Phase (a) Phase 1, (b) Phase 2 and (c) Phase 3 as shown in dwgs numbered 2187-PLA-XX-XX-DR-L-1002, 2187-PLA-XX-XX-DR-L-1004 and 2187-PLA-XX-XX-DR-L-1005 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 (a) all hard (to include use of natural stone or other high quality materials) and (b) all soft landscaping works (excluding tree planting) which demonstrably fully consider and promote inclusive access (including older and disabled people);
- (b) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist and which demonstrates Biodiversity Net gain across the site ;
- (c) Details to demonstrate and agree the scope of tree planting within the site perimeter (Newton Street / Piccadilly) including the carrying out of trial pits to demonstrate feasibility;
- (d) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance;

- (e) Details of how surface water from the public realm would be managed within the public realm through Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces;
- (f) Location and design of all street furniture including seating, lighting, bins, handrails, recycling bins, boundary treatments, planters and cycle parking provision: all to include features which fully consider and promote inclusive access (which includes older and disabled people);
- (g) Green / Green /Blue Roof; and
- (h) A management strategy for the external flexible amenity area at roof level including hours during which this area would be open to residents / members of the public;

The details shall then be submitted and / or carried out in accordance with the approved programme and approved details.

The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.

Phase 1 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 a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, 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.

17) 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 and saved UDP Policy DC26

18) Before the development commences a scheme for acoustically insulating and mechanically ventilating (a) the hotel, (b) the ground floor bar / restaurant and a (c) basement gym / fitness centre against noise from adjacent roads and any noise

transfer from the bar/ restaurant use to the hotel rooms above, shall be submitted to and approved in writing 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.

The approved noise insulation scheme shall be completed before each of the approved uses commence.

Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in adjacent residential accommodation arising directly from the proposed development shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

19) No soft-strip, demolition or development groundworks shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works. This programme of works will be undertaken in accordance with a Written Scheme of Investigation (WSI) prepared by the appointed archaeological contractor and agreed with the Local Planning Authority's archaeological advisors, GMAAS. The WSI shall cover the following:

1. A phased programme to include:
 - building survey (HE level 3)
 - watching brief during soft-strip/ demolition of the building
2. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds
 - production of a final report on the significance of the heritage interest represented.
3. A scheme to disseminate the results that is commensurate with their significance
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 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

20) Notwithstanding the conclusions within the Inspection and Assessment in Relation to Bats & Breeding Birds (Tyrer Ecological Consultants, 27 March 2019) and updated Site Visit to check ecological status-quo of the 2019 Ecological Report

(Tyrer Ecological Consultants, letter 25th June 2020), before development commences a qualified ecologist or appointed ecological clerk of works (EcOW) should carry out a further site visit within the current active season of bats (May-August 2020), in order to assess the hole below fascia closely using torch and/or endoscope, provide a conclusive level of roost potential and determine the correct protocol on which to proceed. To gain access to the feature area of the structure identified, the applicant should arrange safe access made through use of a hydraulic crane with a railed platform (Cherry picker) manned by a licenced operative. During the assessment the ecologist or appointed EcOW will assess the gap, determine the value of the potential roost feature, assess any other areas of interest along the fascia, and make further recommendations in relation to protection or mitigation measures to be submitted to and approved in writing by the City Council as Local Planning Authority prior to commencement of development.

Reason

In the interests of the protection of bat roosts and to ensure that any internal or external works to the property are in danger of disturbing bats or altering the current conditions for bat roosting as bats and their roosts are protected at all times (Habitats Directive 2017 and Wildlife & Countryside Act 1981), even where a roost is unoccupied. Pursuant Section 15 of the National Planning Policy Framework and pursuant to Core Strategy policies EN15 and SP1

21) The development shall be carried out in accordance with sections 3,4,5,6 and 7 the Crime Impact Statement Version B dated 14-05-20. 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

22) The window(s) at ground level, fronting onto Piccadilly, Newton Street and Back Piccadilly shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is 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.

23) 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

24) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'very good'. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, before the development 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, 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.

25) Prior to implementation of any proposed lighting scheme details of the relevant scheme (including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of occupants 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.

26) 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. Any approved Strategy 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.

27) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority as detailed within the 67 - 75 Piccadilly / 4 - 6 Newton Street, Interim Travel Plan, Curtins Ref: 71462-CUR-00-XX-RP-TP-002, Revision: V03, Issue Date: 17 July 2020 . 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 guests or employees of the development
- ii) a commitment to surveying the travel patterns of guests or employees 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.

28) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, Sunday/Bank Holiday deliveries etc. shall be confined to 10:00 to 18:00

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

29) 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.

30) (a). Three months prior to the first occupation of the development, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s), 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 occupation of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b). Within 6 months of the first occupation of the development, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal

approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is operation.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

31) Prior to the first use of the hotel hereby approved commencing, a scheme of highway works shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- (a) Loading bays;
- (b) Amendments to the existing TROs;
- (C) Detailed designs in relation to the above to including materials, layout, junction protection, carriageway widths, kerb heights, street lighting, entry treatments, signing, lining and traffic management including installing dropped kerbs with tactile pavers across any vehicle access to the site and at adjacent junction crossing points, reinstatement of any redundant vehicle crossing points.

The approved scheme shall be implemented and be in place prior to the first occupation of the hotel element within the final phase of the development hereby approved.

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).

32) On commencement of the hotel use provision of hoists within the rooms for disabled people shall be on the basis of 1 track hoist . Final details of the number of mobile and ceiling mounted hoists shall be submitted to an agreed in writing not more than 12 months following the use of the hotel commencing. The details shall include an evidence based assessment/evaluation of the demand for this facility by guests. The approved details shall be fully implemented and retained thereafter.

The development hereby approved shall include for full disabled access to be provided to all publically accessible commual areas areas of the hotel and identified accessible rooms via the main entrances and to the floors above via lifts.

Reason - To ensure that adequate provision of hoist facilities for guests pursuant to policies SP1 and DM1 of the City of Manchester Core Strategy (2012).

33) 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 prevent pollution of controlled waters from potential contamination on site. Infiltration methods on contaminated land carries groundwater pollution risks and

may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

34) Before any use of the ground floor (a) Bar/ Restaurant and (b) Basement Gym / Fitness Centre use hereby approved commences details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.

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.

35) Final details of the method of extraction of any fumes, vapours and odours from the hotel / restaurant kitchen shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

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.

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

36) 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. No action shall be required in relation to television interference complaints after the date 12 months from the completion of development.

Reason - To ensure terrestrial television services are maintained In the interest of residential amenity, as specified in Core Strategy Polices DM1 and SP1

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

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

38) Prior to first occupation of the building, the applicant shall provide a commitment, to be agreed with the City Council, as local planning authority, that ensures that the parking needs of all disabled guests are met at a reasonable cost.

Reason - To ensure that the requirements of disabled guests are met in relation to parking and access, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy.

39) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Article 35 Declaration : 127538/LO/2020

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 : 127539/LO/2020

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

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

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

- (a) Site Plan 1936-FCBS-ZZ-SP-PL-A-01SP and Location Plan 1936-FCBS-ZZ-XX-PL-A-0001;
- (b) Dwgs 1936-FCBS-ZZ-SP-PL-A-05SP, 1936-FCBS-ZZ-B2-PL-A-05B2, 1936-FCBS-ZZ-B1-PL-A-05B1, 1936-FCBS-ZZ-GF-PL-A-05GF, 1936-FCBS-ZZ-01-PL-A-0501, 1936-FCBS-ZZ-02-PL-A-0502, 1936-FCBS-ZZ-03-PL-A-0503, 1936-FCBS-ZZ-04-PL-A-0504, 1936-FCBS-ZZ-05-PL-A-0505, 1936-FCBS-ZZ-06-PL-A-0506, 1936-FCBS-ZZ-07-PL-A-0507, 1936-FCBS-ZZ-08-PL-A-0508, 1936-FCBS-ZZ-09-PL-A-0509, 1936-FCBS-ZZ-10-PL-A-0510, 1936-FCBS-ZZ-RF-PL-A-05RF, 1936-FCBS-ZZ-ZZ-PL-A-0701, 1936-FCBS-ZZ-ZZ-PL-A-0702, 1936-FCBS-ZZ-ZZ-PL-A-0703, 1936-FCBS-ZZ-ZZ-PL-A-0801, 1936-FCBS-ZZ-ZZ-PL-A-0802, 1936-FCBS-ZZ-ZZ-PL-A-0803, 1936-FCBS-ZZ-ZZ-PL-A-0804, 1936-FCBS-ZZ-ZZ-PL-A-0805 and 1936-FCBS-ZZ-ZZ-PL-A-0806;
- (c) Dwgs 1936-FCBS-ZC-ZZ-PL-A-0901, 1936-FCBS-ZC-10-PL-A-0902, 1936-FCBS-ZC-GF-PL-A-0903, 1936-FCBS-ZC-ZZ-PL-A-0904, 1936-FCBS-ZC-10-PL-A-0905, 1936-FCBS-ZB-ZZ-PL-A-0911 and 1936-FCBS-ZB-09-PL-A-0912;
- (d) Illustrative Views 1936-FCBS-ZZ-ZZ-PL-A-0951, 1936-FCBS-ZZ-ZZ-PL-A-0952, 1936-FCBS-ZZ-ZZ-PL-A-0953, 1936-FCBS-ZZ-ZZ-PL-A-0954, 1936-FCBS-ZZ-ZZ-PL-A-0955 and 1936-FCBS-ZZ-ZZ-PL-A-0956;
- (e) Survey Plans 1936-FCBS-ZA-B2-PL-A-10B2, 1936-FCBS-ZA-B1-PL-A-10B1, 1936-FCBS-ZA-GF-PL-A-10GF, 1936-FCBS-ZA-01-PL-A-1001, 1936-FCBS-ZA-02-PL-A-1002, 1936-FCBS-ZA-03-PL-A-1003, 1936-FCBS-ZA-04-PL-A-1004 and 1936-FCBS-ZA-RF-PL-A-10RF;
- (f) Preparation Plans 1936-FCBS-ZA-B2-PL-A-11B2, 1936-FCBS-ZA-B1-PL-A-11B1, 1936-FCBS-ZA-GF-PL-A-11GF, 1936-FCBS-ZA-01-PL-A-1101, 1936-FCBS-ZA-02-PL-A-1102, 1936-FCBS-ZA-03-PL-A-1103, 1936-FCBS-ZA-04-PL-A-1104 and 1936-FCBS-ZA-RF-PL-A-11RF;
- (g) Intervention Plans 1936-FCBS-ZA-B2-PL-A-12B2, 1936-FCBS-ZA-B1-PL-A-12B1, 1936-FCBS-ZA-GF-PL-A-12GF, 1936-FCBS-ZA-01-PL-A-1201, 1936-FCBS-ZA-02-PL-A-1202, 1936-FCBS-ZA-03-PL-A-1203, 1936-FCBS-ZA-04-PL-A-1204 and 1936-FCBS-ZA-RF-PL-A-12RF;
- (h) Intervention Sections 1936-FCBS-ZA-ZZ-PL-A-1403, 1936-FCBS-ZA-ZZ-PL-A-1411 and 1936-FCBS-ZA-ZZ-PL-A-1421;
- (i) Intervention Elevations 1936-FCBS-ZA-ZZ-DR-A-1503, 1936-FCBS-ZA-ZZ-DR-A-1505 and 1936-FCBS-ZA-ZZ-DR-A-1507;
- (j) Sections (c) and (d) of the Materials New Build Section of the Deloitte Design Response Tracker 30 10 20 and 1936-5-SKETCH-Stage 2-Response to Planning Design Queries_201102

(k) Sections 6.6.1 - 6.6.5 (Hotel Operation) , 8.00 (Design Strategies), 7.1 and 10.2 (Accommodation Schedules) of the PICCADILLY HOTEL, 67-75 PICCADILLY / 4-6 NEWTON STREET, MANCHESTER, DESIGN AND ACCESS STATEMENT JULY 2020 by FCBS;

(l) 67 - 75 Piccadilly / 4 - 6 Newton Street, Waste Management and Servicing Strategy Curtins Ref: 71462-CUR-00-XX-RP-TP-003
Revision: V03 Issue Date: 17 July 2020 (Refuse Storage , management and capacity only) as amended by 71462 CUR 00 XX DR TP 75010 Rev P03;

(m) Recommendations in sections, 3, 4 and 5 and 6 of the Crime Impact Assessment Version C dated

(n) Recommendations within Clancy Consulting, Drainage Strategy, 67-75 Piccadilly / 4-6 Newton St, Manchester, 17th July 2020, 1/20573/REP/004 Rev P2;

(o) Recommendations / measures within 67 - 75 PICCADILLY / 4 - 6 NEWTON STREET, MANCHESTER, Proposed Hotel, Air Quality Assessment Prepared for: Crookes Walker Consulting

(p) 67 - 75 Piccadilly / 4 - 6 Newton Street, Interim Travel Plan, Curtins Ref: 71462-CUR-00-XX-RP-TP-002, Revision: V03
Issue Date: 17 July 2020

(q) Measures detailed within PICCADILLY HOTEL, MANCHESTER, ENVIRONMENTAL STANDARDS AND ENERGY STATEMENT JULY 2020 REF: 2018.222;

(r) Pestana Hotels OPERATIONAL MANAGEMENT STRATEGY FOR PICCADILLY HOTEL PART OF PROPOSALS FOR 67-75 PICCADILLY /4-6 NEWTON STREET MANCHESTER 13th JULY 2020;

(s) Crosby Grainger Architects Condition Survey 2019; and

(t) 1936-7-SCHED-Material Schedule_200716

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) The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the building works for the redevelopment of the site has been made, and evidence of that contract has been supplied to the City Council as local planning authority.

Reason - In the interests of visual amenity and for the avoidance of doubt, and to ensure that redevelopment of the site takes place following demolition of the existing building pursuant to saved policy DC18 of the Unitary Development Plan for the City

of Manchester, policies SP1, EN3 and DM1 of the Core Strategy and the National Planning Policy Framework.

4) (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:

New Build and Infill -Samples and specifications of all materials as set out in Material Schedule Rev A prepared by FCB received on 10.11.20 to be used on all external elevations, drawings to illustrate details of full sized sample panels that will be produced. The panels to be produced shall include jointing and fixing details between all component materials and any component panels , details of external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management; and

Listed Building - a programme for providing Details of all internal and external materials;

(b) Submission of a Construction Environmental Management Plan (CEMP) (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle;

(c) The sample panels and quality control management strategy (New build and Infill only) shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

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

5) Before any works necessary to implement the approval commence a methodology and specification for any associated scaffolding and support structure 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.

6) Before development commences the following details shall be submitted to an approved in writing by the City Council as Local Planning Authority:

A room by room inventory of features / fixed heritage assets and what is intended for their retention / reuse and a strategy for how any existing / original features including original partitions will be reused in the scheme which should include the reuse/ repair and refurbishment of original doors; and

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.

7) Notwithstanding the drawings approved in condition 2, prior to the commencement of development details of the following shall be submitted to and agreed in writing by the City Council as local planning authority:

(a) A schedule of any intrusive investigations and mitigation/ repair including details of the need for the works, the number, sizes, locations and method statement for each task including building protection works;

(b) A schedule of paint sampling including all painted surfaces such as the staircases, windows, walls and ceilings and panelling (which may have originally been a exposed wood finish)as a record and in order to inform the proposed decoration,;

(c)Method statement for removal of any fabric as part of any strip out works (including original floor, wall, ceiling finishes) exposed during strip out works within 69-75 Piccadilly for (a) the ground floor and (b) the upper levels (which shall be subject to a watching brief) and for; any proposals to repair fabric or structural works / repairs;

(d) Full details of all of the proposed structural works, fire treatment, floor protection, detailed investigation works and structural repairs to staircases including those as outlined in the supporting structural engineers report;

(e) Full scaled drawn details of M & E (Air conditioning and other internal and external plant) including elevations, sections and reflective ceiling plans; and

(f) Final lightwell design and reinstatement;

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 so careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy DC19.1; of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy

8) Notwithstanding the details within condition 2 (d) and the Crosby Grainger Architects Condition Survey 2019 (sections 2,3 and 4) no development shall commence in relation to the following items within the building pertaining to the approved change of use unless and until final details (including where appropriate specification and method statement) or revised / updated specification and schedule of works in relation to the following have been submitted to and approved in writing by the City Council as Local Planning Authority subject to validation on site:

- (a) Works requiring immediate attention/investigation;
- (b) Works Strategy: Elevations;
- (c) Works Strategy: Roof;
- (d) Works Strategy: Basement Floors;
- (e) Works Strategy: Floors 1-3;
- (f) Works Strategy: Floor 4
- (g) Works Strategy: Lightwell
- (h) Works Strategy: Stairwells
- (i) South Elevation (front, on to Piccadilly)
- (j) West Elevation (side, rear)
- (k) North Elevation (rear, onto Back Piccadilly)
- (l) Roof Level
- (m) B2 Sub Basement
- (n) F1 First Floor
- (o) F2 Second Floor
- (p) F3 Third Floor
- (q) F4 Fourth Floor
- (r) E Lightwell Elevations
- (s) S Stairwells
- (t) S1 Stairwell 1
- (u) S2 Stairwell 2
- (v) S3 Stairwell 3
- (x) Ceilings including repair and reinstatement of cornices;
- (y) Repair and relocation / reuse of fixtures and fittings and miscellaneous heritage items;
- (z) Reuse and repair of cast iron fireplaces;
- (aa) Lath and plaster wall repair and reinstatement;
- (bb) Window repair, reinstatement, replacement; and
- (cc) Reuse and repair of panelled doors and associated fixture and fittings

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.

9) Notwithstanding the details as set out in condition 2 above no development shall commence in relation to the following work and installations 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) Installation of shop front - final details of the shop front and signage zone design to ground floor unit 69-75 Piccadilly;
- (b) Internal hotel fit out including all finishes (to be informed by (b) above) and fixtures and fittings;
- (c) Details of the bulkheads;
- (d) Details of repairs and upgrade of existing roof;
- (e) Details of the New rooflight design, specification and details (These should be to a conservation specification and be low profile);
- (f) Details of secondary glazing;
- (g) Details and strategy for reusing original panelled / glazed doors to the new en-suites;
- (h) Details of the ground floor door opening in original panelling through to 67 Piccadilly and associated partitioning in this area;
- (i) Full details of how the staircase landing and handrail is being raised and modified and the interface with existing features and detailed works to repair staircases including the stone cantilevered staircase to basement;
- (j) Details of the work benches and raking 'scoop' feature (with a view to try and retain elements of this design or look at an adaptation in the same way as the benches to respect existing fabric and this element of the original design) including final details of the proposed joinery work to modify these features as well and details of their repair and restoration;
- (k) Details of new openings to form lift lobbies
- (l) A schedule of removal of redundant signs and external fixtures and fittings and details and including method statements for repair work and making good to external elevations;
- (m) Details of any proposed damproofing;
- (n) A strategy for the location and detailing of all building services including electrics and plumbing, telecommunications, fire/security alarms, any aerials and CCTV cameras (and associated cabling and equipment);

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.

10) No soft-strip, demolition or development groundworks shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works. This programme of works will be undertaken in accordance with a Written Scheme of Investigation (WSI) prepared by the appointed archaeological contractor and agreed with the Local Planning Authority's archaeological advisors, GMAAS. The WSI shall cover the following:

1. A phased programme to include:
 - building survey (HE level 3)
 - watching brief during soft-strip/ demolition of the building
2. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds
 - production of a final report on the significance of the heritage interest represented.
3. A scheme to disseminate the results that is commensurate with their significance
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 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

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: 127538/FO/2020 and 127539/LO/2020 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 applications:

127538

**Highway Services
Environmental Health
Oliver West (Sustainable Travel)
MCC Flood Risk Management
Greater Manchester Police
Historic England (North West)**

**Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Work & Skills Team
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Environmental Health
MCC Flood Risk Management
Highway Services
Oliver West (Sustainable Travel)
Work & Skills Team
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Counter Terrorism SA
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Historic England (North West)
Transport For Greater Manchester
United Utilities Water PLC
Counter Terrorism SA**

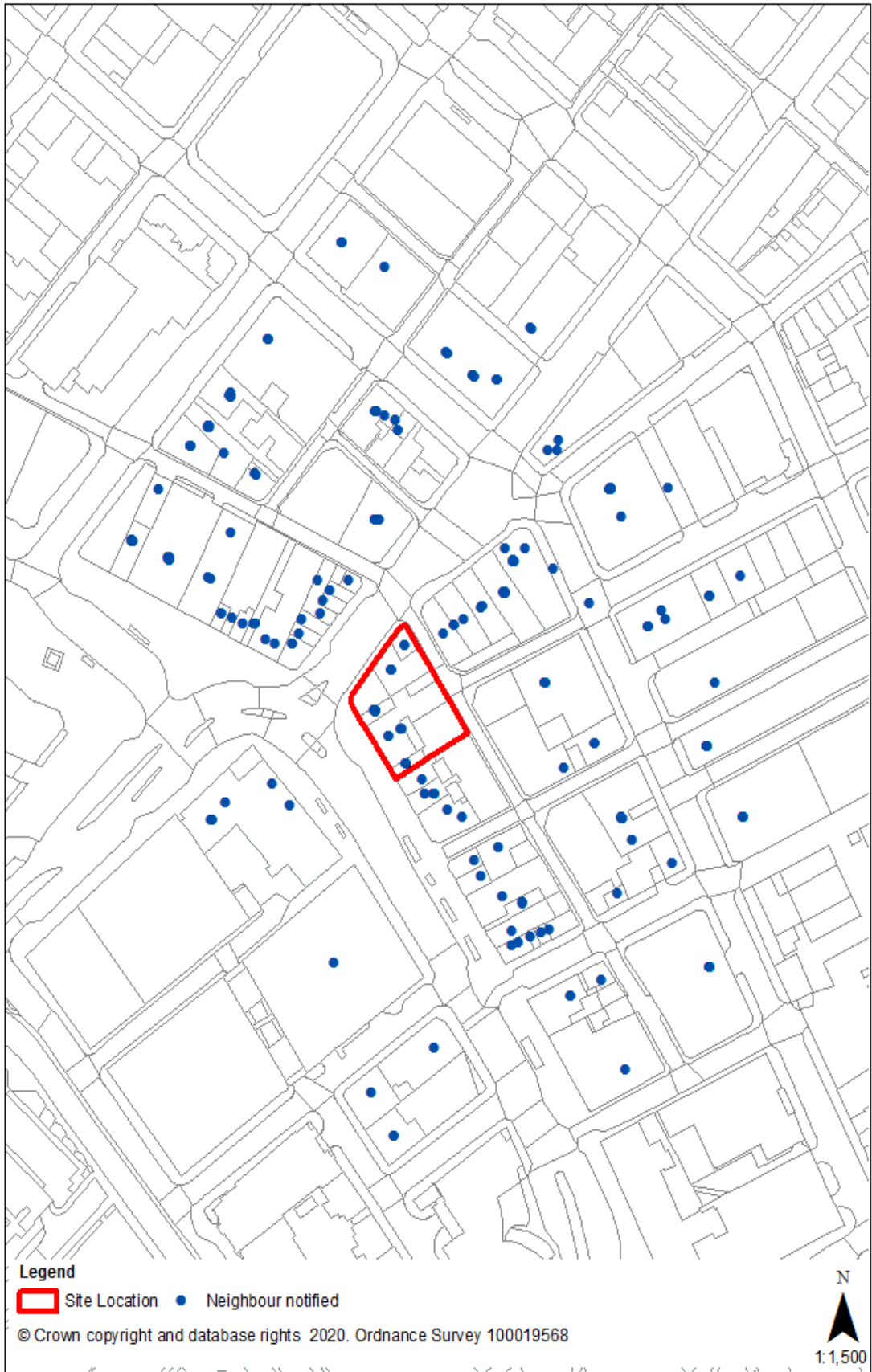
127539

**Historic England (North West)
National Amenity Societies**

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

Representations were received from the following third parties: None

**Relevant Contact Officer : Angela Leckie
Telephone number : 0161 234 4651
Email : angela.leckie@manchester.gov.uk**



Application Number	Date of Appln	Committee Date	Ward
126912/FH/2020	21st May 2020		Crumpsall Ward

Proposal Erection of a two storey side extension and a single storey rear extension together with the installation of a front dormer, including a velux window and a dormer to the rear, porch and canopy to form additional living accommodation.

Location 1C Ardern Road, Manchester, M8 4WN

Applicant Mr S Benjamin, 1C Ardern Road, Manchester, M8 4WN,

Agent Mr Kevin Maloney, Blueprint CAD Ltd, 3 Ridgeway, Lowton, Warrington, WA3 2QL

Executive Summary

Proposal: Erection of a two storey side extension and a single storey rear extension together with the installation of a front dormer, including a velux window and a dormer to the rear, porch and canopy to form additional living accommodation.

The proposal includes at ground floor level the addition of a kitchen, hallway, WC and morning room. The first floor includes two bedrooms and a utility room and the roof space includes two bedrooms and a shower room.

Objections: 7 objections were received to the original submission. After a revised scheme was submitted 9 objections were received. Overall 24 properties were consulted and 5 objections were received from two addresses and an objection letter from a planning consultant was received on behalf of a resident. Main concerns relate to the impact of the proposal on the Crumpsall Lane Conservation area. The proposal would be detrimental the amenity and visual amenity of area and for the occupiers of the surrounding properties.

Principle: The proposed development is an extension to a residential dwelling, this is considered acceptable in principle as many people prefer to extend their homes rather than move in order to meet the changing residential needs of families. However, consideration must be given to the proposal's appearance, impact on the visual amenity of the area and impact on the neighbouring properties' residential amenity. The scheme submitted is now considered acceptable and in accordance with Saved UDP policy DC1 and DC18 and Core Strategy Policies SP1 and DM1 due to the reasons mentioned below.

Key Issues:

- The visual impact of the proposal in relation to the street scene and on the Crumpsall Lane Conservation area.
- The impact on the amenity of the neighbouring occupiers.

The proposed scheme has been amended since the application was originally submitted in order to overcome concerns in relation to the impact on the character of the street scene, the Conservation Area and the neighbouring occupiers. The proposed extensions are now subservient to the appearance of the main house with the impact on the character of the Conservation Area being acceptable.

The proposal would allow a house to be extended in a way to improve the accommodation to meet the needs of a family.

A full report is attached below for Members consideration.

Introduction

This application was placed before the Planning and Highways Committee on the 22 October 2020 and at that meeting the Committee deferred deliberation in order to allow Members to undertake a site visit due to concerns relating to the impact of the proposed extensions on the street scene due to a potential terracing effect as well as to examine the impact on the conservation area. Concerns relating to whether there would be adequate access to the rear of the house for bin storage were also raised.

Description

This Planning Application relates to 1C Ardern Road, Crumpsall. 1C Ardern Road is a semi-detached dwellinghouse of modern brick construction, situated in the Crumpsall Lane Conservation Area, on land formerly part of the curtilage of another house. The Application property backs onto Town Green Court.

Planning Permission is sought for the erection of a two storey side extension and a single storey rear extension together with the installation of a front dormer, including a roof light window and a dormer to the rear, porch and canopy to form additional living accommodation.

The existing off-road parking provision would not be affected by the proposal. The front elevation of the two storey side extension would be set back from the front elevation of the dwelling house. Pedestrian access remains from the front to the rear of the property. Two obscurely glazed windows proposed would be inserted within the side elevation of the proposed side extension. The proposal includes at ground floor level the addition of a kitchen, hallway, WC and morning room. The first floor includes two bedrooms and a utility room and the second floor includes two bedrooms and a shower room.

Planning History

There has been one previous planning application approved at the site referenced 097756/FH/2011/N1: for the erection of single storey side extension and loft conversion with rear dormer to form additional living accommodation. Only the single storey side extension has been implemented.

Proposal

The proposed scheme has been amended since the original submission. The details of the proposal are as follows:

The single storey rear extension abuts the shared boundary with the neighbouring property, the common boundary is formed by a fence. The extension projects from the rear elevation of the original dwelling house by 4m in length and has a total height of 2.9m. The single storey rear extension includes a roof lantern and a window facing the garden. A patio door would be inserted to access the garden from the side elevation of the extension.

The two storey side extension measures 2.9m in width. The first floor front elevation has a setback of 1m from the front elevation of the main house. The two storey side extension has a gap that diminishes in distance from the common boundary of the neighbouring property which is divided by a fence. The distance from the common boundary and the proposed gable is 1096mm reducing to 0650mm, the narrowing occurs from front to back. Two windows would be inserted on the rear elevation of the two storey extension facing the rear garden of the application site. Two obscurely glazed windows would be inserted into the side elevation at ground and first floor level.

The rear dormer window extension sits within the original roof space and measures 5 metres in width. The dormer does not project above the ridge line and is pulled in away from the side edge of the original roof. The front dormer is smaller and measures 2.7m in width. The dormers would be clad with tiles which would match the existing roof. A Velux window would be inserted next to the dormer extension on the front roof elevation.

Further, alterations to the front elevation of the property includes the creation of a porch that would replace the existing door canopy. The tiled canopy in situ above the bay window would continue across the front elevation of the proposed side extension.

No front boundary alterations are proposed as part of this proposal. The front garden area would be block paved including a small part of the lawn area to create additional parking space. The proposal includes block paving the rear amenity space and the creation of a boundary wall.

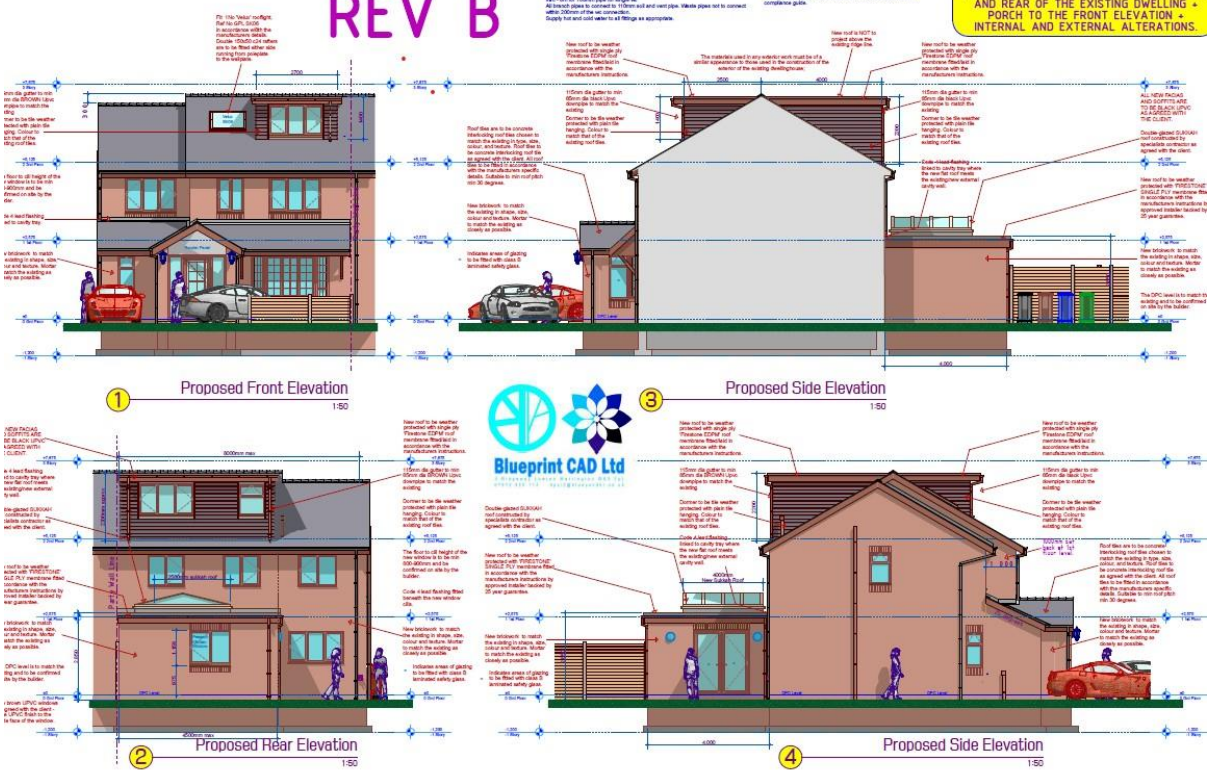


Application Site 1C Ardern Road

All dims are to be checked on site by builder.

REV B

SITE ADDRESS:
1C ARDERN ROAD, CRUMPSALL,
MANCHESTER, M8 4WN
THE CONSTRUCTION OF A PART SINGLE,
PART TWO STOREY EXTENSION AT THE SIDE
AND REAR OF THE EXISTING DWELLING -
INTERNAL AND EXTERNAL ALTERATIONS.



The proposal set out above has been amended from the original proposal. As initial concerns were raised in relation to the proposal as the extension did not appear subservient to the host building and the following amendments were made:

- The first floor front elevation was set back by 1 metre.
- The single storey rear extension was reduced by 2m in projection.
- One of the front dormers were removed and replaced by a Velux window.
- The rear dormer was reduced to fit within the original roof space by 2744mm in length.
- The roof height of the two storey side extension was lowered.

Consultations

The application was advertised in the local press as affecting the Crumpsall Lane Conservation Area and a site notice was erected close to the site.

The occupiers of the surrounding properties were consulted and the original proposal received nine letters of objections.

The objectors raised concerns regarding the following issues:

- The side extension would lead to a significant loss of light and would be detrimental to privacy for the occupiers of the surrounding properties.
- The proposal in terms of its design and appearance would be out of character with the Crumpsall Lane conservation area.
- The front dormers specifically would be out of style and detract from within the street scene and within the conservation area.
- The design scale and magnitude of the proposed extension would be disproportionately large and out of keeping with the character of the host building and the area in general.
- The supporting information relating to the conservation area does not contain an accurate assessment of the character of the Crumpsall Lane Conservation Area.
- The proposal is considered to be overdevelopment due to the amount of bedrooms created.
- The existing side foundations may not be adequate to support a two-storey extension and the rear boundary wall is robust enough to retain the land that slopes.
- The construction work may undermine the integrity of a Horse Chestnut Tree which lies within the curtilage of the property known as Town Green Court.
- The planning application should be determined by elected member's not council officials.
- The extension may be used for other purposes other than a residential dwelling house.

An objection letter was received from a planning consultant relating to the original and the revised proposal, on behalf of a local resident. The representation included an analysis of planning policy outlining why the proposal was considered contrary to policy. The overarching issues raised related to the detrimental impact the proposal would have in terms of visual and residential amenity within the area. The key issues

raise are as follows:

- The heritage statement has not been updated since the revised scheme was submitted and the statement does not demonstrate how the proposals would reinforce or enhance local character, nor does it demonstrate how the proposal complies with policy that is contained within the Core strategy for Manchester or the Unitary Development Plan for Manchester.
- No information has been provided detailing how the proposal would impact on nearby trees, specifically in relation to the rear boundary wall.
- The extension would detract from the character and appearance of the original house, the street scene and the Conservation Area by reason of the siting, design and size.
- The front dormer would be unduly dominate and the front porch would project prominently forward of the existing building line.
- The extant permission for the rear dormer is smaller in size.
- The siting, length and scale of the proposed rear and side extension would cause shadowing, loss of light, diminish the outlook and be visually intrusive for the occupiers of the neighbouring properties.
- Permitted development right should not be considered as a material consideration when determining proposals in a Conservation Areas.
- The front dormer would be detrimental to the privacy of the opposite properties.
- Insufficient gap between boundaries which would result in very little scope to erect a two storey side extension without encroaching on the neighbouring property.
- The extension is excessively large and bulky.

Since the amended scheme was submitted local residents were re-notified of the revised proposal and seven objection letters were received.

The comments contained within these letters were consistent with the previous concerns raised, which related to the proposal having a detrimental impact on the conservation area and the street scene, quality of appearance of the extension in relation to the host building and the detrimental impact on the amenity for the occupiers of the surrounding buildings, concerns regarding the use of the building, construction methods and impact on nearby trees.

Three letters of objection have been sent to Members from local residents who have already objected to the planning application during the statutory notification process. One of these objections contains possible reasons for refusal of the application. The comments are summarised below:

- There are fundamental points of conflict with the Council's planning policy and guidelines which should have led to the refusal of the application;
- The proposal would result in harm to the street scene, the conservation area, nearby trees and neighbouring occupiers which has not been resolved by the amended proposal;
- The officer's report finds some harm to the conservation area. No public benefits which outweigh the harm have been identified. Where there is harm

then the character and appearance of the conservation area cannot either be preserved or enhanced. This should lead to the refusal of the application;

- Neither the applicant nor officers have attempted to assess what the significance of the heritage asset is or how the proposed development would impact on that significance. In the absence of that information, the Committee would be unable reach the conclusion that the impact of the development on the conservation area is acceptable;
- There is no expert evidence which demonstrates the proposed development would not harm nearby trees;
- The two storey side extension would close the gap that currently provides visual separation between the two pair of semi-detached houses and allows views through to the trees and spaces to the rear of the Victorian Villas;
- No justification for the departure from Council policy and guidelines with regards to side extensions;
- Neighbouring properties would suffer significant loss of light, over shadowing and over bearing dominance from the single storey rear extension. There is no justification from the departure from Council policy;
- As a result of all the people living in the houses there would be too many cars going up and down the road and parking in what is a very narrow road;
- The design of the external doorway is very not very efficient and the gap to the side boundary would be too narrow. It wouldn't allow a pushchair to go down the side of the house;
- This application would turn a 3 bedroom semi-detached house into a 6 bedroom house with 3 storeys with a flat roof with no rear garden;
- 3 extensions carried out at the property would breach planning policy. The rearward extension is 4 metres (beyond 3.65 metres permitted by policy) and the side extension would leave a gap of 0.65 metres when the policy requires 1.52 metres;
- The front and rear dormers would create a flat roofed third storey. Council policy does not permit dormers in conservation areas. There is no explanation for this in the officers report;
- There is no explanation as to how the extensions would enhance the conservation area. All the benefits are private with all the harm borne by the neighbours;

Policies

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.

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019. It sets out the Government's planning policies for England and how these are expected to be applied.

The Framework has been related to the proposed development, with particular emphasis given to the following:

National Planning Policy Framework

Paragraphs 184 through 202 relate to Conserving and Enhancing the Historic Environment.

Paragraph 184 states these assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

Paragraph 185 refers to the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation.

Paragraph 192 says that in determining applications, local planning authorities should take account of:

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

Paragraph 193 says that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 196 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 201 states that not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 195 or less than substantial harm under paragraph 196, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

It is acknowledged within the NPPF which is set out above, that development needs to take place within areas of special control such as conservation areas, to ensure development makes positive contribution to conserve heritage assets and in turn can make a positive contribution to sustainable communities including their economic vitality. The impact of the development to extend a dwelling house accords with Paragraph 184 and 192, which states that conservation areas should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their

contribution to the quality of life of existing and future generations. The proposed extension allows the occupier to extend their home without causing significant harm to the character of the conservation area. Therefore, it is considered that the development makes a positive contribution to local character and distinctiveness. Paragraph 185 refers to the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation. Therefore, this proposals accords with the policy 184 and 202 of the NPPF.

Chapter 12: Achieving well-designed places - States that 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 124). Paragraph 127 further states that planning decisions should ensure that developments:

- a) Will function well and add to the overall quality of the area over the lifetime of the development;
- b) Are visually attractive as a result of good architecture, layout and landscaping;
- c) Are sympathetic to local character and history, including the surrounding built environment and landscape setting.

The proposed development has been appropriately related to the existing house and neighbouring housing. It is not considered that the development would impact upon neighbouring houses due to their juxtaposition and arrangement of space between them. It is considered that the quality of design has been appropriately related to the existing house and conservation area to thereby accord with chapter 12. **Chapter 16: Conserving and enhancing the historic environment** .

Paragraph 189 - States that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting.

In this case, it is considered that the development suitably reflects the composition of the existing house to thereby maintain its relationship to the surrounding conservation area.

Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In considering this application consideration has been given to the following aspects of the NPPG:

- i Consultation and pre-decision matters (ID:15);
- ii Design (ID:26) - Good quality design is considered to be an integral part of sustainable development;
- iii Health and well-being (ID:53).

In this case, appropriate neighbour and statutory consultation had been undertaken. The design is satisfactorily related to the original house. The proposed extension would not unduly harm residential amenity. The above sections of PPG would

therefore be satisfactorily responded to.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the Council on 11th July 2012.

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

Policy SP 1 Spatial Principles - States the key spatial principles which will guide the strategic development of Manchester to 2027. The key areas of policy SP1, pertinent to this application, are:

- i. The creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.
- ii. The development should make a positive contribution to neighbourhoods of choice including:
 - a. Creating well designed places that enhance or create character.
 - b. Making a positive contribution to the health, safety and wellbeing of residents
 - c. Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
 - d. Protect and enhance the built and natural environment.

It is considered that the appearance of the development would present an acceptable design, it would be appropriate to the character of housing in the conservation area, improve the quality of the existing accommodation to meet changing household needs and maintain existing levels of residential amenity within the area. It would thereby accord with policy SP1.

Policy EN1 (Design Principles and Strategic Character Areas) - States that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. In this case, it is considered that the quality of the proposed design would respond positively to the existing built form and achieves a cohesive design response that relates strongly to the character and proportions of the host building. The development would thereby accords with policy EN1.

Policy EN3 (Heritage) - Is relevant to the consideration of the proposed development its location within the Crumpsall Lane Conservation Area. In such circumstances, policy EN3 requires that new developments is designed to enhance the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance. Policy EN3 has been related to the relationship of the proposed extension and alterations to the building, including its height, proportions and siting, to the Crumpsall Lane Conservation Area. It is considered that the development would result in a modest extension with design features, including the composition of the extension would contribute positively to the surrounding context.

Policy EN15- Biodiversity and Geological Conservation- The Council will seek to maintain or enhance sites of biodiversity throughout the City.

Particular consideration will be given to the Council's objective to protect trees. There are no trees within the curtilage of the application site that would be detrimentally affected as a result of the extension. Other trees outside the application site are a sufficient distance away from the proposed works not to be detrimentally impacted by the proposed works. Therefore, the proposal accords with the policy EN15.

Policy EN19 Waste - Relates to waste management and requires that consideration is given to consideration of the submitted details relating to the applicant's proposals for the provision of a waste management plan to demonstrate how: ii. How the sustainable waste management needs of the end user will be met. The existing waste storage arrangements in the rear yard would be retained to secure compliance with policy EN19.

Policy DM 1 Development Management - Discusses a range of issues that all development should have regard to. The following specific issues are relevant to the consideration of this application:

- i. The impact of the development on the character of the surrounding area;
- ii. Effects on amenity, including privacy;
- iii. Adequacy of internal accommodation and external amenity space;
- iv. Refuse storage and collection;
- v. Vehicular access and car parking.

It is considered that the development would be appropriately related to its context in terms of design, potential impact on residential amenity and retained arrangements for waste storage. Policy DM1 would thereby be accorded with.

Saved Unitary Development Plan - The following policies are considered to be relevant:

Policy DC1 - Residential Extensions

Policy DC1.1 - States that in determining planning applications for extensions to residential properties, the Council will have regard to:

- a. The general character of the property;
- b. The effect upon the amenity of neighbouring occupiers;
- c. The desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs;
- d. The overall appearance of the proposal in the street-scene;
- e. The effect of the loss of any on-site car parking.

Policy DC1.2 - States that extensions to residential properties will be allowed subject to compliance with other relevant policies of the Plan and the following criteria:

- a. They are not excessively large or bulky (for example, resulting in structures which are not subservient to original houses or project out too far in front of the original buildings);
- b. They do not create an undue loss of sunlight, daylight or privacy;

- c. They are not out of character with the style of development in the area or the surrounding streetscene by virtue of design, use of materials or constructional details;
- d. They would not result in the loss of off-street car-parking, in a situation where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created.

Policy DC1.3 - Sets out the circumstances whereby, notwithstanding the generality of the above policies, the Council will not normally approve planning permission for residential extensions. The relevant aspects in this case are the extent of rearward extensions and the potential impact on privacy. It states, amongst other things, that the Council will not usually approve rearward extensions greater than 3.65 metres in length.

Policy DC1.4- In considering proposals for 2-storey side extensions, the Council will have regard to the general guidance above and also to supplementary guidance to be issued. In particular, the Council will seek to ensure that:

- a. the development potential of the gap between detached and semi-detached houses is capable of being shared equally by the owners or occupiers of the two properties concerned;
- b. the actual or potential result of building the extension will not be the creation of a terracing effect, where this would be unsympathetic to the character of the street as a whole;
- c. the actual or potential result of building the extension will not be the creation of a very narrow gap between the properties, or any other unsatisfactory visual relationships between elements of the buildings involved. As a guide, and without prejudice to the generality of this policy, the Council will normally permit 2-storey house extensions which, when built, would leave a minimum of 1.52m (5 ft) between the side wall and the common boundary, and which meet the other requirements of this policy. Proposals which cannot meet these requirements will be judged on their merits, but with weight being given to (a) and (c) above.

It is considered that the proposed development would be a proportionate addition to a family house given the capacity of the site and the maintenance of distinctive spaces between houses. Incorporation of matching brickwork is considered to be a positive feature and, it is considered, that a coherent and satisfactory design has been brought forward to secure compliance with saved policy DC1.

Policy DC18 (Conservation Areas) - States that the City Council will give particularly careful consideration to development proposals within conservation areas. It states that:

- 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).

Policy CC5 – states, ‘the Council will act to maintain and improve areas of recognised townscape value, and will encourage the conservation and refurbishment of buildings of character and quality, especially:- a) within the general area of Crumpsall Lane and Seymour Road; b) in the Crumpsall Green area. Reason: To conserve the distinctive character of these areas.

It is considered that the proposed development responds positively to policy SP1 and DM1 of the core strategy and policy DC18 and CC5 of the unitary development plan for Manchester, in that it would improve the living environment for the resident and thereby their well-being and continued occupation of the house. It is not considered that the development would undermine the residential character of the Crumpsall Lane Conservation Area due to the scale of the development, the quality of the proposed design and proposed materials.

ISSUES

Design and Appearance

The submitted application proposes to erect a two-storey side extension and a single storey rear extension together with the installation of a front dormer, including a Velux window and a dormer to the rear, porch and canopy to form additional living accommodation.

The 2-storey side extension is flush at ground floor level and set back by 1m at first floor level and the roof ridge line is set down. A gap of between 0.650m and 1.096m would be retained to the side boundary with 1B Ardern Road. The single storey rear extension would project 4 metres and runs along the shared boundary with the neighbouring property No. 1D Ardern Road. The front and rear dormer windows would be constructed out of roof tiles and glazing, the tiles would match the existing roof tiles. The canopy above the bay window would continue along the front elevation and a porch would demark the front entrance. There are no changes proposed to the front boundary treatment. However, a block paved area would replace an existing concrete flagged driveway. The existing lawn shall be reduced in size to allow for block paving. The rear garden area has no landscaping or lawn. The proposal includes hard landscaping and a boundary wall to be erected in the rear garden area.

The proposed development is considered to be in keeping with the character of the property by the use of similar design references and materials to match the existing dwelling. It would appear subservient to the original house and the 1metre set back is sufficient to off-set the creation of a terracing effect and this set back together with the gap to the side boundary would retain a sense of space. The front dormer consists of a flat roof and sits comfortable between the ridge and the front of the roof.

Opposite to the application site there is a row of mews houses which have flat roofs. Three properties to the south west of the site also incorporate small dormer type window designs similar in appearance to the proposed front dormers. The proposal is therefore in keeping with other properties within the wider area and it is considered that the introduction of a front dormer window would not form an unduly intrusive

feature within the street scene and would not be detrimental to the character of the area in general or to the character of the Conservation Area.

As a result of concerns raised, the scheme has been revised including the removal of a front dormer window and a reduction in size of the front and rear dormers, the two storey side and single storey rear extension have also been reduced in size. Therefore, it is considered that the proposal is in accordance with policy DM1, which states, all development should have regard to: Appropriate siting, layout, scale, form, massing, materials and detail, Impact on surrounding areas in terms of the design, scale and appearance of the proposed development. Therefore, the proposal is considered acceptable and would not have any adverse impact on the character of the street scene.



(Image 1) Building at Junction of Middleton Road and Ardern Road west of the site



(Image 2) Mews Housing opposite the application site.



(Image 3) Building at the Junction of Middleton Road and Ardern Road south west of the site.



(Image 4) The application site viewed in conjunction with properties on Holland Road.

Impact on the character of the conservation area

The Crumpsall Lane Conservation Area consists of a variety of types of tenure, design and age of residential dwellings: three storey mews houses face the application site (Image 2) and on the same side of Ardern Road lies a variety of different house designs some of which are clad in timber and painted black and white in colour. Moving toward the junction with Middleton Road on the right side of the junction lies an Edwardian Villa that has been extended by the introduction of a large flat roof extension (Image 1). West of the site, at the junction of Ardern Road

and Middleton Road there is a modern apartment building that has a large proportion of the elevation facing Ardern Road (Image 3). The application site lies within a row of modern dwelling houses that can be seen in conjunction with period properties that lie on the junction with Holland Road (Image 4).

The character of this part of the conservation area contains various recent and more modern additions and interventions. The proposed extensions are not out of keeping with the context and overriding character. It is considered that the development in terms of its design, appearance and height, scale and massing would not undermine the character of the Crumpsall Lane Conservation Area due to the scale of the development, the layout, the quality of the proposed design and the proposed materials are be considered to be acceptable. On balance, it is considered that the proposed development would cause the lower end of less than substantial harm to the conservation area and therefore would be in accordance with, relevant policies and the tests within the NPPF with public benefits outweighing any harm.

Paragraph 201 of the NPPF states that not all elements of a Conservation Area will necessarily contribute to its significance. It is considered that the host building makes a small contribution to the character of the conservation area. The main body of the application property is visible in the main from the front of the property, whilst the rear is set into the site with limited views between the houses.

Paragraph 192 of the NPPF 2019 states that the following should be taken into account when determining applications that affect heritage assets.

a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

The proposed development involves replacing an already existing side extension which is a fairly recent addition to the conservation area. It is not considered that the host building makes a significant contribution to the character of the conservation area. Therefore, extending the dwelling house is considered to cause the lower end of less than substantial harm to the character of the conservation area. The proposal would also allow a small family dwelling to be enlarged to create improved accommodation.

b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality;

By allowing the occupier of the dwelling house to extend the property to provide for their growing needs helps contributes to creating more sustainable communities.

c) the desirability of new development making a positive contribution to local character and distinctiveness. The proposed development has been amended to allow the extension to be subservient to the host property by reducing the size, scale and massing of the extension and therefore the amended proposal is considered to be in keeping with the character of the conservation area by making a positive contribution to the character and distinctiveness.

Paragraph 197 states, 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 and 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.

As stated above, it is considered that the proposed works would have less than substantial harm on the character of the conservation area with the host building

only having a very limited contribution to that character. The public benefits of the scheme are considered to outweigh any limited harm.

The heritage statement that accompanied the proposal was proportionate to the development proposed. The Council considers that the threshold for information is low in order not to impose an unnecessary burden on householders. The Heritage Statement submitted is commensurate to the scale of development and is deemed to be acceptable. Furthermore, there was sufficient information on the drawings to be able to properly assess the impacts of the proposal.

Paragraph 196 states, where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The character of this part of the conservation area contains various recent and more modern additions and interventions. The proposed extensions are not out of keeping with the context and overriding character of the conservation area given that the application site is in a row of modern properties and there are gaps and spaces consistent with the character and layout of the conservation area which help preserve the characteristics of the area. Therefore, the proposal makes a small contribution.

It is considered that the proposal would be low level of less than substantial harm. This low level of harm is outweighed by the public benefits of the scheme. The objectors to the proposal state that all the benefits are private. However, Paragraph 8 of the NPPF states 'these benefits can be economic, social and/or environmental. In this instance, the extension and alterations would result in a sympathetic addition to the property with matching materials and details which correspond with the character of the area and other properties in the street scene. There is an opportunity to improve the boundary treatment at the property which would be of public benefit to the conservation area as a whole. It is considered that the appearance of the extension, including the modifications to ensure the extension is subservient, would outweigh any harm to the conservation area as a whole.

The layout of the proposal

The area has varying types of boundary treatments that define the curtilage of the gardens. The application site lies within a row of four modern type properties that are situated on similar size plots. Each property has different boundary treatments that face Ardern Road and have different proportion of hard and soft landscaping treatments that are highly visible when viewed from within the street scene. The mews properties facing the application site comprise predominantly of hard landscaping to the front of the properties. The majority of the properties within the area have off street car parking provision.

The proposed alterations to the front garden are considered to be minimal and the introduction of block paving results in an improved aesthetic in comparison to the concrete flags that are currently in situ. The proposed single storey rear extension would not compromise the layout of the rear amenity space. Therefore, the proposal

is in accordance with policy DM1, which states, all development should have regard to: Appropriate siting, layout, scale, form, massing, materials and detail, Impact on surrounding areas in terms of the design, scale and appearance of the proposed development. Therefore, the proposal is considered acceptable and will not have any adverse impact on the character of the street scene.

Impact on Residential Amenity

With reference to potential impacts from the two storey side extension, the neighbouring property has a single storey garage along the common boundary and a gap would be maintained between the proposed extension and the boundary fence. The length of the side extension is similar in length of the neighbouring property and would not project beyond the existing rear elevation of both properties. It is not considered that the extension would result in any undue loss of light or overbearing appearance to the immediately adjoining house or to other neighbouring houses. The two storey side extension maintains a 1.096m gap to the boundary at its widest point which fronts the road and tapers to 0.65 metres at its narrowest at the rear elevation. Therefore, the widest gap at the front of the side elevation, combined with the 1 metre set back at first floor creates a sense of subservience and provides a sense of space between the extension and the neighbouring plot. This is in line with the objectives of saved policy DC1 which encourages a gap to the boundary, ensuring that the development gap can be shared and ensuring extensions are subservient.

The rear dormer is set back from the edge of the roof and the bedroom window is positioned as such that no additional overlooking would occur and the distance from the boundary of the neighbouring property 1B Ardern Road is approximately 8 metres away and given the relationship to the neighbouring properties would be appropriate and similar to that of existing windows within the application property. The front dormer bedroom window is over 21 metres away from the closest property on the opposite side of Ardern Road and would not result in any undue loss of privacy. It is considered that the proposed development is acceptable, in terms of the adopted Unitary Development Plan for the City of Manchester, including policies DC1, and Manchester's Core Strategy, including policy DM1

With reference to the proposed single storey rear extension this would project 4m from the rear elevation of the main house. This has been reduced in size. It is considered that this would not result in any undue loss of light or over bearing appearance to the occupiers of the adjoining property.

A condition shall be applied to any approval regarding no further windows in any of the elevations and to obscurely glaze the ground floor cloak room and the first floor washer dryer room window would be inserted on the side elevation facing no.1B Ardern Road.

It must be noted that planning permission has previously been granted for a rear dormer window extension at the application property and single storey rear extensions can be erected up to 3m in length without the need for planning permission or prior approval in most circumstances.

With reference to concerns that the application property may be used for other uses other than residential the applicant has confirmed that the use would be for a family house and a condition is recommended which limits the use of the dwelling to a C3a use.

Amenity Space

The development would result in a very small loss of some private amenity space at the rear but sufficient space would be retained to serve the size of the plot which is otherwise of a good size. Therefore, this proposal is compliant with policy DC 1 of the Unitary Development Plan for Manchester and DM1 and SP1 of the Core Strategy for Manchester.

Car Parking

Off street car parking is provided at the property and would be unaffected by the proposal. Therefore, the proposal is compliant with policy DC 1 of the Unitary Development Plan for Manchester and DM 1 and SP1 of the Core Strategy for Manchester.

Bin Storage

Waste and recycling bins would continue to be stored at the rear of the dwelling and the gap to the side of the extension would retain access to the rear garden. The applicant has provided further details of how access for the bins would operate. The amended plan demonstrates as a result of the two storey side extension maintains a 1.096m gap to the boundary at its widest point which fronts the road and tapers to 0.650 metres at its narrowest at the rear elevation. Therefore, there is adequate space to manoeuvre waste receptacles between the front and rear of the dwelling house. Therefore, the proposal is compliant with policy DC 1 of the Unitary Development Plan for Manchester and DM 1, SP1 and EN19 of the Core Strategy for Manchester.

Boundary Treatment

The boundary treatment to the front of the property remains the same and the revised floor plans provided omit the boundary wall from rear garden area which no longer includes changes in ground levels removing the need to excavate beyond the foundation of the extension. The rear garden now comprises of grass and paving around the extension. Furthermore, a boundary treatment condition would be attached to the consent controlling the positions, design, materials and type of boundary treatment to be erected. To ensure that the appearance of the development is acceptable in terms of the visual amenity of the area.

Trees

No trees would be removed to erect the extension. However, concerns have been raised regarding potential detrimental impact on a horse chestnut tree on the adjacent site. A revised plan showing an alternative layout, including the removal of the proposed wall and confirmation excluding any excavation of the rear garden to

modify the ground level has been provided. The revised plan identifies the location of the closest tree identified as Horse Chestnut Tree. The city arboriculture department has confirmed that given the rear garden wall and excavation of the garden has been omitted from the proposal, they support the proposal subject to any tree roots being affected as a result of the extension shall be protected in accordance with BS 5837. Furthermore, the applicant in response to these concerns confirmed that they will appoint a qualified structural engineer to inspect the foundations and pay particular attention to any nearby tree roots in order to protect the adjacent trees during construction and an appropriately worded condition is proposed requiring tree protection details together with a method statement. Therefore, it is considered that the proposal would not be detrimental to the integrity of the tree and therefore compliant with policy.

Landscaping

The front garden currently comprises of a lawn and concrete flags. The proposal would seek to improve the appearance of the hard landscaping by replacing the concrete flags with block paving. The block paving is permeable and a condition has been attached to the consent. The hard landscaping would be increased in size by removing a small grassed area in the front garden in order to create additional space for car parking. This arrangement still allows for a small area of lawn within the front garden. The original proposal in the rear garden comprised solely of the hard landscaping. However, a revised scheme has been submitted which includes the removal of the previously proposed boundary wall around the curtilage of the rear garden. The current proposal comprises of grassed lawn area and flags around the extension to create a patio area, including bin storage. It is considered that this proposal in terms of its appearance is considered to be acceptable as it does not visually detract from the overall character of the conservation area. A condition is proposed requiring full details of any boundary treatment to be agreed and this is particularly relevant for new frontage boundary treatment.

Construction

Issues raised relating to the adequacy of foundations would be dealt with by building regulations.

Conclusion

The proposed extensions are considered, on balance, to be acceptable and appropriate in this context within the street scene and within the character of the conservation area.

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 Director 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

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. In this instance officers have worked with the agent in a positive and proactive manner by requesting further information relating to the scheme and appropriate conditions to the approval have also been attached.

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: 126912/FH/2020 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 Highway Services

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 : Janine Renshaw-Livesey

Telephone number: 0161 234 4555

Email : janine.renshaw-livesey@manchester.gov.uk

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

- 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:

Proposed Elevation Rev B, stamped as received on the 17 September 2020, The Location Plan, stamped as received on the 22 May 2020 and the revised plan titled, 'Proposed Ground and First Floor Plans', Rev E, Stamped as received on the 10 November 2020.

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 external facing materials to be used on the extensions hereby permitted shall match those of the existing buildings in terms of type, colour, texture and scale.

Reason - To ensure that the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the extension, pursuant to saved policies DC1 of the Unitary Development Plan for the City of Manchester and Policy DM1 and SP1 of Manchester's Local Development Framework: The Manchester Core Strategy.

(4) 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) no windows or doors shall be inserted into the elevations of the extension hereby approved other than those shown on the approved drawings, Proposed Elevation Rev B, stamped as received on the 17 September 2020, The Location Plan, stamped as received on the 22 May 2020 and the revised plan titled, 'Proposed Ground and First Floor Plans', Rev E, Stamped as received on the 10 November 2020.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 Core Strategy for the City of Manchester.

(5) The ground floor toilet and cloak facility, the first floor en suite and washer/ dryer room the second floor shower room on drawing titled, 'Proposed Elevation Rev B, stamped as received on the 17 September 2020, The Location Plan, stamped as received on the 22 May 2020. and the Proposed Ground and First Floor Plans Rev E, Stamped as received on the 10 November 2020, shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent properties from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

(6) 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) no part of the development shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-

enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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

(7) No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

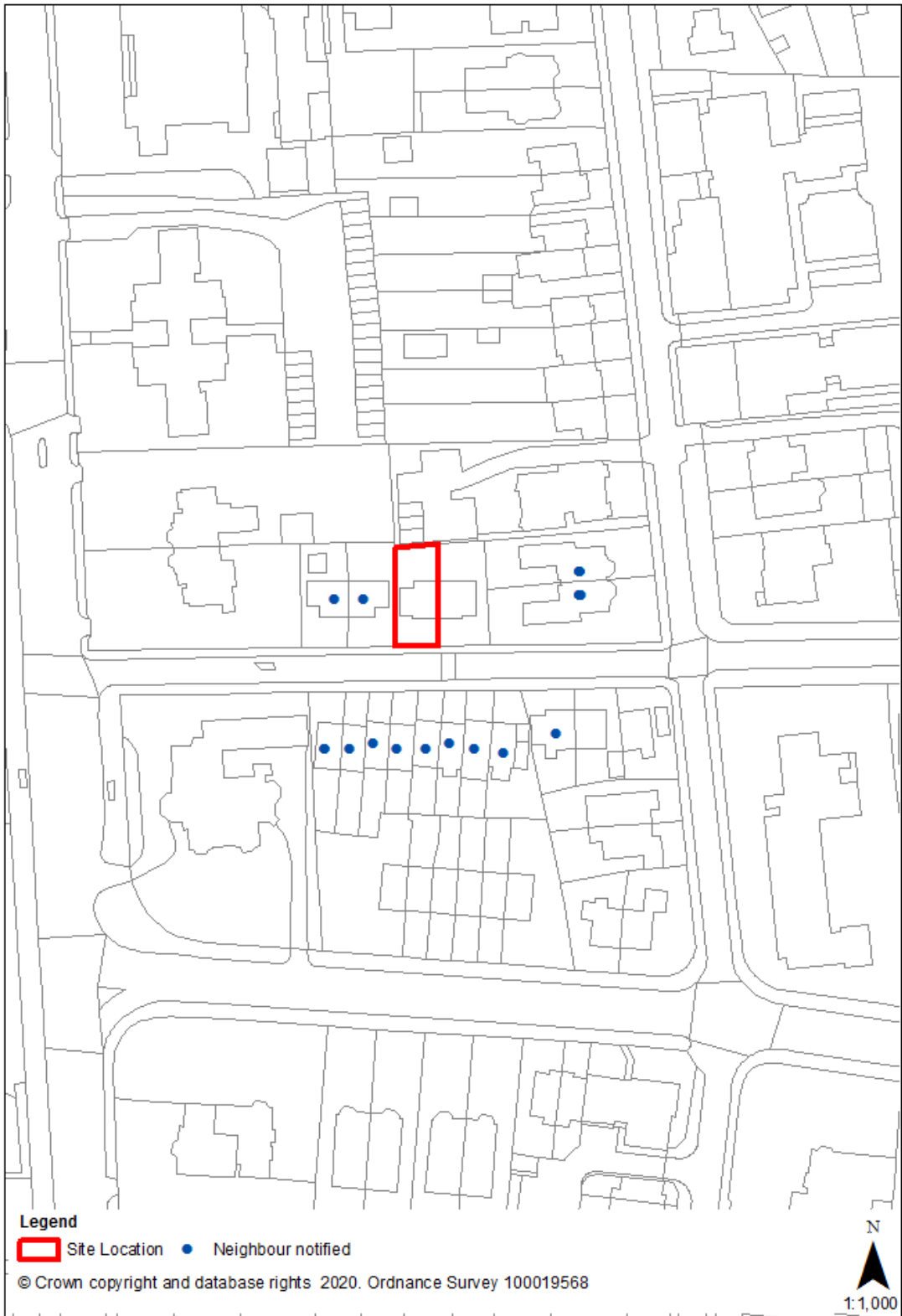
Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

(8) Prior to the installation of the proposed driveways and car parking areas hereby approved, a drainage scheme shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details and maintained in situ thereafter.

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

(9) Prior to the commencement of the development, a detailed method statement relating to works in close proximity to trees shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this include a plan identifying the location of trees affected by the development together with how the extension will be constructed to prevent damage or loss to the trees and their root systems. The development shall be carried out in accordance with the agreed method statement.

Reason - In order to agree a suitable method for working in close proximity to trees in order to prevent damage or loss pursuant to policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).



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